

VALLEY FLYERS

MAY 1974

NEWSLETTER



Talk about the beauty and the beast! Editor Ron Clem poses in his front yard with a Stafford "Rickey Rat", last month's model of the month. See you standard class guys at Bakersfield May 18 & 19! GRRrrrr.

PRESIDENT: BOB SMITH

V.P. BOB WILDE

SECRETARY: RON CLEM

ASS'T SEC: LEN KATZ

TREASURER: CHUCK SMITH

ASS'T TREAS: TOM MEAD

PRESIDENT'S PAGE

After just competing in our annual fun fly contest, I would say it was a big success. It was a lot of fun and if you didn't compete this year, give it a try next year. Many thanks to all the people who helped and participated.

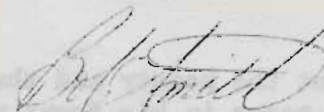
We also have the Valley Flyers Formula 1 Race coming up June 8th and 9th. This year we plan to put on one of the biggest and best contests of the year. With the help of Bud Anders, we have American Aircraft Modeler to help sponsor the race (you might look in the latest A.A.M. for the advertisement on the race). We plan on having trophies to 5th place in both classes, plaques for everyone, fast time trophies, prizes, and more. We are looking into getting TV and radio advertising to stimulate spectator interest. Also being looked into is bleachers for spectator use. With the help of you, the club members, we should be able to put on a great contest so anyone who has free time June 8th and 9th, see Chuck Smith at the next meeting.

With Larry Rosenberg leaving our board, we as a board are proud to elect Len Katz to fill in for Larry for the remainder of the year. Many thanks to Len Katz for accepting our offer.

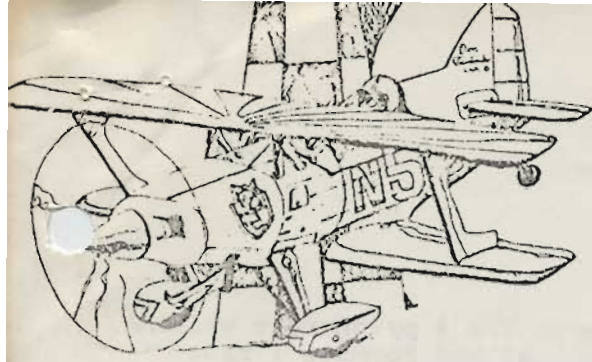
Entertainment for our next meeting will be from Jim Oddino of S & O Electronics. Jim will give a presentation on batteries for radios, in general. After his presentation, he will be open for questions, so for those of you that have had any questions on radios, bring your questions to our next meeting and ask Jim.

Next meeting - May 14th, 8:00 P.M. Sharp.

Happy Flying!



Bob Smith
President



EDITOR'S PAGE

by Ron Clem

If I could sum up this month in one word, it would have to be "eventful". This page is being written 9 days before the coming club meeting. Your board has already met once this month, and we have another session scheduled for tomorrow night. What's the reason for all the meetings? Well, we've been trying to get the remaining club patches from our old source, jackets from a new source, since the other one proved unreliable, and just trying to take care of club business that concerns all of us. If you've been waiting for a jacket for awhile, please have patience- we're really working in earnest on this. We hope to have small patches available soon, as well. Jay Replogle has written an article so long that we're going to have to serialize it! Part 1 is in this issue, and the remainder will follow. I haven't read it yet, but from the way Jay reiterates, it will have you in stitches. If you like his article(s), tell him so! There can't be enough good things said for Jay in my estimation. If it weren't for him, this newsletter would be very expensive, as we do the main body of the newsletter at his place of business.

I've been trading newsletters around the country with various editors in an effort to exchange ideas, and just get a general feel for what the rest of the country is doing. So far, I get the Rams Horn, of Seattle, Northern Va. Radio Control's Feedback, the Low Passes from the L.I.R.C.S. of New York, and Talewinds from Valencia. Surprisingly though, I have yet to receive a newsletter from the B.I.R.D.S., the San Gabriel Flyers, or the Semi Valley club, even though I send them ours.

