

# Direct Connection

July 2023

The Official Newsletter of

AMA Charter Club 2839 – Knights of the Round Circle

Los Angeles County Parks Community Partner club 103



## KOTRC 2023 Club Officials and Support Members

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**KOTRC Club Meetings are held at 4119 W. Commonwealth Ave., Fullerton CA the second Tuesday monthly starting at 7PM and usually ending by 9PM-visitors are welcomed. (Location is just west of the airport control tower)**

<b>2023 KOTRC Monthly Club Meeting Schedule</b>		
<b>Mo</b>	<b>Day</b>	
Jan	10	Fullerton Airport-4119 W. Commonwealth
Feb	14	Fullerton Airport-4119 W. Commonwealth
Mar	14	Fullerton Airport-4119 W. Commonwealth
Apr	11	Fullerton Airport-4119 W. Commonwealth
May	9	Fullerton Airport-4119 W. Commonwealth
June	13	Fullerton Airport-4119 W. Commonwealth
July	11	Fullerton Airport-4119 W. Commonwealth
Aug	8	Fullerton Airport-4119 W. Commonwealth
Sep	12	Fullerton Airport-4119 W. Commonwealth
Oct	10	Fullerton Airport-4119 W. Commonwealth
Nov	14	Fullerton Airport-4119 W. Commonwealth
Dec	TBD	2023 Christmas Brunch-Location TBD

**Knights News**

*by Clint Brooks*

The gloomy cool weather has been nice for flying with the sun out of your eyes. Now that it's starting to act like summer it's time to get ready for the upcoming Knights Joust/Palmer contest in early August. I just got my repaired Dolphin back into the air, and maybe I'll have a second stunt model on line before the August contest. Believe me, I will try and keep them off the pavement during pattern executions in the interim.

Some pressure is coming down on the model airfield facility at Sepulveda Basin, In fact, things are looking pretty desperate as resource planning has started with the city without notifying people involved with the model airfield that the area is under consideration for re-purposing. I am going to give up a portion of this newsletter to include the information provided by VCB President David Hull about the situation and what we can all do to help and support the flying field facility. He has done an excellent job of researching and sending out calls to action through their weekly newsletter The Nag, so I imagine a lot of us are already aware of the problem. If this is news to you reading this, I hope you will take the time to read and respond to help VCB protect a critical resource from being overtaken and lost forever.

## Letter to the VCB Membership

6/25/2023

VCB'ers, (*and by extension-KOTRC ed.*)

I am asking every member of the Valley Circle Burners **to help keep our flying field**. You can do this by accessing an on-line survey and making your voice heard. Do this right away. Time is not our friend here. The details on how to do this are below, along with details of things to watch out for.

This past Tuesday morning I participated along with the Valley Flyers leadership in a 90-minute teleconference with consulting company Geosyntec who is conducting the "reVisioning of Sepulveda Basin." And Tuesday evening I attended in person a community meeting held at the YMCA in Van Nuys. The study is being done at the behest of the City of LA, which is trying to make changes to user activities and amenities at the Basin. When complete, they will need to present their changes to the US Army Corp of Engineers for review, likely requiring an update to their Master Plan which approves activities on the land. The last Master Plan consideration/update was in 2012, so a new one is due, but it seems the city and their financial sponsors are driving the current process, not the USACE.

I got to see the faces and names of many of the people involved. They presented a slide deck of what they have done so far (we are coming to the party late again....) and showed a timeline of where they are going. It is more compressed than the similar previous effort at Whittier from the 2008-2012 timeframe.

Of the three draft proposals on the table, **one proposal is a complete non-starter for us: model flight activities would be relocated "somewhere else."** Either they didn't appreciate how hard that would be or they believe that they can justify this repurposing based on usage/needs. We have work to do there to show them that the overall flying field gets plenty of usage, and that usage has spinoff benefits. As far as an alternate location I simply don't believe it. In my view it would be next to impossible to find a new location for a flying field until you were past Newhall or out into the Antelope Valley.

The current push seems to come from several study sponsors in the environmental community. The study is currently strongly worded for the improvement of nature/wild lands etc. This is our biggest threat.

We've been through this before at Whittier back in 2008-2012. It was tedious and takes time. But a presence is necessary or else any crazy idea can replace model flying in the park. The current effort at the Basin feels to me like we are in a weaker position now than we were at Whittier, so I am concerned.

What can each of you do? I am asking each of our members to fill in an on-line survey concerning changes to the park. You can access it from your computer, by logging in at:

[Sepulveda Basin Vision Plan Early Ideas Survey \(surveymonkey.com\)](https://www.surveymonkey.com)

As a minimum, please answer questions 11, 17, 22 and 28.

11. Relocate model airplane flight field to another Valley site.

0—I like (moving) it!

0—No opinion

0—Opposed

[This is a no-brainer. There is almost no chance they will ever find us another field within 50-75 miles—if they bother to try helping us at all after they boot us out. Don't fall for this bait and switch tactic.]

17. Upgrade model airplane flight field.

—I like it!

