VALLEY FLYERS

JUNE 1974

NEWSLETTER

It seems as though the racing airplanes have been doing very well lately at the meetings. Alan Wexler holds his beautiful Stafford Minnow with obvious pride. Believe it or not, this is Alan's first effort in Formula 1. Nice going, Alan, but I want you to tell me again how easy it was to build a really nice airplane!

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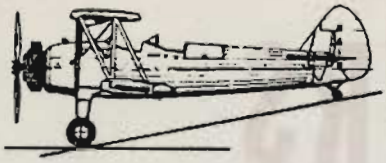


EDITOR'S PAGE

by Ron Clem

It has been my personal policy since I started doing this newsletter, to avoid as much as possible negative reporting, browbeating, etc. within the confines of this publication. I intend to keep it this way. I would like to express great disappointment that no more than 10 Valley Flyers showed up May 26 to help put on the Quarter Midget race. In spite of the obvious handicap, put on a race we did! There were 32 entries, one of the biggest $\frac{1}{4}$ midget races held this side of the Nationals. Thanks to the following people who stayed all day and made this race a success: Gary Chaddock, Jay Replogle, Chuck Smith, Alan Wexler, Len Katz, George Finch, and QMRC Pres. Bob Nickle, who brought the pylons, measuring devices, fuel, and fueling device.

RESULTS

First place: Tom Christopher
Second place: Bob Nickle
Third place: Bob Emery
Fourth place: J. Kelly

I would like to offer some sort of apology for the last issue of the newsletter. To all you folks who don't give a hoot about who won what or where, I sympathize. However, if you'll look at my side of it (as newsletter editor), I feel obliged to report the news when and where it happens. As it happens, racing seems to be the thing in Southern Cal., and there's not a thing I can do to change it. I would like to hear from more sport flyers- anything will usually do. An amusing incident that happened to you or a friend, a new technique for doing a particular thing, whatever. Here's a new twist (literally) you may be able to use. I discovered after flying my Ricky Rat that the right wing had no washout, and it wanted to turn left-BAD! Took the plane home, set it on the workbench, and got out my trusty electric heater, and set it under the wing. Not too close, or it'll melt the foam! After approximately 3 minutes, over the heat, I grabed the airplane and twisted in the necessary amount of washout, and it worked! Much better than building a new plane!!

Before I forget, let me thank Dick Sonheim for his generous club donations at the auction two months ago. Without this, the club would have profited little. As it turned out, we made about $90. We continue this month with Jay Replogle's article (s) on how to become facinated with pylon racing -and lose your wallet in the process! Next month I've been promised an article on noise, and it's affect on hearing from Bob Owens. I also hope to have an interesting article on those mysterious things we all use- props- from Chuck Smith. The classified section seems to have slacked off. C'mon you guys, sell those unwanted things! Where else can you advertise for FREE? If you volunteered to help at the Formula 1 race June 8&9 please show up. We need your body! Next club meeting June 11, and we have some interesting film to show. See you then.

Ron

PRIZES! GOODIES! TREATS!

LAST MINUTE NEWS!!!!

A Kraft KP5-B will be auctioned off at the upcoming Formula 1 race June 8 & 9. ALL WORKERS WILL GET A FREE TICKET. Additional tickets may purchased for $2. each. Come and join the fun!!!

THRILLS! MID-AIRS!

F L A S H ! !

TO ALL YOU TELLERS OF TALL TALES:

YOU ARE INVITED TO PREPARE A SHORT STORY-- ONE LINE QUOTE - PICTURE OR WHATEVER.

SUBJECT: YOUR HOBBY - RC MODELING.

TIME LIMIT OF RENDITION - TWO MINUTES.

WHEN AND WHERE: JULY FUN MEETING.

OBJECT: THE BIGGEST AND SLICKEST LIE - LIAR?

PRIZES AND WINNERS TO BE DETERMINED BY COMMITTEE.

