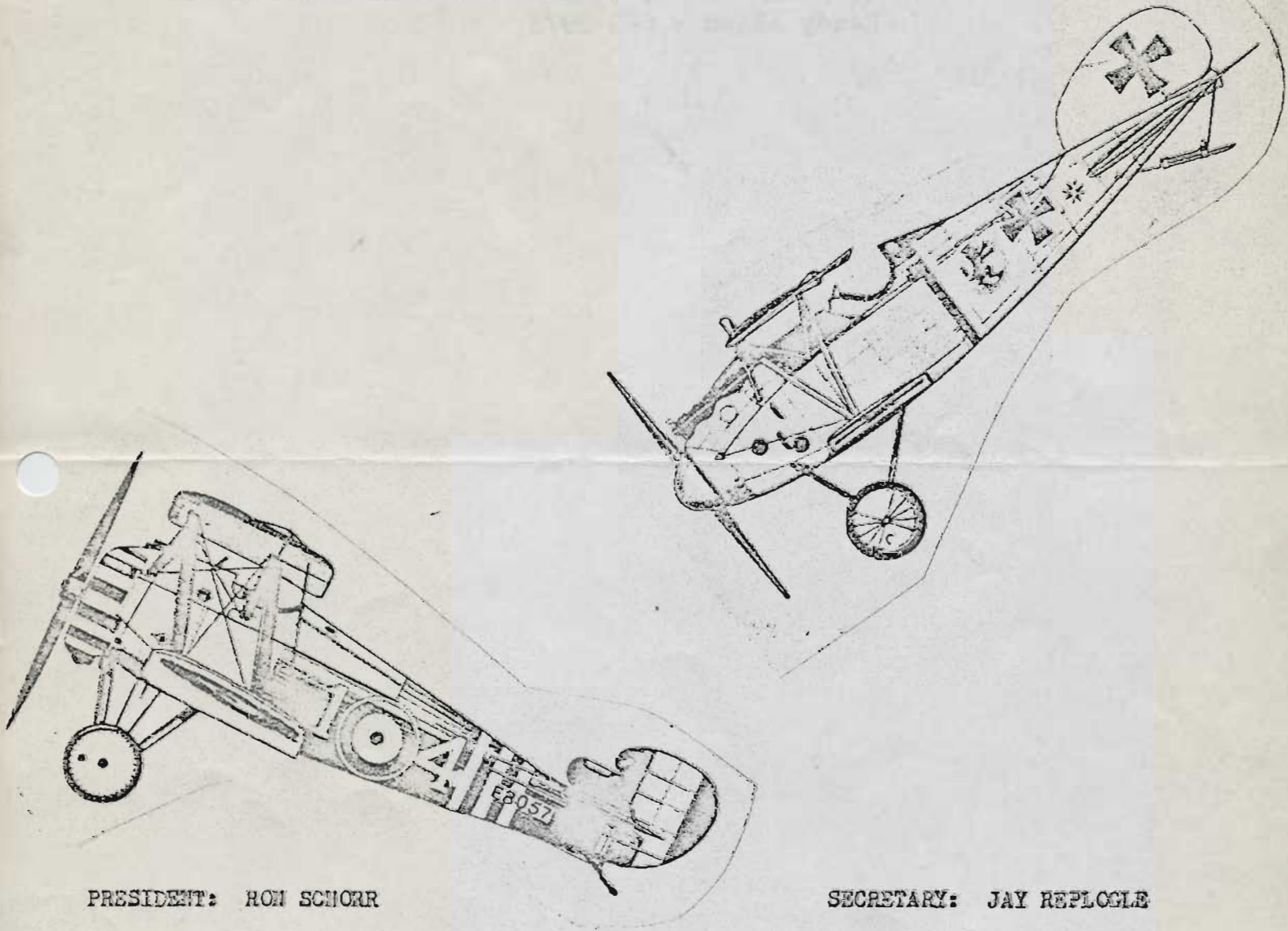


APRIL 1972
VALLEY FLYERS
NEWSLETTER



PRESIDENT: RON SCHORR

SECRETARY: JAY REFLOGLE

VICE PRESIDENT: LARRY LEONARD

TREASURER: TOM CONE

EDITOR: LARRY ROSENBERG
12772 Jollette Ave
Granada Hills, Calif 91344

For Sale: 4 ch. radio EK. xmitter, s/o airborne
dual open stick. 2 wire + diode protected
batt'y pack, 3 wire servos, (2-4 volt
capable operation). 1 yr. flying - never
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smooth & clean system. Happy to give air
demo - fly it, you'll like it! \$230.00
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President's Page

Can it be another month has past? It must have because here I am trying to think of something to write. About the most exciting thing I've seen this month in R/C is that several of the Valley Flyers entered the Talent Promotion Race at Miles Square. This was a Formula 1 Contest.