—No opinion

—Opposed

[I suggest "I like it" although what we really want is for more maintenance and repairs to the current facility, not for some improvement that no one will likely want to pay for which makes us a liability]

22. Maintain model airplane flight field as it exists today.

—I like it!

—No opinion

—Opposed

[Absolutely vote "I like it!" This is the most important question in the survey for any modeler that wants to keep flying.]

24. Which trail and path types are you most excited about?

—LA River trail

—Community trails

—Bridges

—Loop trails

—Footpaths

—Equestrian multi-use

[Just don't vote for Loop Trails. They are currently shown as incompatible with the R/C overflight area as best I can tell. I am also skeptical of Footpaths. The others do not seem to pose a conflict at this point in time.]

28. Which Alternative are you most excited about?

—The Wildlands

—The Terraced Floodplain

—The River Valley

—None

[Pick the River Valley as it is the closest to the current land use and the model field impacts will hopefully be minimal. You might pick "None" but remember that these are city leaders and they want to spend money and show they did something. But absolutely do not vote for the Wildlands proposal. If that wins, modeling is gone in the San Fernando valley.]

You can read about the process at: [Sepulveda Basin Vision Plan | Bureau of Engineering \(lacity.org\)](#)

If you have questions about what is in each proposal or what a survey question means you can call me. Be careful about entering and leaving the survey as it might not let you back in?

If you have ideas about further defense of the flying field, call me to discuss. I can also provide info on other things that we and the Valley Flyers are already doing, or already planning. For now, we need as many modelers to reply to the survey as possible.

Dave Hull

President, Valley Circle Burners, AMA Club #4406

310-977-4502

Starting on the next page is a history of the Sepulveda Basin Flying Field and how it came about. Obviously model aviation was still in it's Golden Age and there was tremendous participation throughout the surrounding communities. Hopefully we can still convey this sort of message to the planners performing the survey. I appreciate everything David Hull is doing to try and fend off the end of the model airfield operations at the Basin.

I apologize for the quality of the copy-hopefully it's readable to you. It's a copy of a copy as I had to edit what I was given to break it apart and rotate some of the pages. I tried to make it as large as possible on the page.



## LOS ANGELES Best Big City Modelsite

■ Is the flying site problem more acute in a sprawling metropolis, such as Los Angeles, than in a more compact community? Let's ask the L.A. modelers.

A poll of U/C, P/F and R/C clubs showed that the problem was indeed intensified by the very size of their city. Without an understanding Department of Recreation and Parks working closely with Los Angeles Model Hobby Association, the L.A. flying site situation could have been catastrophic!

Luckily, the help of such officials as George Hjeltz, William Froedrichsen, Jr., and Charles W. Steiner, Jr., has enabled enthusiasts to secure one of the most highly regarded sites in modeldom, the Los Angeles Model Airport at Sepulveda Basin.

Located in the northwest part of metropolitan L.A., this 60-acre tract behind the Sepulveda Dam has improved facilities for radio control, free flight and control line flying.

Two intersecting asphalt R/C runways are 75 x 400 feet; four asphalt circles for free flight are 40 feet in diameter; the three U/C circles are vast solid discs to accommodate various length control lines.

Modelers representing about 15 clubs drive from all parts of Los Angeles to fly

here. L.A.'s excellent freeway system cuts travel time in most cases.

The field layout and flying rules at Sepulveda have been carefully devised to give each category of flyers a separate area. Spectator sections are designated and enforced for safety reasons. On weekends the City has a salaried director for the model post and during the week it supplies clean-up crews.

The City of Los Angeles spreads over 456.9 square miles. In addition there are 73 separate municipalities within Los Angeles County—many embedded within the City itself.

Most of these other communities are growing so rapidly that they have neither the space nor finances to assist with recreational hobbies. Thus, prior to the opening of the Sepulveda flying site, L.A. modelers were confronted with the dilemma of driving many miles yet still

finding themselves in close proximity to housing or in the path of new industrial developments.

Under these conditions, would-be model pilots were fast becoming a group of ground-pounders in search of a place—any place—to fly.

It was at this point, in the late '60's, that they approached the Los Angeles City Department of Recreation and Parks with the plea, "Model flying is our recreation; we are tax paying citizens, can't you help us?"

George Hjeltz, general manager of the department, listened and agreed that they deserved help. He asked William Froedrichsen, Jr., superintendent of recreation, to see what could be done.

Froedrichsen, in turn, asked Kenneth Aymar, William Sorenson and Norm Murray to serve with him on a model aviation committee to advise the Department.

After this group had explored all phases of the site dilemma, Froedrichsen suggested that the modelers organize an association of metropolitan model airplane clubs, then apply for a flying area. Aymar, Sorenson and Murray took the lead



Los Angeles Model Airport welcomes all types of air-model activities. Left, radio control; above, Valley Circle Bombers U-controllers (from R.) Dan & Dennis Schauer, Jack Garcia, Dick Nordlie and (front) John Greenhalgh. (Fix this page, L. A. City Recreation & Park Dept.)

American Modeler - October 1965

and the Los Angeles Model Hobby Association came into being.