TOM MEAD

NEXT MEETING JUNE 11 —
ENCINO WOMEN'S CLUB
8:00

GAMES PEOPLE PLAY

A NEW BREED OF PILOTS THAT KEEP THEIR FEET ON THE GROUND

BY GEORGE BERONIUS

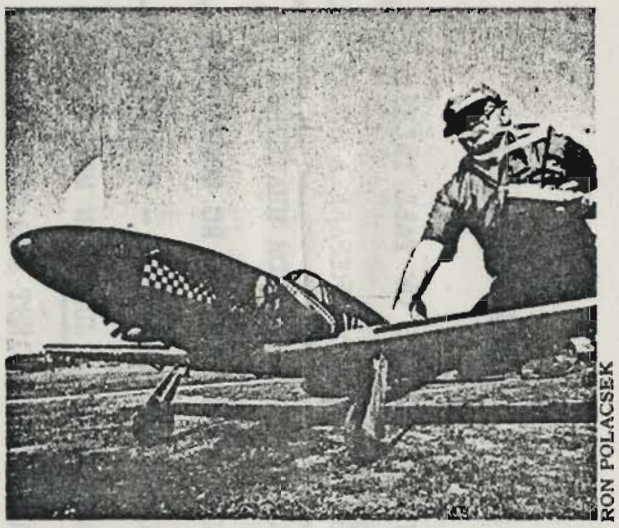
As at all small airports, traffic is heaviest on weekends. That's when the Sunday flyers are out—practicing landings, polishing their craft or just jawing about flying. It is pure Americana, except that at this airport the pilots never leave the ground.

An overheard conversation might startle the newcomer. "Drove 'er right into the ground . . . she's about four inches shorter than when I came out this morning," the pilot reports. A crash? Yes, but the only victim was a model airplane. No one injured, yet still most painful to the pilot. The man had about $500 wrapped up in his R/C (radio-controlled) model, plus nearly a year of leisure time.

R/C flying is more than a hobby, it is a full-time sport, according to devotees. Some 2,000 entries were logged into last year's National Model Airplane Championships at Oshkosh, Wisconsin. The flying replicas of well-known aircraft were breathtaking, both in craftsmanship and performance. Sea-weathered Japanese Zeros; a twin-engine Cessna model complete with working lighting system and nose-wheel brake; jets howling past at 190 miles per hour. Even helicopters, the latest model craze.

Admittedly, the national championships are tops. However, every Sunday they put on quite a show behind the Sepulveda Flood Control Dam in the San Fernando Valley. (Take the Burbank Blvd. off-ramp from the San Diego Freeway, northbound.) The Valley Flyers R/C Club maintains an airdrome there, under the auspices of the Los Angeles City Recreation and Parks Dept.

The sport divides roughly into three main categories: free-flight, control line and radio control. Free-flight aircraft are flown without any control from the ground-based modeler. He can make preflight adjustments, but once the plane is airborne it is on its own, aerodynamically speaking. The object is to achieve the greatest flight duration with a given amount of power. Some are gas-engined, others may be rubber-band powered.



RON POLACSEK

Control-line flying involves models flown in a circle at the end of a wire. The pilot maneuvers his plane from the center of a circle. These models are generally less expensive to build and maintain than the R/C aircraft.

The radio equipment is usually worth about $300. Included are a transmitter on the ground and a 12-channel receiver in the aircraft. Thusly equipped, the pilot can make his model airplane do just about anything a full-sized plane can do.

The pilot controls his plane with the hand-held transmitter sending anywhere from 1 to 12 signals of information to various control devices on the flying model. Pilots must be licensed by the FCC, one problem being the limited number of radio channels available to hobbyists. The Valley Flyers solve that one by a check-out system for channels, using color-coded tags, thus limiting the number of planes in the air at any one time.

Several Sundays ago, I dropped in on the Valley Flyers airdrome to watch the fun. From the pit area, I observed a young pilot taxi his superbly built model airplane out to the staging area by walking behind it with transmitter in hand. After engine run-up, he swung out onto the concrete runway, received a traffic control go-ahead and gunned the motor. The plane roared aloft at 50 or 60 mph.

Once at altitude (restricted to 200 feet), the land-based pilot initiated a very professional series of aerobatic maneuvers including vertical rolls, upside-down flying and outside loops. The show climaxed with a power-off six-turn spin that ended realistically with a sudden roar of the tiny engine as the plane zoomed skyward again. It was strangely breathtaking. And good enough for an experienced pilot standing beside me to respond, "Ah—now there's a real pro," he murmured, extending, I suppose, the ultimate compliment.

Part II - "Round and Round She Goes"

Well, when I last left off on the saga of "Round "d" Round" racers, I had gotten thoroughly excited about getting into formula I racing. So the only problem I had then was to select a plane and go racing. Right? Wrong!

I had to get a plane, a rear rotor engine, special fuel, special props, special wheels, join the NMPRA, etc. Well, I was determined! I finally made of choice of a midget mustang. I sent in my money to the NMPRA and set my sites on having my plane ready for a race coming up at the basin a few months out. After looking at my new airplane kit, I thought construction would be a snap! Three months later, I had learned a great deal of new building techniques like how to build balsa covered foam wings. That little task alone required use of a new glue to me called contact cement. I found out that when you make "contact" with contact cement, the wood had better be positioned properly or you have a rough job ahead, peeling little pieces of wood from the foam, very carefully!

