

# VALLEY FLYERS

## NEWSLETTER '72



PACKARD PHOTOGRAPHY  
BURBANK

Our Model Of the Month winner for May, '72. Larry Leonard showing off two of his new pylon polishers. On the left is his BS P-51, Miss R J, on the right is his Miss Dara, also a BS kit. A beautiful building and finishing job by one of our better known members.

JUNE

PRESIDENT: RON SCHORR

SECRETARY: JAY REPLOGLE

VICE PRESIDENT: LARRY LEONARD

TREASURER: TOM CONE

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President's Page

What is a termite? Many the time termites are eating away at the foundation of a building and their damage is being done slowly and unnoticed. A club is no more than a building, its foundation being the people within the club. When a few of these people start kicking and gnawing at the timbers the building may shake, but a strong club made up mostly of sound members can ride out the tide. In other words, if there is something on your mind bring it up under new business or contact someone within the club who can set you straight on what's really happening. There are those people with reasons known only to themselves who have undertaken the undermining of the club.

We now have a new entertainment chairman, Bob Bleadon has consented to take on this difficult task and also the fun and games of a Christmas Party. These parties must be planned far in advance to get a good place at a fair price. I am not sure as to the details but there will be a limited number of tickets available. Rumor has it that Captain Bob has arranged to have fifty stewardesses there to take care of our every need. Well at least we can be assured of one, his lovely wife Billie who will probably do much work without any credit as all of our wives work hard behind the scenes of any successful function.

Sincerely,

Ron Schorr

NEXT MEETING: TUESDAY JUNE 13th, 1972 AT 8:00 PM

ENCINO WOMAN'S CLUB ENCINO

BE THERE !!!!!!!!!!!!!!!!!!!!!

EDITOR'S PAGE

by: Larry Rosenberg

I will be the first to admit that it is rather early in the season to consider a Christmas Party, but reservations are difficult to get much later on in the year so we have gone and done it. Bob Bleadon volunteered to be the Xmas party chairman and called me the very next day to inform me that the party is all set. The details follow:

EVENT: VALLEY FLYERS ANNUAL CHRISTMAS PARTY

DATE: DECEMBER 9th, 1972

PLACE: THE CASTAWAYS IN BURBANK

MENU: REGULAR DINNER \$4.75

TOP SIRLOIN STEAK \$6.50

PRIME RIB \$6.75

BOOZE: BAR STOCK \$1.00/drink

CALL SHOTS \$1.10/drink

ENTERTAINMENT: BAND + ???????????????

PLAN ON ATTENDING, THERE WILL BE LIMITED SEATING SO MAKE YOUR PLANS EARLY!!

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The July meeting will be at the basin and will be a Fun Fly. Regular meeting night, a raffle will be held. Time is from fivish on till dark. Come one, come all.

Tom Cone, who has become one of our most prolific builders, will unveil his 1933 Gee Bee R2 at the June meeting. Come one, come all, to gaze at this pregnant model of an even more pregnant real airplane. Tom usually does a really fine building job and this very interesting airplane, which made racing history in its day, should make an equally interesting model.

I have recieved so much contest coverage this month that the newsletter has really filled itself up. Since I can't think of a subject for editorializing I will close by asking if you all remember the guy who was going to build a B-17 for his first R/C model? I think that we all have met someone like that. Well, one of the fellows that I work with has gone him one better, he is starting off with a helicopter, the DuBro Whirlybird 505. That is what I call guts.

See you at the meeting,

Larry

STUNT CONTEST RESULTS

by: Jim Oddino

On May 6 and 7 Joe Bridi and I attended the West Coast Invitational Stunt Contest sponsored by the Vaca Valley and Woodland R/C Clubs. After a bad start, Joe and I both had landing gear problems. We got things working right and brought home the first and second place trophies. Jim Spurlock was third and had a good shot at the first place spot right up until the end. Joe was a little upset about losing to me by four points at the BIRDS contest, after beating me umpteen times in a row last year, so he and Lou built a beautiful new Super Kaos with retractable landing gear and all. The net result was that he still lost by four points. However, the plane really flies well and when Joe overcomes the problems that we all have with brand new planes, and gets a few more flights on it, he will be hard to beat. Jim Spurlock's plane was quite similar to Joe's, with a streamlined nose and retracts. Both flew quite fast for Kaos'.

