

# VALLEY FLYERS

## APRIL 1974

# NEWSLETTER



Model of the month winner Elmer Hohbach poses with his very pretty Stafford P-39 at the Sepulveda Basin. Elmer is a fairly new Valley Flyer, and an active one. Always ready to help at contests, Elmer is not himself contest oriented, yet. It' quiet guys like him that always beat me at contests... Congratulations.

PRESIDENT: Bob Smith    VICE PRESIDENT: Bob Wilde

SECRETARY: Ron Clem

ASS'T SEC.: Larry Rosenberg    ASS'T TREAS.: Tom Mead    TREASURER: Chuck Smith

PRESIDENT'S PAGE

This month, we are all looking forward to a labor turnout for the club auction. Since ten percent goes to the club, we hope everyone will bring his old engines, unfinished kits, etc.

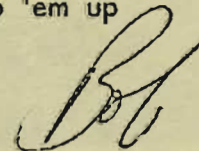
For those of you who have been to our field recently, you've probably noticed the new frequency control board. It has been working quite successfully to date. Many thanks to Lenny Katz for all the work on it.

Also, I would like to thank those of you who helped relocate the field rules sign.

On April 28th will be the annual club fun-fly and speed trials. Highlight of it will be a Le Mans start pylon race. The only rules are that the plane must land with its engine running and if electric starters are used, they must be carried out from the pits.

I am sorry to announce that Larry Rosenberg will be leaving us shortly. He and his family will be moving to the San Francisco area this month. As a member of the Valley Flyers since its inception, his contribution has been invaluable. We all wish him the best of luck with his new job. Our loss will certainly be the Bay Area's gain.

Keep 'em up





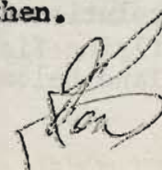
## EDITOR'S PAGE

I suppose by this time you've been out to the field and used the frequency control system. If it wasn't in use at the time you were there, it's because we're having a hard time preventing the pins from disappearing. I say "we", but I really mean Len Katz. Len built the system, for which we owe him a vote of thanks, and has been trying to start and keep going something that will benefit the whole club. As he said to me recently, "it's discouraging". When you use the pins, please return them to the board.

About people.... If you happen to see Mike Pontelle at this meeting, congratulate him- he's a proud pappa of a 7lb. 7oz. baby boy! A well known club member is leaving the area soon, but, at his request, I can't say who. I can say that this club member has belonged to the Valley Flyers for many years, and has always been a guy you could count on for support in the club, one who has unselfishly given of his time and energy, and has asked nothing in return. For this, I personally say, thanks. If you want to know who it is, you'll just have to come to the next meeting!!

Did you know you can store Hobbypoxy and Super Poxy in your freezer after you've mixed the two parts together, and the paint will keep for months? It's true! Don't try it with Super Poxy Primer though, as it won't work. And, be sure you have the paint in sealed jars, or your whole freezer full of food will smell and taste like epoxy! UGH!

Now and then I hear someone say that they think the people in the club are a little, can I say it?, snobbish. Perhaps I can help explain why this attitude seems to project itself. Say you come to the meeting at 10 minutes to 8, and you naturally start to say hello to people that you haven't seen all month. The President starts the meeting at 8, and you really don't have time to meet all the new folks, plus you shouldn't try to carry on a conversation during the meeting. Break comes, and you've gotten your coffee, and a guy asks you a question on something that requires more than a casual answer. Before you know it, the break is over and the meeting has restarted, and you still haven't met anyone that's new to the club. For you new fellows, try to make it a little earlier to the meetings if you'd like to get to know the club better. There's always a bull session after the meeting also at the Copper Penny or DuPar's. Join us if you like! I'd like to take this opportunity to thank Larry Rosenberg for getting the art work done for the  $\frac{1}{2}$ A race, and the auction. Verry professional.... I'm starting to wonder if you guys aren't keeping your recently finished airplanes at home, as there haven't been a lot of show & tell planes at the meetings. Bring 'em! Whenever working with a Dremel tool, particularly the carbide disc, wear safety glasses. When that disc shatters, look out! If you've ever wanted a spinner a particular color, try this- purchase a white nylon spinner of your choice. Get a package of "Tintex" nylon dye in the color you want and dye it! Won't come off, either. This dye is available at Thrifty Drug Stores. I'm running out of space, so I'll shut up . Bring "goodies" to the auction. See you then.