When asked to pick a likely site, L.A.M.H.A. suggested the Sepulveda Basin, which is the flood control area behind Sepulveda Dam. The Basin includes about 1,000 acres and is leased from the U.S. Government Corp. of Engineers by the City of Los Angeles for recreational use. While the building of additional dams has made the possibility of inundation slight, the land cannot be overly improved because of this remote chance.

The Recreation Department agreed that this would be a good spot for model flying and permission was given for use of the Basin, with no set location there. This was in 1948. It was to take another seven years before any permanent field improvements were made.

In the early years at the Basin, flying arrangements were fairly informal which led to some friction with a fledgling golf club in the recreational area and with farmers who sub-leased for crop raising purposes a part of the land that the Recreation Department had not yet been able to improve.

This friction made it necessary to relocate the model flying area a couple of times. At one point, some disgruntled fans put the whole project in jeopardy by unwarranted complaints to the Recreation Department. However, a planning committee appointed by the L.A.M.H.A. was able to iron things out.

This group, composed of Ken Willard, Dick Schumacher and Ken Aymar among others, was able to negotiate for a permanent location on which the Recreation and Parks Department put down decomposed granite gravel for flying areas and parking lots.

This work was done with general maintenance funds. There were still no funds for permanent improvements, and the Los Angeles citizens had just defeated a bond issue for recreational purposes.

L.A.M.H.A. figured that if they were to get any improvements in the immediate future, it was going to be necessary to do it themselves. The Department concurred. An agreement was drawn up between the modelists and the L.A. City Recreation and Parks Department giving the flyers the use of 48 acres at Sepulveda Dam Park with permission to improve the site. It was specified that all improvements must be decided by the city.

Ken Willard and William Sommers were named to head up a fund raising campaign. Donations totaling \$1,600 were

(Continued on page 62)



Bob Holland, 1948 National Champ, mixes twin-pusher at Basin (C. F. Moody pix).

American Modeler - October 1962

## Artie, the happy model manufacturer

One model kit manufacturer who didn't start his phase career with a Baby ROG shortly after Lindy flew the Atlantic is Art Hasselbach of Consolidated Models, Inc. When he was 18 a neighbor with a rubber powered flying scale plane (in those days you could get quite a nice kit for 25c) invited Art to the launching. Although the test flight was moon-stall-crank A.H. was infected with the model virus.

After moderate success with the rubber job, Art tried his first gas engine powered free flight, a high wing cabin Air Chief. The engine was a kit job with finished parts, you had to assemble it. It was a Bunch Mighty Midget (no connection with today's Mighty Midget electric motor poppers in R/C circles) that cost \$7.95, and which he couldn't get to run. Having bought it at Polks (NYC), Hasselbach took it back... he recalls a young fellow named Gil Ross behind the counter diagnosed the trouble. Art had installed the piston backwards. With this rectified, the engine ran fine. First test hop with the gasie ended in a crash... but after 100 feet of glorious powered flight.

When Art started working for United Aircraft in Connecticut his interest in model planes continued. Also he got considerable flying time in a full sized Fleet biplane—recalls rushing out for hops during lunch time with the control stick in one hand, a sandwich in the other.

Coming back to New York in 1949, he decided to get into the model plane business. Since his father-in-law had a large stationary store in the Bronx Art set up a "model and hobby division." For two years he operated this retail outlet, remembers his first really large order—\$15 worth of assorted kits! Harkening to make his own kits, Art induced his Mother to take over the retail operation while he began turning out his own line. He bought out Burkhead Model Engineering (New Rochelle, N. Y.). They had specialized in latex and scale models of fairly large size. Art continued the Burkhead name on his own production. His wife Blanche took over the office work and by the time the WW-2 started there were 5 employees in the budding concern.

Next acquisition was Bohren Propellers (East Orange, N. J.), a principal asset was a large, intricate prep carving machine. This equipment was most useful in producing wood fuselages for the solid scale kits. As the war cut off balanced supplies, the solid scale kits shifted to just about any kind of wood Art could scrounge up. He tells of making the molds of appliances and other details



Blanche and Art Hasselbach at Consolidated's N. J. plant.

whose merchandise came in wooden cases, these he chopped up to make his kits. Even under discouraging wartime conditions, 3,000 kits were turned out per day; one of the largest customers was R.H. Macy & Co. which carried Art's entire line of 40 models.

In addition during the war Art delivered highly accurate Spotter plane models. These were prepared from photos of the original aircraft and included the Jap Zero and others. Each single model required 8 weeks to complete, after which the Government took photos of them from many angles, for distribution to plane spotters all over the world. Other vital wartime items produced in large numbers were balling scoops and lids (the latter are large tapered pins used in solving caps). Art also made special blades for wind tunnels and sawing "irons" from oak.

In 1945 the assets of Bay Ridge Model Airplane Supply (Brooklyn) were purchased and Consolidated Model Engineering Co. came into being. Bay Ridge had specialized in free flight models so the Bay Ridge Mike, Topper, and Sal Tatti's Pacer C were among the first F/F kits produced under Consolidated's banner.