Jerry Gracia took C Novice with a Mid-Dart, and Dick Glynn won class B with a stock Kaos. Bob Knowles, the C.D., flew only two flights, but had enough to win class A with a much modified Kaos. The tabulated results follow:

CLASS C EXPERT

<u>ROUND</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>two best</u>	<u>CLUB</u>
Oddino	247	254	252	251	232	256	245	510	VF
Bridi	225	238	241	245	231	261	192	506	VF
Spurlock	234	225	260	232	232	239	237	499	WILLOWS

Notice that it isn't over until the final round. A couple of zeros on Saturday doesn't put you out of it in stunt competition as it does in another popular R/C event.

CLASS C NOVICE

<u>NAME</u>	<u>POINTS</u>	<u>CLUB OR CITY</u>
Jerry Gracia	430	Cordova Model Master
Bill Eich	416	Diablo Valley R/C
Bill Walker	410	Vandenberg AFB

CLASS B

Dick Glynn	318	Fresno
Chuck Wiseman	301	Diablo Valley R/C
Roger Menke	293	Cal Expo

CLASS A

Bob Knowles	345	VVRC
Gene Kessler	344	Diablo Valley R/C
Pat Ray	324	Diablo Valley R/C

Radio equipment was primarily Kraft; engines were predominately Veco, Webra, & HP's. There were Rom-Air, Pro-Line, Goldberg, and CAS retract systems, with the Kaos being the most popular airplane. The troops up there were quite interested in our new radio and didn't know too much about the RC Manufacturing system which is being manufactured in that area.

Although the turnout was smaller than last year, it looks like stunt is still alive with three more contests in Northern Calif during June.

Jim

PYLON RACING

by: Bob and Chuck Smith

Valley Flyer racing pilots have gotten off to their best start ever in the first three contests of the 1972 racing season. The Whittier Narrows Formula I contest on April 22-23 saw Bob Smith go undefeated in eight heat races, with a best time of 1:33.4, which was good enough for first place. Larry Leonard was beaten only by Bob and ended up second overall, with a time of 1:38.9. Larry had a very exciting race with Whit Stockwell, which ended as a dead heat. Unfortunately, Whit later destroyed his aircraft in a mid-air. Other Valley Flyers finished as follows:

6th.	Ed Hotelling	1:41.6
9th.	Bob Bleadon	1:42.1
12th.	Dan McCan	1:34.5
14th.	Chuck Smith	1:40.1
15th.	Kent Nogy	1:43.0

Ed Hotelling is only in his second season of racing and already is showing the veterans a thing or two about consistency and speed.

It was at this contest that the incident occurred which earned the Goof Bowl trophy for Kent Nogy. He was driving east on the Ventura Freeway at 70 mph, on his way to Whittier Narrows, when he looked into his rear view mirror just in time to see his Kraft transmitter tumbling down the road behind him. He then remembered placing the transmitter on top of his car while packing for the contest. Needless to say, he then also remembered not packing it into the car, but leaving it on top of said car. To make a long story short, he hopped off the freeway and got back on going westbound, screeched to a stop on the center median strip, hopped the fence, and recovered his somewhat battered transmitter. The transmitter looked much the worse for wear, but still range checked well and he flew the entire weekend with it. This modern radio gear is pretty tough. I think that most of us have placed our transmitters atop the car while packing up, so let us remember this bit.



The Birds hosted their second FAI pylon race on April 29-30 at Los Alamitos Naval Air Station. The C.D. was "Big John" Elliot who put on another contest run as it should be, ie: by the book.

This was the fastest and most competitive FAI race ever held. All in all eight flyers broke the official FAI world's record held by Terry Prather at 1:53.6. Through the two days of flying Joe Foster, flying a Francis Products P-39 Cobra, was the man to beat and he averaged times in the mid 1:40's. His Cobra had trike retracts (RomAirs), weighed 5 lbs. 7 oz. and had Joe's usual fantastic building job and finish, using K&B Superpoxy. The second place finisher, also from up north, was Garry Korpi. Garry was almost as fast as Joe but flew a better course, he ended up with the fastest time of 1:42.2 . Remarkable.