# Shoot Downs

By Ron Clem



The day promised to be a pleasant one. The sun was shining through scattered clouds, and John felt good. His reasons for his state of well being were many, but that he had just finished a new Mach 1, and it was going to be a nice day for flying made him feel especially good. After putting the wing on and charging the air retract system, the big moment was close at hand. A test flight always put butterflies in John's stomach, even though he was a good flier- there were so many variables that could happen to a new airplane. So many..... John fueled his craft while awaiting his turn to fly, and carefully looked the airplane over to make sure everything was all right. Then, it was his turn, and he quickly started the engine and taxied out to the runway. Everything was fine so far, taxi's straight, controls move in proper direction.... After checking the engine at full power, John signaled his helper to release the plane. The Mach 1 accelerated down the runway, attempting to steer slightly to the left, which John corrected at once. As flying speed was reached, he eased back on the stick and smoothly rotated the airplane. After some quick fly-bys to check the handling of the plane, John flicked a switch and the landing gear retracted. Now, the plane really handled smooth, and John was enjoying himself immensely. A loop, a roll, an immelman, a stall turn. Fantastic! Suddenly, the airplane started gyrating wildly around the sky. John, reacting instinctively, tried to correct the oscillations while trying to comprehend what was wrong. Realizing that he wasn't able to control the plane, John started yelling "I ain't got it", and "heads up". What a feeling of terror was going through the pit of his stomach as he realized he had no control over the plane! Thrashing, twisting, and turning, the airplane headed earthward. John stood helplessly watching, trying vainly to get through to the receiver, and people scattered to avoid the inevitable crash. The airplane hit the ground in a half twisting outside loop 25 feet from the pit area, and scattered parts and bits of airplane and earth into the pits. There was stunned silence, and John half-walked half-ran to the crash scene. Fortunately, no one had been injured, and only the wingtip of another plane was damaged when his engine hurled into it. Suddenly, John noticed someone with an engine idling in his pit area— as a matter of fact, the guy was on his frequency, and had started to taxi his airplane.....

Sound familiar? It should, as it's happened to almost everyone on one end of the problem or the other. What are the causes? What are the cures? How can the problem be eliminated altogether? Unfortunately, there are no cut and dried answers. A good start is to have a workable frequency control system. Another partial solution is to be able to control the people who frequent your flying field, which we, at the Sepulveda Basin can't do, as the land belongs to the city. Some folks just don't care about their





fellow fliers, and it would be nice to be able to separate the wheat from the chaff... But, we can't so we must live with the situation at hand. We can: (1) Establish a frequency control system. The colored clothspin system seems to work as well as any, but you must remember that any system is only as good as the people who operate it. (2) Until the frequency system is installed and operating, organize your pit area and communicate with those on your frequency. Establish a flying order so everyone has a chance to fly. When a new arrival enters your pit, make him aware that a pecking order is in effect and put him on the end of the line, so to speak. Let him know who he follows, and when it's his turn to fly. (3) If there's no one in your pit area when you arrive, but there are other fliers on the flight line, check them out. If you can't see the color of the flag, or it's dirty and you're unsure of the exact color/frequency, WALK OUT AND ASK. Sure, it's a little more trouble, but wouldn't that be easier than replacing an airplane you shot down? Here are some examples of shootdowns I've witnessed...

Example #1: At a  $\frac{1}{2}$ A race some time ago, Flier #1 wants to test fly at a break between heats, and obtains permission from the CD to do so. Flier #1 launches his plane, and within 10 seconds crashes to interference. Looking around, Flier #1 spots Flier #2 with engine running ready to launch. Much shouting ensues, with it not being clear who had permission to fly. (Same frequency, of course). Flier #1 starts running to his crashed airplane still clutching his transmitter, which is still turned on. Flier #2 gives OK to launch, and #2's airplane gets halfway to Flier #1 before crashing due to interference! Seems as though the CD had given 2 people permission to fly at break, both on same frequency!!