About this time glow fuel appeared marketed as Liquid Dynasite by Consolidated. There were no glow plugs—you started your ignition gas engine with repair spark coil and plug then ran the mill at top speed on Liquid Dynasite after the electrical equipment was disconnected. Thus the heavy coil and batteries no longer had to be carried in the model. Also, the new fuel proved more powerful than conventional gas and oil mixtures.

Art's demonstration stand to show off his new fuel had a Bastion engine mounted on top and an external switch to cut

(Continued on page 64)



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SERV

S.C.A.T. club among others. The monthly contests sponsored by the various clubs of the association keep inter-club competition at a high level.

The Control-Line Association of Southern California is likely to be well represented by the Valley Circle Burners and others.

In April, 1963, all of the model clubs using the Los Angeles Model Airport joined together for the first time to sponsor an A.M.A.-sanctioned contest—the First Annual L.A.M.H.A. Western Model Airplane Meet, Joint sponsor of the event was the L.A. City Department of Recreation and Parks, which provided lead speaker systems, headquarters' tent, speakers' platform. The Department also printed the entry blanks, publicity "fliers" and give-away programs for the two-day competition at which 144 trophies were awarded.

Over-all chairman and contest director for the meet was Howard E. Johnson who is A.M.A. tenth district vice-president, Southern California Free Flight Association president, L.A.M.H.A. representative and member of the Thunderbugl Other members of the contest committee included Keith Storey, Bud Hartman, Norm Murray, John Gudvangen and H. Johnson. The L.A. City Department of Recreation and Parks was represented by Charles W. Skoien, Jr., its recreation director.

Skoien who sits in on monthly meetings of the L.A.M.H.A. acts as a coordinator between his Department and the modelers. The L.A.M.H.A. was re-organized in 1952 to include all model hobbyists (airplane, car, boat and railroad). Hobby dealers and manufacturers also are represented in the association.

The L.A.M.H.A. receives all requests for field reservations for contests. After the association screens and approves these they are forwarded to the Recreation Department for issuance of permits. Current L.A.M.H.A. officers are Andy Faylan, president; Richard Narasim, vice-president; and Norm Murray, secretary-treasurer.

Another function of the L.A.M.H.A. is to be on the lookout for other potential model flying sites. At the present, the Los Angeles Model Airport is the only approved spot within the city for the flying of planes with gas-powered engines. Some modelers travel as far as 70 miles

to fly at Sepulveda.

And, wonderful as it is, the Basin does have a few restrictions. The free fliers sometimes find that being hemmed in by two free-ways, a golf course and a missile base hampers retrieving. R/C'ers must always be on the alert for radio interference.

The City Department of Traffic uses radio transmissions at 27.255 mc to control its vast system of traffic signals. However, the city has been most cooperative in keeping the modelers informed, as readily as possible, of its transmission schedules. The modelers are appreciative of this, but caution is still the word. They have dubbed the city's 250 watt transmitter, "King Kong," in defiance to the ease with which it can smash models.

However, most Sepulveda modelers realize their good fortune in having an almost ideal site. And they appreciate the assistance of the L.A. City Department of Recreation and Parks which has made it all possible.

Another "plus" is that the L.A. Model Airport serves as a "model" for modelers and recreation personnel elsewhere. In fact, the Department of Parks and Recreation of the County of Los Angeles is presently working toward a similar set-up for a seven-acre tract in its Whittier Narrows Recreational Area which serves 16 incorporated cities with a total popu-

lation of one and one-half million.

Deputy director Harold L. Teel indicated that funds have been requested in the 1962-63 budget for the preparation of construction drawings for the model plaza area. If these monies are allocated, the following budget will seek funds for construction. The Sky Walkers Model Airplane Club has suggested that the modelers then construct and donate to the County a 4,900 square foot paved flying area at this proposed site.

Cooperation emerges as one of the key factors in securing assistance from city and/or county recreation and parks departments. Tips suggested by those connected with the L.A. projects...

Ken Willard—"Search for wasteland, tidal basin or other areas not susceptible to commercial improvement or residential building."

Charles Skoien, Jr.—"Modelers should first organize into a hobby club or association and become well versed in the field."

William Fredericksen, Jr.—"The most persuasive information to be presented to a Recreation Department is favor of obtaining a flying site is the number of interested modelers desiring such a facility."

Sepulveda is a manifestation of all this advice. Even more, it serves as a model miniature airport for anyplace in the U.S.

## The Spitfire Flies Again!

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## **June 13th Club Meeting Minutes**

*Submitted by John Wright*

### **Meeting opened 7:04 by President Gary Akers**

Attending: Pres. Gary Akers, V.P. Steve Minchella, Treasurer Greg Carter, Secretary John Wright, Greg Pawlowski, Mike Alurac, Warren Walker, Paul Wescott, Clint Brooks, Jim Passaquindici, Howard Doering, Albert Shorey, Bill Maywald, Hulan Mathies.