I drove to Miles Square with Bud Anders and on the way home Saturday we discussed the fact that several flyers were not true novices and we predicted who would win the top three positions, not in order, but just the names, and son of a gun we were right. Experience won out. Too bad. Congratulations to Loretta Hall and Tom Cone and the young fellow whose mother works for Loretta. Some of your laps really looked good. By the way the Polish Racing Team sure looked sharp both in the air and on the ground. Their "Miss Dara" got number one scale points. If you are interested in what really happened to these people ask them.

All other club matters seem to be well in hand with no problems at the time of this writing. I'll bet nobody thought I could write a page without getting on someones back. Well I can't, so you people who are late paying your dues please pay them.

Sincerely,

Ron Schorr

P.S. It has been called to my attention that a certain linguistics professor went on assignment to Purdue University without pay in order to avoid flying in the Talent Promotion Race. Bob, please come to the next meeting and tell us it just ain't so. We hope to have films of the Novice Race.

FLASH!

I have just received word that the Navy has pulled out of the nationals sponsorship and that there will be NO Nationals this year. By the time that you receive this newsletter more details will be available, but the information that I have right now seems reliable.

Editor

EDITOR'S PAGE

Another month by and it is my impression that the Valley Flyers are becoming a bit more animated than they have been in recent years. Club interest seems to be on the upswing and this is always a healthy sign. The club membership, paid, is down about thirty, but the remaining members seem to be pretty active.

The little forum held by the board was interesting so far as determining the needs of the members. Our president's idea of a Bar-B-Q/Fun Fly sounds good to me. The $\frac{1}{2}$ A Pylon racing also sounds as if it is a good idea, as do the $\frac{1}{2}$ Midget races. A glance at the enclosed contest schedule clearly shows that these small racers are destined to become quite popular. I even have a $\frac{1}{2}$ A Racer of my own about finished.

I received some pictures from Myles Moran, of the Talent Promotion Race, but I received them too late to have them run for this issue. Please try to get the photos in a couple of weeks early, if at all possible.

Reed Packard should be ready to begin taking pictures of our "Model of the Month". Here is your chance to get your picture in the newsletter, and probably in some of the magazines, so bring your latest creation to the meeting.

I can't let this month go by without mentioning the attention to safety that most other clubs are mentioning in their newsletters. Every newsletter that I receive seems to have at least one short blurb about either an injury, or a near miss, at their flying fields. Let us not become another statistic, be careful and try to think of the other guy. Our proposed new field at the basin will not last long if accidents begin to occur.

See you at the meeting,

Larry

MEETING APRIL 11, 1972
ENCINO WOMAN'S CLUB
8:00 P.M.