Example #2: More recently, a flier was competing in a fun fly type contest in which one flier at a time was attempting this particular event. Each contestant had a certain number of attempts to accomplish this task, after which, he was to land. The general rule was for the next guy to fly to start his engine, and be ready to take off when the competing flier landed. It was a simple police your-own-frequency, since only one guy at a time was flying. Suddenly, the guy who was flying started yelling and calling out his frequency and flag color, hoping that whoever had turned on would hear the commotion and turn off. Fully 10 seconds of the action went on before the airplane hit the ground... and the guy who had turned on, was next to fly, starting his engine, and not more than 15 feet from the guy he shot down....

Example #3: Several fliers are admiring a new radio in the pit area. When the owner of the radio was asked if there was anyone else on this particular frequency, he replied that there was only one other, and that fellow was in the pit, not flying. The radio was turned on by an admirer of the radio, and a fellow flying at the time was shot down. The fellow with the new radio was wrong- there were 2 others on his frequency. The responsibility, of course, was with the guy who turned the radio on. He hadn't bothered to look, to check, and relied on the other's information to be correct.

The point of all these examples is simple. Be sure no one is flying on your frequency before you turn your transmitter on. Another problem some people have is what to do if you have 2 airplanes and radios on different frequencies. Many wind up pitting in one area. If you must do this, co-ordinate with the people of the pit area you're not in. Let them know you're around, and arrange for your turn to fly. Better yet, leave your airplane in the proper pit area.



with the transmitter, and carry the tools back and forth. If you happen to find yourself in the uncomfortable position of having just shot someone down, don't dismiss it with a "Gee, I'm sorry". That's simply not good enough. Help the guy pick up the pieces and arrange a suitable plan to reimburse him for the damages. After all, you caused the mess, and you should be big enough to realize your responsibilities. Many times your Homeowners insurance will cover you for damages you've caused like this. I know! I collected from a guys' insurance company once! There's only one excuse for shooting someone down, and that is if he has the wrong frequency flag on his transmitter and is in the wrong pit. Of course, that's a doubly dangerous situation as you can imagine. Let's keep our eyes open and keep those beautiful planes in the air, where they belong!

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The preceding article was written before the frequency control system was installed at our field. No attempt has been made to embarrass anyone, but rather to expose a problem that exists at many flying fields. Let's all push to make this frequency thing work for us, and eliminate this problem.

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There will be a  $\frac{1}{4}$ midget race held in Chula Vista (San Diego area) on April 21, 1974. Anyone wishing further information should contact Bob Nickels, President QMRC, at 926-7153.

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NEXT MEETING - ENCINO WOMEN'S  
CLUB - APRIL 9 - MEETING  
STARTS 8:00 P.M. BE EARLY  
FOR BOLL SESSION AND BRING  
THINGS FOR THE AUCTION!

28 March 1974

J. M. Oddino

CONTEST REPORT -  
BIRD's OPEN

The season's first pattern contest was held at the Bird's field in Carson, California and was quite a success. An enthusiastic fifty-seven (57) entries showed up from places as far away as Yuma, Arizona and Willows, California. The fuel shortage didn't keep anyone away and probably won't be too big a factor this year except for the added cost. There were many flyers who were in their first contest and they all seemed to enjoy the competition and were looking forward to improving their scores at the next ones.

The aircraft were pretty much the same as last year with the exception of a good looking original that Orv Hinshaw flew, to qualify on top of Class B.

It may not have made much difference but the top two experts were using mixture control which seems to solve some of the early flight-rich/late flight-lean problems. (It didn't get me in the flyoffs).

John Perry has been making adapters for his carburetors for some time and the installation is quite simple. Bill Salkowski feels he can push his engine further than normal for short durations such as the rolling maneuvers because he can immediately richen the mixture and cool the engine down after the maneuver.

Everyone got three qualifying flights on Saturday and two on Sunday. The top five in each class then flew two flights (complete pattern) to decide it. The scoring was unusually low and made a few of us consider taking up racing.