**Show & tell:** John Wright, Veco Tom-Tom; Gary Akers, Formula S; Howard Doering speed 049 engines by CS and cranks by Galbreath; Mike Alurac MACA 50th anniv shirt, Voodoo Stickers, Batman stickers, can holders, screw drivers, stopwatches from Ali Express; Albert Shorey profile Nobler fuselage will have a Tom Dixon foam wing; Warren Walker his new Hawker Hunter, set of sanding blocks for fillets, aeropoxy lite fillet material, plane will have ST 60, Randophil filler then butyrate clear and Swiss paint scheme; Jim Passaquindici his new United designed by 69 Nats winner Bob Lampione with RO Jett 40 48 oz 535 sq in; Clint Brooks "Tire Tale" part number # 17-250 from aircraft spruce, used to make dope sanding sealer; Steve Minchella a Raging Cat rat racer kit from Precision Engineering Co, 22 in span for Fox 35 racing.

Sad note: Russ Wilcox has an auto immune disease that keeps him from flying but still come to the field for fellowship

### **Contest Schedule:**

- Speed and racing in mid Sept, Whittier Narrows, Howard Doering CD
- Toy for Tots first full weekend in December, Whittier Narrows, Joe Brownlee CD
- Knights Palmer-Joust August 5&6, Whittier Narrows, Warren Walker CD, Tim Just Assistant, Stunt, combat and carrier. need judges, tabulators etc.
- Blader Grabber mid-August, in Snocomish Washington
- Virgil Wilber memorial on October 21&22 racing, Doug Mayer and Dave Hull CDs
- Money Nats Combat November 10, 11&12 at Whittier Narrows

New Member tonight: Hulan Mathies!

The club voted to donate \$250 to Ed's Covina (hobby shop owner) for his medical expenses. Card and donations will be collected at the July meeting and sent by mail. Individual members can add to the club donation.

Bill Maywald still has unshielded glow plugs for sale.

Wynn Paul has finished his History of Stunt book Its 9x12, 1500 photos. Tim Just plans to pick one up at the Nats. Club to reimburse the \$200 cost.

**Meeting adjourned 8:45**

## **Community Partner News**

*by Clint Brooks*

Nothing to report this month. Attempts to have a face to face conversation with Louie and David from the Park Supervisor office concerning status of the combat pilot circles was unsuccessful. Our contest schedules were sent to the area event coordinator but no response back has been received, so no LACP generated 'Agreement' has been issued to date. Life goes on.....



## **Nuts and Bolts**

*by Clint Brooks*

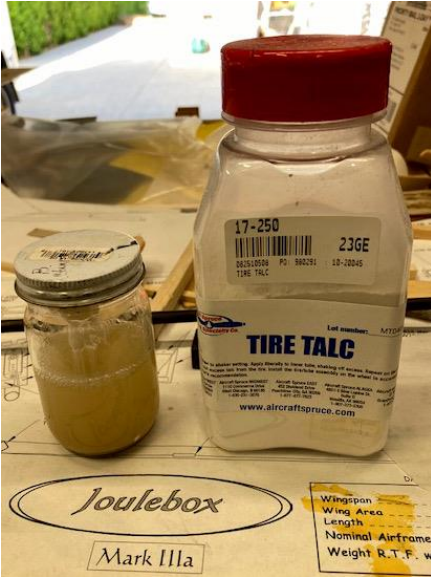
Late May and June was spent repairing my outside square loop modified Dolphin. During the effort, I decided I wanted to do something different regarding sealing the bare wood areas and creating a blended interface to the painted areas that are feathered into the repaired areas. The model was originally finished with clear nitrate and silk on the fuselage, on top of which was probably four additional coats of nitrate clear, sanded, followed with Brodak primer. Sadly, the Brodak primer is no longer available, and I didn't want to add the weight of the silk and all the clear dope back onto the tail of the model, as it is already a tail-heavy setup. With the stab broken off, I couldn't believe how heavy it felt with all the paint on it from the original job. This prompted the thought of coming up with a sanding sealer to perhaps mitigate some of the weight accumulation that happens with paint.



There is another modeling group that regularly meets at Norm Furutani's home. This 'club' is known as the 'Thunderbugs MAC' in homage to the original *Thunderbugs* that operated out of the Long Beach and South Bay areas. This group typically functions as a forum on materials and processes, project reviews and the sort of modeling related knowledge transfer that happens when a group of like minded and experienced modelers get together. Several times the subject of sanding sealer has been reviewed with discussion on the standard of adding talcum powder to dope to get the filling and sanding qualities to quickly seal balsa with minimal weight buildup. Guess you knew already that a highly polished wing surface of a hand launch glider performs much better than one less finished than that. Well, that happens with sanding sealer and models finished this way are amazing to look it with an almost pearlescent glow to the smooth and flawless surface finish.

The problem is talcum powder is it is now one of the forbidden fruits of society based on health hazards for women that has been associated to it. Going to the local CVS or Walgreen's will not yield talcum powder in any form whereas it was a common commodity for many years. Products that contained talcum now use cornstarch as a substitute, so another common material from the Golden Age of modeling has disappeared.