- 4 -
1972 CONTEST CALENDAR

NOTE: AT ALL AMA SANCTIONED PATTERN CONTESTS, MUFFLERS ARE REQUIRED

- Apr: 8-9 Form I only (So Cal points) San Gabriel Flrs, Whittier Narrows, L.A.
16 Form I & Fai Pylon (Nor Cal points) Pioneer Field, Sunnyvale
22-23 Annual Glider Pylon Contest, R/C Bees, Sunset Beach State Park
30 Sport Pylon Race, Cordova Modelers, Mather AFB (no mufflers)
29-30 FAI Pylon only, BIRDS, Los Alamitos
- May: 6-7 Full Pattern Contest, A,B,C,CE, Vacaville & Woodland Clubs
20-21 Form I only (So Cal points), Valley Flyers, Mile Sq. L.A.
27-28 Annual Fresno Open, Pattern and Standoff Scale, Madera
- June: 3-4 Annual Gold Rush Invitational Pattern, Cordova Modelers, Mather AFB
3-4 Form I (So Cal points), BARKS, Bakersfield
10-11 Annual Wavemaster-Pioneer Pattern Contest, Morgan Hill
10-11 FAI only, Valley Flyers, Mile Sq. L.A.
17-18 Spokane
24-25 MATS Show, L.A.
- July: 8-9 Form I & FAI (Nor Cal points), Fresno R/C, Madera
16 Annual Kosby Memorial Flying Tournament, Pioneer Field, Sunnyvale
23 Sport Pylon (Ugly Stick, Sport Plane, $\frac{1}{4}$ Mig) Cordova Modelers, Mather AFB
- Aug: 6 Sport Pylon & $\frac{1}{2}$ Midget Races, R/C Bees, Watsonville
12-13 Pattern Contest, Valley Flyers, Sepulveda Basin, L.A.
19-20 West Coast Scale Championship, Pioneers, Location open
19-20 Possible Formula I, L.A. Area
26-27 Form I & FAI (Nor Cal points) Cordova Modelers, Location open
- Sept: 2,3,4 West Coast Pattern Champ., BIRDS, Valley Flyers, San Gabriel Flyrs, Loc open
10 Wavemasters Fun Fly, Wavemaster Field, Morgan Hill
9-10 FAI only, L.A. R/C Bees, Mile Sq., L.A.
16-17 Proposed Western Front WWI Fly In, Location open
16-17 Air Circus, So. El Monte
23-24 Western States Pylon Championship, Tracy Airport
- Oct: 1 Masters Pattern Contest

- Oct: 1 Sport Pylon "1000", Penninsula Chan. Comm., Half Moon Bay
 - 7-8 Pattern Contest, San Gabriel Valley Fliers, Whittier Narrows, Cal
 - 8 Stand-Off Scale, Cordova Modelers, Mather AFB
 - 15 Sport Pylon (Ugly Stick, Sport Plane, 1/4 Midget) Cordova Mdlrs, Mather AFB
 - 22 Stunt or Sport Contest, Penninsula Chan. Comm., Half Moon Bay
 - 28-29 Form I only (So Cal points) BIRDS, Los Alamitos
 - Nov: 4-5 Form I only (So Cal points) San Gabriel Val. Flrs., Whittier Narrows, L.A.
 - 12 Fly-In, Rancho Cordova Modelers, Mather AFB
 - 19 Sport Pylon, Penninsula Chan. Comm., Half Moon Bay
 - 26 Winter Nats, Marana, Arizona
-

W-A-N-T A-D-S

FOR SALE: PCS' Latest model radio. Two sticks, Perfect condition.. Five servos, four installed in a Lancer with a new Supertigre .51. Complete and ready to fly. Both radio and plane in excellent condition. Leaving town and hobby, must sell. Please make offer. 72.400 MHz (orange/white) call Bernie 838-5819

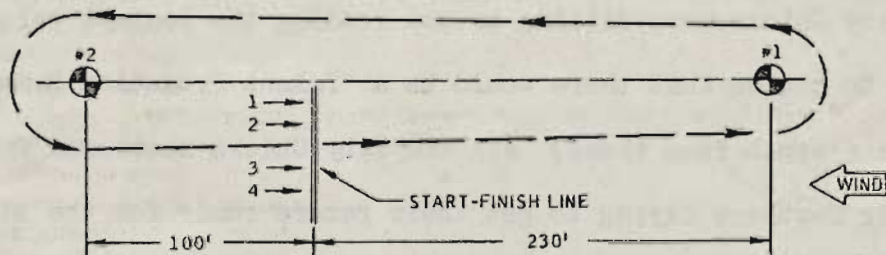
FOR SALE: Kraft Gold Medal, four channel, single stick #7847. KPS10 servos, 53.2 MHz \$200.00
 Spare airborne pack: \$100.00
 Danny Reiss 677-8661 (home)
 536-1428 (business)

PLACE YOUR ADS NOW FOR THE NEXT ISSUE OF THE NEWSLETTER

\$1.00 per ad, no limit. send to Larry Rosenberg
 12772 Jollette Ave
 Granada Hills, Calif 91344

R/C MODELER MAGAZINE PRESENTS
THE
1971 OFFICIAL RULES AND REGULATIONS
FOR

HALF-A MIDGET PYLON RACING



OBJECTIVE

The concept of the Half-A-Midget racing event is to run multiple R/C model airplane races while preserving the concept of a simple and safe racing event where the emphasis is placed on flying skill and speed that is relative from one aircraft to another rather than excessive overall speeds.