There were three unusual crashes at the contest. Larry Jenno (BIRDS prexy) started flying the wrong aircraft out of the number 1 pylon. After a couple of laps he realized that he didn't have control over the aircraft that he thought he was flying. One Valley Flyer crashed at the contest, Captain Robert Bleadon. Bob has been flying tighter around the pylons at every race he enters, only this time he flew just a little bit too tight a course. Rounding the number 2 pylon his left landing gear caught the flag at the top of the pylon. The flag was ripped off the pylon and so was the landing gear off of the airplane. Bob recovered, killed the engine and made a beautiful "Hoover" one wheeled landing. He repaired the plane just in time for the next heat. This heat was with Jeff (West Coast FAI Champ) Bertken, who Bob wanted to beat very much. On the very first lap, however, Bob came around real low and real tight around the No. 2 pylon and plowed right into it. The pylon was flattened and the plane was ripped to pieces. It was, as they say, "a great crash". Joe Martin pulled this same trick later in the day, with the same result.

Valley Flyers filled ou the majority of the remaining top places as follows:

3rd.	Bob Smith	1:44.0
4th.	Jeff Bertken	1:50.2
5th.	Larry Leonard	1:48.0
7th.	Whit Stockwell	1:47.6
8th.	Kent Nogy	1:58.0
9th.	Chuck Smith	1:51.9
11th.	Bob Upton	1:57.0

We held our annual Valley Flyers Formula I race on May 6-7. Due to construction at the basin the meet was held at Mile Square in Fountain Valley, an excellent site. It was obvious from past experience that the Valley Flyers would not be able to provide the required manpower to run this contest so the help of a local Boy Scout troop was enlisted. These boys, under the expert direction of Jack Fabri, did an excellent job. The entry fee for the contest was raised to cover the \$100.00 donation we made to the Scouts for their services, so the Valley Flyers lost \$2.00 overall.

Safety was of prime concern at this contest, with 1/2" plywood barriers provided for all of the workers out on the course, as were hard hats. The eight Valley Flyers who worked on Saturday and Sunday did an excellent job. Dick Sonheim kept the contest going at a fast pace with his work at the P.A. system. Earle Levine, Ra Goldenberg, Rod Taylor, Ken Hall, Ernie Day, Gary Chaddock, and Tom Mead all took their turns as pylon judges, The number three pylon was really a hot spot with some of the aircraft flying by at 130 mph, less than one foot outside the pylon, and at an altitude of less than eight feet.

17 Valley Flyers participated in and dominated the contest. The top nine aircraft in the scale judging were all built by Valley Flyers. When the racing was over, Bob Smith was again on top, still undefeated with a time of 1;32.0 and Larry Leonard was second with the fastest time this year at 1;30.5. Dan McCan with a 1;34.2 was third to complete the V.F. sweep. Kent Nogy won most of his heats and did not get a zero this time, which was good enough for 5th. with a 1;42.0. Ed Hotelling had his best performance ever with a 1;37.5. Ed was tied for 2nd. going into the last round when a magnet fell out of the motor in his aileron servo resulting in his Shark doing about 20 consecutive rolls into the ground on the first lap. Ed still had enough points for 7th. place.

Jay Replogle and Bob Bleadon also did their best ever. Jay was 8th with a 1;41.1. This was the first time that the team of Replogle/Wadell have finished in the top ten. Bob Bleadon KO'ed last year's top pilot, Terry Prather, in the heat in which Bob turned a 1;32.8. His 10th. place finish would have been improved however, if he hadn't had a shattering mid-air with Joe Howard while rounding the no. 1 pylon in the last round. His Miss DARA will be repaired in time for the Bakersfield meet in June.

1/2A Pylone by Myles Moran

On may 6-7 there was a 1/2A pylon race at the Simi Valley Flyers Field. About 15 planes and flyers were there and the results follow:

1st.	Glen Roe	3 firsts,	1 second
2nd.	Larry Rosenberg	2 firsts,	2 seconds
3rd.	Ron Clem	3 firsts,	1 "0"
4th.	Myles Moran	3 firsts,	1 "0"

Plaques were presented for the first three places and a great time was had by all. Some of the club "Pros" should try this event, it is a really fun event, with lots of genuine racing.