If you go to the internet however, you still see talcum related products for sale. I don't know if this is old stock still available, or just can't be sold in California. In perusing this, I noticed that Aircraft Spruce and Specialty advertised a product "Tire Talc" which is used to help inner tubes in tires slip around during a tire and rim installation and inflation. Well, that turns out to be the 'local' resource you can go to and find talcum to use for sanding sealer. A plastic shaker jar of this will set you back



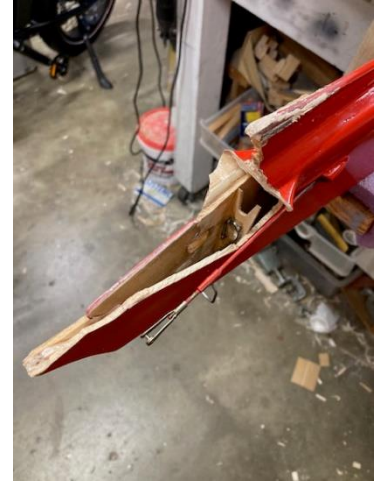
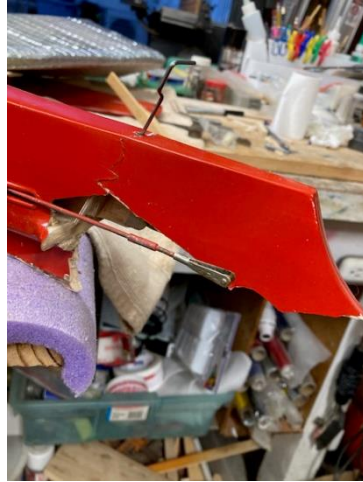
about \$8 and should last for a few years depending on how aggressively you build models. For most of us it will be a lifetime supply.

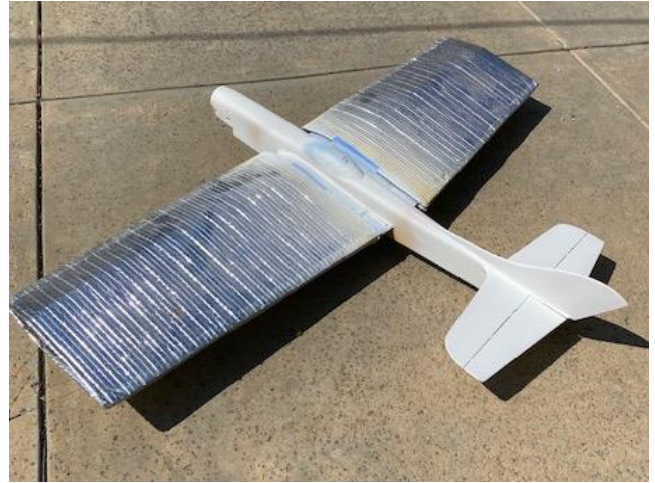
I mixed about a tablespoon of the talcum into an old 3-ounce Aero Gloss dope jar with uncut nitrate dope. I suppose you can use butyrate dope just as easily, but I'm told nitrate is used for undercoating on butyrate finishes on full scale doped aircraft. It processes quicker and stops shrinking when it is dry. Apparently, butyrate keeps on shrinking for some time after application. Free flighters prefer nitrate dope on doped flying surfaces for the minimal shrink and dry times, and that's why I have it on hand for the most part. Anyway, the talc at first just floated at the top of the dope and I stirred it for a few moments and suddenly it bloomed into a full suspension, making it opaque and syrupy like good old Aero Gloss sanding sealer used to look in the same jars!

On the Dolphin repairs, I acetone stripped all the dope and silk from the damaged areas after gluing the puzzle pieces back together. Some sanding followed the chemical process to get the model smoothed and filled for the refinish step. I brushed on a full-strength coat of my sanding sealer mix and gave it an overnight cure period before sanding. And this was done dry with 320 grit paper on the first coat. To my delight, the sanding sealer had a nice chalkiness to it when sanded, and no clogging of the sandpaper at all. The areas of the feathered existing paint edges did not lift or peel from an application of the sanding sealer, so this resulted in a seamless transition from the existing to new finished areas. I applied and sanded three coats of the nitrate sanding sealer with 320 sanding between application. This filled in nicely and seemed to fill the grain easily. It could be there was some grain fill already there from the previous finish as the acetone may have not been able to etch all the old undercoat dope away. So maybe three coats isn't a realistic expectation for a full fill if the wood was never touched with dope prior. I wasn't after a show finish as after all, this was the second go around of replacing the tail after inverted flying removed it. I was more interested in a crisp repair and getting the model airworthy again.

I ended up using some Krylon white spray can primer over the repair areas just to make sure small pits and cracks would be filled. The primer was smooth and clean on the sanding sealer areas so no reaction chemically with it. The problem with this primer is the enamel base and it makes a lot of outgassing stink which can last for days. I gave the primer four days to dry before attempting to sand, and this was done carefully with 800 and 1500 grit paper used wet. This worked well as the Krylon material clogs sandpaper badly if used dry. After this step, the model was shot with colored butyrate which was wet sanded lightly with 2000 grit to remove overspray and then finished with clear butyrate. Don't use the Krylon primer with butyrate over it unless the primer has dried for at least a month. On the color coat, some areas developed little bubble porosity I attribute to the dope thinner activating the surface of the primer and releasing more volatiles through the butyrate film. Not too bad, but look for lacquer-based primers that dry and process quickly.