GENERAL

All AMA and FCC regulations covering the R/C flyer, his aircraft, and equipment, shall be applicable to this event except as noted herein. There shall be no limitation on the type of radio equipment fitted to the aircraft with the exception that only 2 control surfaces shall be actuated, i.e. elevator and ailerons, or rudder and elevator. Each contestant should be allowed two (2) entries in this event. The second or alternate aircraft may be used only if the first aircraft is not safely flyable. Only the contestant who has entered the aircraft may pilot it in this event unless an alternate pilot is approved by the Contest Director. The alternate pilot must hold current AMA and FCC licenses.

Consideration of safety of spectators, contest officials, and contestants is of paramount importance in this event. Any unsportsmanlike conduct such as repetitive unsafe flying or intentional attempts to gain unfair advantage or rules violations shall be cause for disqualification of both aircraft and pilot from this event at the discretion of the contest Director. The decisions of a Contest Director or his designee relating to interpretation of these rules shall be final and binding on all contestants.

AIRCRAFT REQUIREMENTS

Models entered in this event should be scale-like in appearance of full sized propeller driven aircraft which have competed in closed course or cross country air racing.

AIRCRAFT SPECIFICATIONS

ENGINE

Maximum total nominal engine displacement shall be .0519 cubic inches. Engines must be production units assembled from factory available parts. Engine and all parts, whether original or replacement, must have been produced in quantities greater than 500 units and must be available through normal retail outlets in the U.S.A.

or from the engine manufacturer.

THROTTLE

No throttle shall be required for this event.

MUFFLER

At the discretion of the Contest Director, and as notified in advance publicity prior to the contest, mufflers may be required, depending upon local operating conditions and restrictions.

PROPELLERS

Either wooden or plastic type fixed pitch propellers are permitted.

WEIGHT

Weight less fuel but including all equipment necessary for flight shall be not less than 20 oz. nor more than 32 oz.

FUSELAGE

The fuselage shall employ a minimum cross section of 8 1/2 sq. in. at the widest point.

WING

The minimum wing area including the area displaced by the fuselage shall be 200 sq. in. Wings shall be constant chord only with no taper permitted. Minimum wing thickness shall be 7/8".

FUEL

There shall be no restrictions on fuel used for this event.

IDENTIFICATION MARKINGS

Models competing in this event must bear identification markings at least 1/4" high. Identification markings shall consist of the letter capital N followed by the last two (2) or three (3) digits of the contestants AMA number followed by the first letter of the contestants last name. Markings shall be located either on both sides of the fuselage between wing trailing edge and stabilizer leading edge, or the upper right and lower left wing panel surface. No other identification marks are required.

MATERIALS AND WORKMANSHIP

There are no restrictions on materials used in construction of the aircraft. Workmanship must be to satisfactory standards.

The Contest Director is empowered to disqualify any aircraft, which, in his opinion, is not up to reasonably safe standards in materials, workmanship, detail design, equipment installation, or condition as a result of crash or damage.

CONFORMANCE REQUIREMENTS

To qualify for this event each aircraft must score a minimum of six points. Conformance points are awarded as follows: scale-like appearance - 8 points maximum; finish - 2 points maximum; workmanship - 2 points maximum; cowled engine - 2 points maximum; detailing - 1 point maximum; pilot - 1 point maximum; TOTAL: 16 points.

OPERATION OF THE HALF-A-MIDGET RACE

A maximum of four aircraft will be flown in each heat. The order of takeoff will be determined by drawing numbers. Takeoff will be by hand launch, or by ROG at the discretion of the Contest Director. Takeoff interval will be one second between aircraft. Each heat will consist of ten complete laps of the racing course. (See sketch)

Officials will stand in close proximity to the pylons and the contestants and use a appropriate method to notify a missed pylon to the flyer in question.

Engines must be started a maximum of 1 1/2 minutes after the signal to start is given.