I have some rather sad news this month. AAMCO, the manufacturer of the famous Aeromaster and other fine kits, has once again had a major fire, the third one, and may not go back into business. Low Andrews certainly has to be #1 in quality kit manufacturing- his balsa was always good, the plans superb, and almost anyone could build a decent airplane if they could read and follow the plans. His plans remain today, to the best of my knowledge, the only ones you could completely scratch build an airplane from (from kit manufacturers). You fellows that can spare a little cash would be wise to salt away a couple of his kits for "the good 'ol days" when you truly got value for your money.

I have gotten some very favorable comments about the newsletter, for which I say, thanks. But if it weren't for the Replogle's, the Owens, the Wilde's, the Oddino's, this newsletter would fall flat on it's face despite my best efforts. For all you gentlemen who have taken time out of your busy schedules to write something for the newsletter, you have my gratitude. Let's keep it going! Next meeting, May 14, Encino Women's Club 8:00 p.m. Come early if you can and try to meet some of the new members. See y'all there!

CONTEST REPORT

April 7th, the Vaca Valley Headwinds held an open 1/2 A pylon race which was sparsely attended due to the conflicting schedule of the Formula I race at Whittier Narrows. This notwithstanding, two of the Valley Flyers who can't even afford to think about flying Formula I, car-pooled out to the Valencia rattlesnake and onion patch with high hopes of stealing all the bacon.

The day took an immediate downturn as Ralph Frisbie test flew his new low aspect ratio racer which proved to be slightly faster than a hot air balloon on a calm day but less controllable. Amid jeers of "Pylon one is that way!", Ralph retired his black monster for the day. Acting against the advice of cooler heads (namely mine), Ralph decided to test fly his Upstart, beautifully finished in scrap solarfilm, castor oil and St. Bernard hair. After cranking the engine for about a half an hour, it finally sprung to life and Ralph in his joy decided no hand was steadier than his own for a hand launch. Unfortunately this was true for he propelled his aircraft into the air with a force he normally reserves for pushing away from the dinner table. The Upstart, finding itself at almost zero air speed, did two snap rolls, one left and one right, followed by a half a split S, the latter maneuver converting its fuselage into a jigsaw puzzle, some pieces of which were never found. Ralph decided, erroneously, that all was not yet lost and immediately mixed up 4 ounces of Quick Fix. Due to the missing pieces, the aircraft would not stay quick-fixed, so Ralph threw it down in disgust, breaking it even further and muttering all the while about going home. At this time cool heads prevailed, convincing Ralph that since the aircraft was a total wreck he might as well try to fly it anyhow, besides, he was my ride home and I had already borrowed \$2.00 from him to pay the \$3.00 entry fee. As it turned out, three small areas of the fuselage mated. The remaining holes were covered by three loops of 2" masking tape held down by Quick Fix and Hot Stuff. The Upstart was then flown the rest of the day even though it had slight trim problems caused by a 1" flexure of the tail which made it fly like a fish swims (upstream).

Ralph would have placed higher except that his son kept calling cuts on him, one race he tried to start the engine with a broken prop which promptly came off in his hand, one race he tried to break the engine by stopping the prop with his finger, two races he filled the fuel tank half full and went 5 laps, and in the last race Ralph finally got it all together thereby exciting his cool headed caller who promptly lost track of the lap count. Once his Upstart made its terminal landing, the strain of the day's activities finally got to Ralph who calmly twisted the prop bolt off inside his TD's crankshaft and then left to buy a new Upstart kit from Loretta.

When the wind got up to 30 knots and everyone without a frequency conflict and with a plane had flown each other, three planes had been totaled and four of us walked home with beautiful George Chabot trophies. The final results were: 1st - Tony Naccrato; 2nd - George Finch; 3rd - Bud Hartranft; 4th - John Gerlach; 5th and 6th - a tie between Ralph Frisbie and Paul Thomas. I might add that Ralph vowed that the new Upstart would be constructed to the highest standards of craftsmanship. When I left his house my last glance was of his two St. Bernards, each gnawing on opposite ends of the new kit box like it was an enormous bone.