Finally, I flew it on Friday and completed the outside square loop I had started in May!





.....and thus ends another round of Dolphin repairs.....

## **Contest News**

No reports have been supplied for this period. I'm sure there were some combat events that went off, but I have no news of how any of the Knights might have fared in them. Some are traveling to Muncie for the NATS as this is being written so perhaps, we will be regaled with the details after.

## **Knights Recognition Honors for July: John Wright**

I finally have a nomination for Knights recognition. Fellow Knight John Gluth has submitted John Wright for recognition based on the following email copy:

*Clint,*

*I've often considered the dedication of John Wright to KOTRC and CL hobby. He travels and participates in all contest opportunities and club functions. He is a reliable, enthusiastic KOTRC organizer.*

*John has not been recognized for his untiring efforts to take point interfacing with Whittier Parks and Recreation issues.*

John G. makes a good point about long time club members. Eventually, things start to be taken for granted and people fall into niche roles they continue to support over and over. Then it seems like business as usual, and yawn, who could we possibly consider for recognition?

I know there are other long time club members who fall into this category. Let's not forget where we came from and how we got here. Long overdue recognition is still valid, so let's make sure we acknowledge those who have been important to the success of the KOTRC over the years and leading into the future.

At the next club meeting, plan to acknowledge John Wright during the event. It should be fun.



Here is a picture of my new shop assistant watching over my shoulder. I did get some poop stains on one of my hanging models, but other than that, the assistant wasn't very good at the job. Decent temp help is so hard to find now....

## Control Line Club Contest and Event Schedules for SoCal Region

Knights of the Round Circle Sanctioned Contest Schedule for 2023				
Mo	Day	Event	Location	CD
Apr	29	Fun Fly and BBQ	Whittier	J. Wright
Aug	5,6	Bob Palmer Memorial Stunt and Knights Joust	Whittier	TBD
Nov	10,11,12	Money Nats Combat	Whittier	TBD

Valley Circle Burners Sanctioned Contest Schedule for 2023				
Mo	Day	Event	Location	CD
May	21	VCB Spring Contest	Apollo Field	D. Barrett
Jul	9	VCB Club Picnic and Mid-Year Meeting	Apollo Field	
Aug	12	Beginners Training Day (Tentative)	Apollo Field	
Oct	8	Hi Johnson Memorial	Apollo Field	TBD
Nov	12	1/2A Non-Contest (VCB Hosts)	Apollo Field	

Speed Fliers of Southern California Sanctioned Contest Schedule for 2023				
Mo	Day	Event	Location	CD
Sep	16,17	Bill Nusz Memorial Speed, Racing and Combat	Whittier	H. Doering
Dec	2,3	Toys For Tots Speed, Racing and Combat	Whittier	J. Brownlee

Here are the upcoming 2023 **Miniature Air Combat Association (MACA)** contest schedules, provided by **Mike Alurac**:

**FAI Team Selection** July 7-9 (pending official AMA approval) 5161 E. Memorial Dr. Muncie IN 47302

**AMA Nationals** July 9-14 5161 E. Memorial Dr. Muncie IN 47302

**Air to Air Combat Series Round 4** – Oct 7-8 Samuel Garland Park 12101 E. Northwest Highway, Dallas, TX.

Saturday - AMA 329 75 MPH Combat Triple Elimination format.

Sunday - Air to Air Combat Series 4 rounds.

**F2D Money Nats** Nov 10-12 Whittier Narrows Recreation Park 1601 Rosemead Blvd Los Angeles, CA 91733

**Virgil Wilbur Memorial for Racing** October 21,22 at Whittier Narrows

CD Doug Mayer 310-463-0525 [douglasmayer58@gmail.com](mailto:douglasmayer58@gmail.com)

**Events planned:** Mouse One, Clown, Quickie Rat, SCAR Sport Goodyear, DMAA Sport Goodyear, SSR & Fox Race combined, Formula Unlimited.

## Whittier Narrows Park Map showing Control Line Flying Site Location



### Note to visitors

The park entrance is off Rosemead (164), North of the Westbound 60 Fwy off ramp to Rosemead Blvd.

Weekdays are free park entry; weekends and holidays there is an entrance fee.

There is a gravel parking area along the fence line south of the control line flying field area. This is shared with the tether car track operation that is directly adjacent to the paved control line flying site. As you come west on Loma Ave to the bend heading North, there is an entrance gate next to the bike path. If it is open you may enter to park. If it is locked, you will have to park further north near the restrooms and Radio Control operating area and walk in from there.

Friday, Saturday, and Sunday mornings are the best times to observe control line flying. It is best to contact a club member and coordinate your visit with them if possible. We look forward to meeting you!



# Experience Control Line Model Aircraft Flying

## **Knights of The Round Circle**

AMA Charter Club 2839

LACP Community Partner Club 103

The KOTRC Model Airplane Club Operates at Whittier Narrows Park in South El Monte and Invites You to Visit and Learn About This Traditional Form of the Model Aircraft Hobby and Sport.