All laps are to be flown counter clockwise with turns to the left.

No minimum altitude is required for racing.

If a pylon is cut that lap will not be counted.

Starting positions in all races shall be determined by picking numbers from a hat. Planes shall be flagged off at one second intervals.

All contestants must be given an equal number of opportunities to race.

SCORING

Points shall be awarded after each race as follows: four (4) points for first place; three (3) points for second place; two (2) points for third place.

The winner of the event is the contestant who has accumulated the most points after the conclusion of all heats.

THE SAGA OF PAPA CHICKEN

Once upon a time, not so very long ago, there came into being a group of aspiring racing pilots appropriately called "The Chicken Squad". In this group there were four Baby Chicks, who had never flown a pylon racer, one medium-sized Chick who had been flying for a while and there was Papa Chicken who had been flying pylon racers when pylon racing was invented. This story is about him:

One day the Baby Chicks were sitting around reading the contest calendar and one of them happened to notice that there would be a "Talent Promotion Race" very soon.

(Like maybe in a month from then.) All the Baby Chicks scattered frantically and ran home with their feathers flying to get their racers ready for the big day! That was when Papa Chicken's phone began to ring. It rang a lot and he answered a lot of questions and he solved a lot of problems. All in all it was a very busy time for all of them.

Finally the big day came and all the Baby Chicks loaded up their cars and headed for the race. They had very nervous stomachs and very shakey hands, but they all made it to the race somehow. Things were going along in a pretty chaotic fashion, what with all the confusion, when Papa Chicken arrived carrying a big basket of tranquility, encouragement and a large helping of assistance. The Baby Chicks began to feel much better and things began to take on a little order and a system began to emerge. Of course, for all of this to take place Papa Chicken had to be in four places at one time, but somehow he managed to do this.

When all of the Chicks were finally scheduled for their respective heats (races), it was discovered that they almost always were up in one, two, three order; that is to say that while one was flying, one was on the ready line and one was on the back-up line. Now this arrangement wasn't too hard on the Chicks but it was pretty tough on Papa Chicken because he had to call for all of them! So what he did was; he called for one, then met the next one in the middle of the runway and traded Chicks and planes then called for the next and so on until he had completed starting all of their engines, tuning all of their needle valves, launching all of their airplanes and calling all of their laps in one round.. Now, you might think that when one round

was finally over Papa Chicken could sit down and rest. Not so... when the round was over he had about half an hour to be sure all of the Chicks were fueling their planes and checking their plugs and getting ready for the next heat. He also had to rebend landing gears that had hit too hard, listen to engines that were not running properly and answer questions regarding the last flight and how the next one could be improved. He somehow managed to do this. Not just once but four times that day!

Now... you might think that a day of this kind would surely wear out anyone. Maybe anyone, but not Papa Chicken ! He came back the next day and did the same thing all over again.

The story has a happy ending because Papa Chicken managed to survive and the Baby Chicks managed to survive because of Papa Chicken, and even the airplanes all survived, again because of Papa Chicken.

So.... the moral of the story is... if any of you potential baby chicks out there ever hear anyone say that the old time modelers don't have time to help beginners you just tell them the story of Papa Chicken, only you can tell them his real name is Howard Reed. And that's the truth phtttttttt!!!!

C O N T E S T N O T I C E

½A PYLON RACES SUNDAY - MAY 7, 1972

SIMI VALLEY FLYERS Contest Director: Kyles Moran 882-4687

AMA SANCTION MUFFLERS NOT REQUIRED

SIMI VALLEY FIELD 3 MILES NORTH OF THE SIMI FREEWAY ON
TAPO CANYON ROAD

CONTEST REPORT

by: Jim Oddino

Before I talk about the most recent stunt contest, I'd like to clarify any misconceptions that may have arisen as a result of my report of the Phoenix contest in the March newsletter. In the process of trying to offer some constructive criticism, I unintentionally overemphasized the negative aspects of the contest. I'd like to clarify that by saying that I personally thought it was one of the best contests I have ever attended and I know many of the other Valley Flyers feel the same way.