George Finch

WHAT DOES IT COST TO RUN A RACE

A BREAKDOWN OF LAST SUMMER'S FORMULA I RACE AT OXNARD

	58 ENTRIES @ \$9.00	- - -	\$522.00
COST OF:	BOY SCOUTS	\$100.00	
	TROPHIES	231.00	
	CHAIRS/TABLES	13.15	
	LATRINE SERVICE	69.30	
	TRASH SERVICE	10.00	
	ANNOUNCEMENTS	12.00	
	FOOD	15.00	
		<u>\$451.45</u>	
PROFIT			<u>\$70.55</u>

1/2 A RACE AT HOME -

	19 ENTRIES @ \$2.00	- -	\$38.00
COST OF:	TROPHIES	\$36.00	
	COKES	3.00	
		<u>\$39.00</u>	
LOSS			<u>\$1.00</u>

NOTICE THE FIGURES DO NOT SHOW ANY COSTS FOR PYLONS, PUBLIC ADDRESS SYSTEM, INTERCOM SYSTEM, JUDGE AND TABULATORS TENT, TRANSMITTER IMPOUND (VEHICLE-BOX-TENT) AND A FAIR SHARE OF STORAGE COSTS FOR THE ABOVE.

ALL COST FIGURES ARE FROM THE TREASURER'S REPORT.

TOM MEAD

Here is a current list of upcoming Formula 1 races as supplied by Jerry Silverman, District Vice President of NMPRA.

CONTEST SCHEDULE

	<u>Date</u>	<u>Location</u>	<u>Host</u>
1.	April 6 - 7	Whittier Narrows	S.G.V.R.C.L.
2.	May 18 - 19	Bakersfield	BARKS
3.	June 8 - 9	Sepulveda Basin	Valley Flyers
4.	July 6 - 7	Whittier Narrows	R.C. Bees
5.	Aug. 24 - 25	Whittier Narrows	S.G.V.R.C.L.
6.	Sept. 21 - 22	Las Vegas	Las Vegas Club
7.	Oct. 12 - 13	Oxnard AFB.	Valley Flyers

The dates of all the contests are firm, however the location could change. Should this happen, you will be notified ahead of time.

All races will be pre-entry. Entry forms will be given out at the preceding contest. Get them in on time. 72.40 is a heavily used frequency at this time, I suggest some people try to change as I will close entry to that frequency when we have received 25% of the total on 72.40.

I can be reached for information at 598-3653 any evening after 8:00 pm.

JERRY

HELP!!

As some of you know, our Formula 1 race to be held June 8&9 is being co-sponsored by American Aircraft Modeler. This is a first for the club to have a contest sponsored by a major publication, and we're going to need all the help we can get to put on a truly fine race. If you can help, please notify any club officer.

"ROUND AND ROUND SHE GOES" - Part I

What beautiful little ships, I thought to myself, as I looked at a row of formula I racers many years ago. This was at our old flying site and I was about to witness my first formula I race. There was an air of excitement as the pilots and their crews prepared for two days of racing. I heard engines rev up like I had never heard before. I smelled burned fuel in the air unlike anything I had come across. I would have sworn someone was buring shoe polish for power!

The propellers these guys were using were little skinny blades of wood that didn't look big enough to pull a fly off the ground. Some people had special "electric starters" to spin the engines for starting. I figured the blades were too fragile for them to use their fingers for starting! Yes sir, these were a different kind of R.C. flyer than I had gotten to know so far, but I did know one thing, I wanted to be part of it and I hadn't even seem them fly yet!

As I looked at the course to be flown around, I noticed it looked like a large triangle. After asking some questions, I found out that the course was $\frac{1}{4}$ mile around, point to point and that up to four planes flew at a time. I was told the pilots fly their ships around the course 10 times. In other words, they travel at least $2\frac{1}{2}$ miles. As preparation for the race continued, all the planes were put in one long line and then they were judged for closeness to scale appearance and quality of finish. The best plane was given a number 1 which was later used to determine the take off order for that plane. The rest of the planes were graded accordingly down to the least scale and finish. Now I was starting to get the idea why these little beauties were so well finsihed. Who wants to have number 35!

Well, pretty soon it was race time. Four pilots and their crews walked out between the two pylons that were placed closest to each other. These pylons were latter identified for me as pylon number two and pylon number three. The point of the triangle fartherest from theflyers was called pylon number one. Down at the number one pylon stood four guys holding flags, each a different color. Standing next to number two and three pylon stood two more people called pylon judges. Also at the starting line were 5 more people. One was the race starter and the other four were time keepers and lap counters.