Best Time to Observe at The Park is Friday, Saturday and Sunday Mornings, Starting at 8 AM and Usually Complete by Noon, Depending on Conditions.



### Club Contacts

Clint Brooks 562-349-2672

John Wright 562-881-7386

Visit [www.kotrc.org](http://www.kotrc.org) for more information and location





PRESENTING

# Knights' Joust 2023

August 5th and 6th

AMA Sanction tbd

## SCHEDULE OF EVENTS

### SATURDAY

Old Time Stunt  
Classic Aerobatics  
Profile\*  
\*Class handicapped  
Intermediate +50 pts  
Advanced +25 pts  
Slow (80mph)  
Combat\*\*  
\*\*Fuel shutoff required  
for combat models

### SUNDAY

Expert Aerobatics  
Advanced Aerobatics  
Intermediate Aerobatics  
Beginner Aerobatics  
F2D Fast Combat\*\*

### SPECIAL TROPHIES

Pilots' Choice  
Palmer Perpetual

Aerobatics Pilots' meeting at 8:00. First flights at 8:30.  
Combat Pilots' meeting at 9:00 Flights immediately after.

Aircraft are to be weighed at registration. Current AMA pull test rules will apply.

**Junior Flyers fly free! .**

Entry fees:

Pre event registration \$25, \$10 additional events  
At contest first event \$30, additional events \$10

Go to [KOTRC.org](http://KOTRC.org) for further information. Event is held at Whittier Narrows Regional Park at the intersection of the 60 Freeway and Rosemead Blvd., So. El Monte, CA.



For additional information, contact Warren Walker  
909-989-2313 [wrwcs@verizon.net](mailto:wrwcs@verizon.net)



**Control Line Speed Flyers of Southern California  
presents the  
*Bill Nusz Memorial Control Line Contest*  
**September 16-17, 2023**  
**AMA Class AAA, Sanction Event Number 14744.****

## **Whittier Narrows Recreation Area South El Monte, California**

**Control Line Speed – All AMA and NASS Classes both days in fenced circle:**  
1/2A, 1/2A Proto, A, B, C, D, S21, F40, 21 Proto, F2D  
Proto, Fox 35 Speed, Jet, Sport Jet, NW Sport Jet,  
A Electric, B Electric, F2A, F2G, Perky.

- Transitrace timed. Air Compressor for Jets.

**Control Line Racing on South paved circle – 1/2A Mouse**  
Super Slow Rat  
Texas Quicky Rat  
Sport Goodyear

**Control Line Combat on grass circles – Speed Limit Combat - Saturday**  
**F2D Combat for Cuts - Sunday**

*North paved circle open for flying both days.*

**CD: Howard Doering**  
[hdoering@socal.rr.com](mailto:hdoering@socal.rr.com)  
(714) 394-5304

**Racing: Ron Duly**  
[rduly@earthlink.net](mailto:rduly@earthlink.net)  
(818) 843-1748

**Speed: Joe Brownlee**  
[jallenbrownlee@gmail.com](mailto:jallenbrownlee@gmail.com)  
(714) 393-1940

**Combat: Mike Alurac**  
[mike@apganahaim.com](mailto:mike@apganahaim.com)  
(714) 414-9773

**Fly all events for \$20.00 to defray expenses.**

**Current Covid-19 Protocols for this outdoor event.**



**Control Line Speed Flyers of Southern California  
presents**

## ***Toys for Tots Control Line Contest***

**December 2 & 3, 2023**

**AMA Class AAA, Sanction Event Number 15024.**

### **Whittier Narrows Recreation Area South El Monte, California**

**Control Line Speed – All AMA and NASS Classes both days in fenced circle:**

**1/2A, 1/2A Proto, A, B, C, D, S21, F40, 21 Proto, F2D  
Proto, Fox 35 Speed, Jet, Sport Jet, NW Sport Jet,  
A Electric, B Electric, F2A, F2G, Perky.**

- **Transitrace timed. Air Compressor for Jets.**

**Control Line Racing on South paved circle – 1/2A Mouse**

**Super Slow Rat**

**Texas Quicky Rat**

**Sport Goodyear**

**Control Line Combat on grass circles – Speed Limit for Cuts - Saturday**

**F2D Fast - Sunday**

*North paved circle open for flying both days.*

**CD: Joe Brownlee**

**[jallenbrownlee@gmail.com](mailto:jallenbrownlee@gmail.com)**

**(714) 393-1940**

**Racing: Ron Duly**

**[rduly@earthlink.net](mailto:rduly@earthlink.net)**

**(818) 843-1748**

**Speed: Howard Doering**

**[hdoering@socal.rr.com](mailto:hdoering@socal.rr.com)**

**(714) 394-5304**

**Combat: Don Jensen**

**[flyjensen56@verizon.net](mailto:flyjensen56@verizon.net)**

**(909) 576-3430**

**One Unwrapped Toy (≈\$10) and \$20.00 to defray expenses.**

- **Toys donated to the *United States Marine Corps*.**

**Current Covid-19 Protocols for this outdoor event.**