One area where I was really out of bounds was saying that there might have been some "Home-Town Judging" in the finals of the A,B, & C Novice events. I must admit I didn't observe any of these flights and my comment was based on what I had seen at other contests. I hope that all the people who worked so hard putting on that contest, and particularly the judges, accept my apologies.

The Birds of Carson put on their usual fine annual contest on March 25th and 26th at their club field, which is a real test of any pilot's skill. The runway, which is the smoothest I've ever flown off of, is on a slight plateau and the winds are pretty treacherous. However, it didn't seem to bother the contestants too much as there was some outstanding flying in all classes.

Bob Upton drove his camper down and Frank Capan brought his portable T.V. so that we could watch the NCAA Basketball finals on Saturday. The socializing in the campers and the motor-homes is getting to be one of the best parts of the contests. At Phoenix we almost missed the banquet because Bill Gast and his wife were pouring such good drinks.

Anyway, back to the contest. I don't know if it was planned or just an accident but the way it turned out almost all of the contenders in class C Expert and Novice flew on the same flight line. I sure would like to figure out how to do this in all contests, because every round is like a flyoff where you have the same judges, the same weather, and the same position relative to the runway and spot as the guys you are competing against. An Ideal set-up.

In Class A, young Steve Wilkins, who has been flying for only six months, took

first place, that ought to be a challenge to some of you old "beginners".

C Novice was hotly contested and for a while the three Cuda's from Ventura were 1-2-3. Ed Hotelling who showed his model at the last Valley Flyers meeting took top honors.

In C Expert I finally got in the winner's circle after a long dry spell. I have to attribute this to my new airplane which does quite well in the wind, as opposed to hard work, because I haven't done much practicing. It once was about 80% pilot but I think equipment is becoming a greater factor now that there are many good flyers.

Bob Upton took second with his Bristol in the scale event and got his picture (and the plane's) in one of the local newspapers on Sunday. This brought out a lot of spectators. Bob Smith and Dan McCan put on a flying demonstration that they seemed to appreciate. There was also a flight demonstration of a Benson-type "Gyro-Copter". All I can say is, "It takes guts".

CONTEST RESULTS

<u>CLASS A</u>	<u>POINTS</u>	<u>CLUB</u>
1- Steve Wilkins	329	BIRDS
2- Mike Butler	316	Ventura Comets
3- Bill Simpson	315	BIRDS
4- Bob Knowles	306	Vaca Valley RC
 <u>CLASS B</u>		
1- Jeff Sorenson	351	BIRDS
2- Doc Thomey	308	Ventura Comets
3- Mac McBride	306	Ventura Comets
4- Ken Newburry	305	BIRDS
 <u>CLASS C NOVICE</u>		
1- Ed Hotelling	461	Ventura Comets/Valley Flyers
2- Bob Lake	450	Ventura Comets
3- Bob Novak	450	Orange Coast RC
4- Dan McCan	443	Ventura Comets/Valley Flyers
 <u>CLASS C EXPERT</u>		
1- Jim Oddino	500	BIRDS/Valley Flyers
2- Joe Bridi	496	BIRDS/Valley Flyers
3- Dan Gray	480	Ventura Comets
4- Steve Buck	468	Phoenix

SCALE: 1- John Haggart- Neiuport 3- Joe Martin - P-51
 2- Bob Upton - Bristol 4- Bob Dickson - FT 17