The pilots placed their planes on a line between and towards the number one pylon about 50 feet from the number two and three pylons. Each pilot's "caller" then got behind his plane and took a firm hold on the plane. Next the starter announced that the pilots had two minutes to start their engines. In short order, all the planes were started and making one huge roar. Then the pilots went running back behind their planes between the two pylons. The starter checked to see that they were all prepared to fly and then he waved his flag and the first plane was released. The flag was then dropped again and the second plane headed for the number one pylon. The same happened for the third and fourth planes. All that had taken place in approximately four seconds. As the planes were released the caller then ran as hard as he could go (while watching his plane) back to stand behind his pilot.

I forgot to mention that just before the planes were started, each caller had held up his plane and was matched up to one of the flagmen at the number one pylon. Now that the race was started each caller was watching his particular flagman waiting for the flag to be dropped.

The caller was now watching his flagman and his plane. As the plane approached the number one pylon the caller yelled at his pilot "ready" and the pilot rolled left into a knife edge position. As the flag started to drop the caller yelled "turn" and the pilot pulled hard on "up" elevator bringing the plane around the pylon very rapidly heading back to number two and three pylon. For the next 9 laps that scene was repeated in very rapid fashion.

When each plane had completed 10 laps the pilots killed their engines and landed their ships. All of this action had taken place in about two to two and one half minutes. Now I really knew I wanted to try this exciting competition.

For the trials and tribulations of a new pylon racer tune in next month for, "Why the hell did you say turn if you didn't mean turn"? or "How much did you say that fuel cost"? How about "What do you mean we ought to buy a \$10.00 spinner"? etc., etc.

How about a up-to-date R/C glossary as seen by The Rams Horn of Seattle? Editor Duke Lombardi, of the Rams, and I have been exchanging newsletters for several months, and they really get it on with their publication! The last one I received had 11 pages, front and back- 22 in all! How did you mail that for 10¢, Duke?

AN R/C GLOSSARY

- C.D.-----Certified Drudge
C.G.-----A designers arbitrary longitudinal balance point, usually decided by a flip of a coin.
CHICKEN STICK-----A tool used to test wooden props for cracks.
DEAD STICK-----An excuse to land anywhere except the runway.
FIGURE 9-----The final manuver in certain aerobicic or pattern flights.
FREQUENCY FLAG-----A triangular shaped, colored, forget-me-not.
GLITCH-----The cause of a crash when explained by the pilot.
IMPOUND-----A place where transmitters are tested for G forces, compressive strength, tensile strength, and abrasion resistance.
PATTERN CONTEST-----Mental therapy for frustrated scale modelers.
PIT AREA-----A maximum security area for the incurable insane.
PILOT ERROR-----The cause of a crash when explained by anyone else.
RANGE CHECK-----A test to see how far a pilot can walk backward without falling.
RETRACTS-----An expensive method for shortning props. May also be used to shut off engines that won't quit idling.
SPLIT S-----A manuver used by pilots who are afraid of a tight 180° turn.
TAIL DRAGGER-----A post contest C.D. (See above definition of C.D.)
TRANSMITTER-----A device usually used to point at R/C airplanes so others can find them.
UGLY STICK-----An R/C airplane with extensive birth defects.
WING-----An excessively wide hatch cover for the radio compartment, designed by kit manufacturers to contact the ground upon landing in such a way as to put extreme torsional loads upon the fuselage structure.

WANTED!!!

USED K&B .40 F.R. WITH PERRY CARBURETOR. (NO EARLIER MODEL THAN SERIES '70, PLEASE. CALL RON CLEM AND QUOTE ASKING PRICE. 398-6865

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And now, here's a little tongue-in-cheek humor from George Finch. (Again!)

In assisting some non-club member flyers rekit their airplanes, I have become aware that they were unfamiliar with the underlined portions of §95.101 of the FCC Rules and Regulations. While I am sure that all the Valley Flyers are in strict compliance with the FCC Rules and Regulations, I suggest that wherever possible we should pass the word. Some transmitters on 6 meters have even been observed in apparent non-compliance with the underlined portions of §97.99 which is the comparable section for the "hams". This is strange since all the hams have spent long hours preparing for the exam covering such regulations which allows them to operate on 6 meters.