Super Bird, Joe Bridi, did it again and Steve Buck regained his position as top flyer from Phoenix, Although Steve Helms was close behind and missed qualifying by one point.

The complete results are listed below:

<u>Pilot</u>	<u>Airplane</u>	<u>Engine</u>	<u>Radio</u>	<u>Qual</u>	<u>Finals</u>
<u>Class C Expert</u>					
J. Bridi	Super Kaos	Lee Veco	S & O	256	356
B. Salkowski	T2A	Lee Veco	S & O	244	352
Steve Buck	T2A	Ross	Proline	243	340
E. Hotelling	Super Cuda	Lee Veco	S & O	237	323
Jeff Sorenson	Super Cuda	Veco	S & O	237	298



<u>Pilot</u>	<u>Airplane</u>	<u>Engine</u>	<u>Radio</u>	<u>Qual</u>	<u>Finals</u>
<u>Class C Novice</u>					
B. Simpson	Super Cuda	Lee Veco	S & O	235	339
D. Thomey	Super Cuda	Webra	Kraft	191	306
Jim Kimbro	Original	Webra	Proline	221	296
B. Workman	Cutlass	Webra Sp.	Kraft	204	291
<u>Class B</u>					
S. Wilkins	El Camino	Webra	Kraft	171	246
O. Hinshaw	Sierra	S. T. Bl. Hd.	S & O	183	232
H. Zingali	S. Kaos	Veco	S & O	160	221
J. Zingali	S. Kaos	Veco	S & O	167	196
G. Enstad	Original	Veco	EK	160	155
<u>Class A</u>					
R. Mattie	Fun 1	S. T. Bl. Hd.	Kraft	163	243
C. Millet	Fun 1	S. T. Bl. Hd.	Kraft	163	232
R. de Palma, Jr.	El Tiger	Webra Sp.	Proline	165	231
B. White	Kaos	Veco	Proline	167	219
M. Hyde	Kwik Fli	OS 60	Proline	175	210

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Last minute news

I just received the Valencia "Tale Winds" newsletter tonight and two of their 1/2A races have been changed to the following schedule;

1/2A race originally scheduled April 17- New schedule April 5

1/2A race originally scheduled May 19- New schedule May 5

Boy, do I wish my typewriter typed like this one!



## CONTEST REPORT

1/2A PYLON held 3/17/74

By Bob wilde

First off, a weather report!! It was a beautiful day, with almost no evil wind spirits lurking about to upset well laid plans. Gary McPike and I arrived at the field about 7:30 a.m. to start setting up for the contest. Needless to say, we were both a little bleary eyed. Chuck Smith showed up soon after looking much the same. There's nothing like getting up early in the morning.....yawn... Chuck had brought most of the contest equipment with him which included some new flags. (I thought we were going to have to use our undies for flags, because at that point we didn't have any!) Bob Smith struggled out of bed and delivered the pylons about 9:30 and we got the contest under way, finally. We ran 6 rounds and a good time was had by all. We,, almost all! Bud anders took home 1st place with his Thunder Tur-. ....er, ah, um, Chicken!! Bud turned in fastest time of the meet with a sizzeling 1:30, and had 5 firsts and 1 zero. Tom Christopher was second following a flyoff against George Finch. Most surprising guy at the whole race was unassuming Tom Mead flying a modified Upstart. Until this contest, Tom had never completed a race, much less been in contention. Good going, Tom! George Finch also did very well, taking home third place and an oil soaked airplane. His plane is so old the foam wing has dry rot! The big grudge race between Ron Clem and Bud Anders never came about as Ron had more than his share of troubles (not all his doing!). Most of the day I could hear the gnashing of teeth and under-the-breath mutterings from the south side of the pits. All in all, I think everyone enjoyed themselves, and that's just what 1/2A pylon racing is all about.

### FROM THE CONTEST DIRECTOR:

NOTICE IS HEREBY GIVEN TO "BOB THE CREEK"  
THAT THE SILVER WINCED HOT DOG WANTS  
R E V E N G E!

Bob Wilde



# VALLEY FLYERS

# ANNUAL AUCTION

APRIL 9

AT THE  
REGULAR MEETING