Edward R. Allen	5226 Linwood Dr. Los Angeles	90027
Walter Altman	12196 Barry Ave, W. Los Angeles	90025
Bud Anders	16441 Vanowen St, Van Nuys	91406
John Attias	7928 Altavan Ave, Los Angeles	90045
Harold Balzak	1265 N. Harper Ave, Los Angeles	90046
Don Bayer	11624 Westminster Ave, Los Angeles	90066
Clifford J. Benjamin	16329 Tulsa St, Granada Hills,	91344
Jeff Bertkin	876 Phillips Ave, Vista	92083
Robert Bleadon	22216 Victory Blvd Apt. M, Woodland Hills	91364
Joseph Bridi	23635 Pine Forest Lane, Harbor City	90710
Gary G. Chaddock	17951 Hemmingway, Reseda	91335
Ronald C. Clem	12450 Culver Blvd, Los Angeles	90066
Tom Cone	18607 Elkwood St, Reseda	91335
Maurice Coplan	17757 Tramonto Dr, Pacific Palisades	90272
Michael Diamond	4109 Los Nietos Dr, Los Angeles	90027
Colby W. Evett	1636 Ocean Park Blvd, Santa Monica	90405
George W. Finch	18127 Wakecrest, Malibu	90265
Melvin L. Ford	10965 Bluffside Dr, Studio City	91604
Ralph Frisbie	4320 Duquesne, Culver City	90230
Stanley Gordon	15148 Tuba St, Sepulveda	91343
William Graves	16539 Gilmore St, Van Nuys	91406
Kenneth Hall	4230 Laurelgrove Ave, Studio City	91604
Loretta Hall	4230 Laurelgrove Ave, Studio City	91604
Erlan D. Harting	17970 Hemmingway St, Reseda	91335
Mark L. Holland	11533 Wish Ave, Granada Hills	91344
Ed Hotelling	3180 N. Goldspar Dr, Camarillo	93010
William Johnson	1470 N. Evergreen St, Burbank	91505
Leonard Katz	19139 Ludlow St, Northridge	91324
Dick Kolodziej	4650 Kester Ave, Sherman Oaks	91403

Maurice Kurtz	960 N. Larrabee, Los Angeles	90069
Elliot J. Lane	17512 Gledhill St, Northridge	91324
Clarence F. Lee	7215 Foothill Blvd, Tujunga	91042
Larry Leonard	7708 Faust St, Canoga Park	91304
Earle S. Levine	384 N. Molino Ave, Pasadena	91106
Armando G. Lopez	6735 Holt Ave, Los Angeles	90056
Dan McCan	28 Wales St, Thousand Oaks	91360
Thomas H. Mead	1950 Pelham Ave, Los Angeles	90025
Myles Moran	21421 Hiawatha St, Chatsworth	91311
^{16428050, charts.} L. Kent Nogy	20810 Bryant St, Canoga Park	91306
Jim Oddino	23700 Bessemer St, Woodland Hills	91364
Roger F. Owens	1515-3/4 Pontius Ave, W. Los Angeles	90025
Reed Packard	817 N. Orchard Dr, Burbank	91506
Bob Palmer	9161 Morehart, Pacoima	91331
Joseph Pittner	16246 Napa St, Sepulveda	91343
Nathan H. Rambo III	1158 Baywood Ave, Camarillo	93010
Jay M. Replogle	13939 Burton St, Panorama City	91402
Daniel Reiss	888 Kincaid St, Inglewood	90302
Larry Rosenberg	12772 Jolette Ave, Granada Hills	91344
Robb Rue	807 Fourth St, Apt 3, Santa Monica	90403
William Salkowski	20251 Sherman Way, Canoga Park	91306
Ronald Schorr	5224 Teesdale Ave, N. Hollywood	91607
Frank J. Seevers	7900 Hanna Ave, Canoga Park	91304
Charles Shaw	15943 Lemarsh St, Sepulveda	91343
Charles Smith	8509 Lennox, Panorama City	91402
Gary G. Smith	3111 1/2 Sepulveda, #7, Los Angeles	90034
Russell W. Smith	4547 Alonzo Ave, Encino	91316
Bob Smith	8509 Lennox Ave, Panorama City	91402

Richard C. Sonheim	15856 Falconrim Dr, Saugus	91550
Mike Stone	3113 Malm, Los Angeles	90034
Whit Stockwell	4000 Hayvenhurst, Encino	91316
Barry R. Taylor	6718 St. Clair, N. Hollywood	91606
Eric W. Thomas	8929 Collett Ave, Sepulveda	91343
George Torigian	6901 Belaire, North Hollywood	91605
Bob Upton	8220 Amigo Ave, Reseda	91335
Richard S. Waddell	16814 Los Almos, Granada Hills	91344
Gary Wah	10122 Balboa Blvd, Granada Hills	91344
Wayne Wainwright	5079 Gloria Ave, Encino	91316
Bob Wilder	10570 W. Pico Blvd, W. Los Angeles	90064
Mason Wood	17133 Manette St, Granada Hills	91344
Woody Woodward	4209 Elmer, N. Hollywood	91602

Please notify your editor of any changes, corrections,
or additions.

Larry