I use DEMO embossed tape on my transmitters to comply. In addition, I find it helps me locate my homebrew Heath single stick transmitter from all the others in the transmitter impound at contests. Of course, if I had a Kraft there would be no problem!

§ 95.101 Posting station license and transmitter identification cards or plates.

(a) The current authorization, or a clearly legible photocopy thereof, for each station (including mits of a Class C or Class D station) operated at a fixed location shall be posted at a conspicuous place at the principal fixed location from which such station is controlled, and a photocopy of such authorization shall also be posted at all other fixed locations from which the station is controlled. If a photocopy of the authorization is posted at the principal control point, the location of the original shall be stated on that photocopy. In addition, an executed Transmitter Identification Card (FCC Form 452-C) or a plate of metal or other durable substance, legibly indicating the call sign and the licensee's name and address, shall be affixed, readily visible for inspection, to each transmitter operated at a fixed location when such transmitter is not in view of, or is not readily accessible to, the operator of at least one of the locations at which the station authorization or a photocopy thereof is required to be posted.

(b) The current authorization for each station operated as a mobile station shall be retained as a permanent part of the station records, but need not be posted. In addition, an executed Transmitter Identification Card (FCC Form 452-C) or a plate of metal or other durable substance, legibly indicating the call sign and the licensee's name and address, shall be affixed, readily visible for inspection, to each of such transmitters: Provided, That, if the transmitter is not in view of the location from which it is controlled, or is not readily accessible for inspection, then such card or plate shall be affixed to the control equipment at the transmitter operating position or posted adjacent thereto.

SPECIAL PROVISIONS

§ 97.99 Stations used only for radio control of remote model crafts and vehicles.

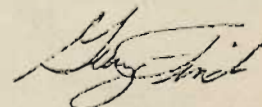
An amateur transmitter when used for the purpose of transmitting radio signals intended only for the control of a remote model craft or vehicle and having mean output power not exceeding one watt may be operated under the special provisions of this section provided an executed Transmitter Identification Card (FCC Form 452-C) or a plate made of a durable substance indicating the station call sign and licensee's name and address is affixed to the transmitter.

(a) Station identification is not required for transmissions directed only to a remote model craft or vehicle.

(b) Transmissions containing only control signals directed only to a remote model craft or vehicle are not considered to be codes or ciphers in the context of the meaning of § 97.117.

(c) Notice of operation away from authorized location is not required where the portable or mobile operation consists entirely of transmissions directed only to a remote model craft or vehicle.

(d) Station logs need not indicate the times of commencing and terminating each transmission or series of transmissions.



The Fun Fly and Speed Trials

Most of the day was devoted to the speed trials which lasted till 2:30 P.M. Two flights were flown by each entrant with enough passes in each direction to enable a consistent clocking, (however the human element must have been there because there were 3 times in Class III at 159.78).

I think that, with the response we had we should try to set up for World Records attempts next year. Notice who was the fastest in Formula I!

The balloon bust was fun for the flyers. Ron Clem cut the balloon free twice but Bob Smith broke it.

The sports mans race developed a lot of interest but unfortunately 6 of the 12 entrants were on red and white. Therefore, there was no fly off and some potential races were missed. However, the footraces were something to behold!

Following are the speed runs results.

CLASS I - 1/2 A

K. NOGY	73.82 MPH.
B. BOUCHER	60.78
R. BOUCHER	46.40

CLASS II - .15 POWER

B. NICKLE	111.29
G. KURRECK	108.06

CLASS IV - .60 POWER

J. FOGLESON	126.38
M. STECKER	112.97
W. SHIELDS	104.04
C. EVETT	102.14
G. SIDWEHL	101.67
T. CONE	99.86
B. WILDE	70.56
R. FRISBE	69.46

CLASS V - BIPLANES

J. REPHOGLE	86.36
S. GORDON	81.76
N. STAMBULA	81.17
M. JOHNSON	75.43

CLASS III - .40 POWER

B. SMITH	184.87
T. SWIFT	183.35
C. SHAW	174.76
L. MURPHY	159.78
J. SILVERMAN	159.78
G. FLYNN	159.78
C. SMITH	157.53
K. NOGY	154.27
G. FLYNN	148.14
M. STECKER	110.19
L. OWENS	97.25
J. BERTKIN	86.70
D. SONHEIM	85.70

BY
Tom Mead