Next, when you build the fuselage you have to think ahead to how the engine will fit in and line up perfectly in the cheek cowl and be centered in the fuselage. After all that there are so many other little things like perfect fillets, moulding in the canopy, landing gear fairings, wheel pants and attachment of same, fuel shut - off's, making a fuel tank, balancing, resin surfacing and on and on. Three months almost to the day I had

finished my little red, white and blue patriotic beauty. Well it looked good to me at the time. The day of the test flight was the day of the contest, so I decided I would try it before the contest, and if all worked out well, I would go ahead and race.

I arrived at the field to find many of the racers already there "warming up". I should mention that I had run my engine on a test stand only at this point so I didn't know what to expect in the plane. I noticed right away that I should have had an electric starter. Hand starting was not the normal way to start these things. No matter now, I only wanted to see my plane fly. I announced my intention to fly and proceeded to go out for my test. Some other guys were already doing their test flights as I prepared to go up.

After collecting my thoughts and calming my nerves down as much as possible, I fired up my little rear rotor "40". It s ounded a little weak compared to others around me but then I didn't expect to set the world on fire on my first flight! My newly found partner held the plane and I checked the controls "A OK". "Let Her Go" I yelled and away she went. Hey She's flying! "She's flying"! "YIPPEE!!!!! Well, who said this is so tough. Round and round I flew after some minor Trim changes. Think I'll race after all. A few minutes later the engine quit and I started gliding down for my landing. "Gee", won't that darn thing ever slow down. Well, on final now, "oops", little low, "OH OH", little high, now little too low, touch down - another touch down, "WOW" look at that cloud of Dust!!!!!!!

I was on the ground, the hard way. My first formula I landing was over and all I had to do to be able to race that day was fix a broken rudder, a new wheel pant and replace a landing gear fairing. Well, I really didn't want to race anyhow. My engine wasn't running fast enough. Guess I'll have to see what makes these things run faster. I forgot to mention that while I was making my landing approach another guy was landing ahead of me but he was flying from the other side of the runway. His judgement was off about 30' wide off the runway and his wing hit my shoulder as the plane shot by. I needn't tell you that it sure scared the -------out of me. It felt like it tore a whole in the back of my arm, so I started yelling for anyone near to see if I'm bleeding. Meanwhile I'm still trying to set up for my landing, I never did take my eyes off my plane. Maybe I should have, it might have helped my landing. No, I wasn't bleeding but the guy that hit me should have been, I thought at the moment. Anyhow, his plane looked worse than mine.

The time to reflect on what I needed to learn had arrived. First one must get his plane up and down without damage or at least without major damage. Second, you don't just take an engine out and start it up on a test stand for a couple runs and expect it to really run competitively. Third, testing should be completed prior to race day. Well, when's the next race! The damage is really not too bad and now we'll have a proper amount of time to prepare for our next race.

Let's see now, what should we do to properly prepare the plane. For one, clean the engine and find out how to make it run better. Ought to be an electric starter, course that means we've get to buy a 12 volt battery. Somebody said our props needed some work, but what kind of work? They need balanced for one. How do you do that properly? Someone else said the "Blue Can" cox fuel was not hot enough! Heck, it sat in the sun for a couple of hours. What's a guy supposed to do?

End of Part II - look forward for Part III.

BAKERSFIELD AIR RACES - MAY 18th & 19th

Glenn Spickler (C.D.) and the BARKS did it again! On a cold and windy weekend at Famoso air strip they once again hosted the biggest and fastest Formula I pylon races ever held for 103 pilots. Since 60% were entered in Standard Class, Joe Howard had to overcome a lot of competition to win that class with a sizzling 1:27.2 in the flyoff against Jerry Silverman and Robert Johannes. In Expert Class, Terry Prather took home the gigantic Fast Time Trophy by flying his Little Toni to a 1:15.7! Jeff Bertken and Kent Nogy once again flew off for first place, but this time Jeff won the big one by flying his Miss Dara II to a 1:18.4 ahead of Kent's LR1A.

Final results were:

STANDARD CLASS:

1	Joe Howard	23	1:27.2
2	Jerry Silverman	23	1:34.5
3	Robert Johannes	23	1:34.5
4	Merle Hoem	22	1:31.7
5	Frank Szekula	22	1:32.0
6	Steve Sica	21	1:32.4
7	Richard Governale	21	1:38.6
8	Bobby Johannes, Jr.	20	1:26.3
9	Howard Reed	19	1:31.7
10	Robert Emery	19	1:34.1

EXPERT CLASS:

1	Jeff Bertken	23	1:18.
2	Kent Nogy	23	1:20.
3	Bob Smith	22	1:16.
4	Ron Neff	22	1:16.
5	John Brodbeck	21	1:23.7
6	Dan McCan	20	1:22.0
7	Terry Prather	19	1:15.7
8	Charlie Shaw	19	1:23.3
9	Joe Foster	19	1:23.3
10	Loren McCray	19	1:28.6

In the first round, Kent Nogy nosed out Terry Prather with a 1:21.5, with Joe Vartanian coming in third with a 1:22.4. Terry put a different prop on his Supertigre X-40 for the second round and did a1:15.7. Then Jim Jensen, like Vartanian and Prather, flying his X-40 powered Prather Little Toni did a 1:19.5. None of the K&B planes had broken 1:20, although Bob Violett came close with a 1:20.2 taking off second. Then Jeff Bertken did 1:19.5 (Lee K&B), and finally big Ron Neff surprized everyone with a 1:16.5 in his K&B powered Minnow designed by Spickler. The K&B's power became more evident as Bob Smith did 1:25 for 11 laps, then 1:19.5 and 1:17.4. Then in the flyoff for third place, Bob Smith did 1:16.4 with the help of his wife, Cathy, calling a perfect race. Since both Prather and Bertken turned about 1:18 in their flyoff races, it looks like either engine is capable of breaking 1:20 with the right pilot, caller, prop, and airplane.

A variety of airplane models proved competitive. See the accompanying pictures for a few of the pilots who raced some of the new models. The Prather Little Toni Minnow was flown by Prather, Jensen, Vartanian, and Tusing. The Stafford Rickey Rat was flown by Stafford, Weirick, and Frank Szekula in Standard Class. Frank won #1 in handicap judging, as did Prather in Expert. LR1A's were flown by Nogy, Leonard, Anders, and Myers. The Miss Dara II (new skinny fuselage) was flown by Bob Smith, Jeff Bertken, Charlie Shaw, and Don Powell with the new long wing, and by McCan, Chuck Smith, Jack Lee and Silverman with the standard wing. Since both Dan McCan and Charlie Smith did 1:22 with the standard wing, the long wing may not make as much difference as other aspects of a particular flight. Evidentally, any of the top models are competitive if built light and true, so races are determined

by other variables like callers, flying skill, engines, props, and needle valve settings. Besides cuts, lean runs probably knocked more people out of contention than any other cause.

A tribute to the BARKS is the fact that six complete rounds were flown plus flyoffs, with the first heat being flagged off the starting line at 9:15 a.m. Saturday and the last trophy being given out at 4:30 p.m. Sunday. The rotating shifts of efficient workers, led by Jerry Christensen on the starting line and his wife, Jean, at the desk, had few complaints. Also helping was their complete communications system between all pylons, all lap counters, and the desk.

Although it might complicate the heat make up, perhaps a third class (like Novice) could be run when sufficient pre-entries warrant. At this race with 67 pre-entries in Standard (and 47 in Expert), breaking Standard into two groups should be no problem. Examination of Standard Class results shows several flyers in the 1:20's and most top people in the 1:30's. Obviously, a real novice will be lapped many times in this competition. Erratic flying and different aircraft speeds seem to account for most midairs, so a Novice Class might prevent midairs as well as encourage newcomers. The recent division of racing from one to two classes has sparked tremendous new interest in this area, so a further division to three classes is not illogical.

Whatever the BARKS do next year, I'm looking forward to it.

Written by Ed and Carol Hotelling,
expressly for the NMPRA Newsletter.
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NEW CLUB
ROSTER
WILL BE IN NEXT
NEWS LETTER

* PATTERN CONTEST REPORT *

FRESNO RADIO MODELERS 14th ANNUAL, MADERA, CAL.
MAY 25, 26

For most of us, it was our first contest flying the new FAI class D pattern. While no one was perfect, I thought that all the top flyers did a presentable job. The one big surprise was that everyone was doing the manuvers bigger than ever, with no attempt to stay under 100 meters. Even Phil Kraft and Joe Bridi, who were doing smaller manuvers in the past, seemed to be making immense manuvers. I guess the judges didn't read that part of the rule book....

I'm sure Krafts' strategy was to show off his new engine, and he did that very well. All engines ran well in spite of the 100°+ temperatures, but Kraft had to be 1000 rpm better and with a better prop (11x8). I was sure impressed, and I predict this will be one of the more popular engines when he gets it into production.

Steve Helms and Steve Ellison looked the most polished, perhaps as a result of competing at Louisville and Huntsville, respectively. Bill Salkowski would have won the whole thing if it had been based on two flight scores as in years past, but FAI rules count three. In fact, the format of four rounds of the complete pattern, with three counting, seemed to be well accepted by all, and will probably be standard for a two day contest. I counted sixty entries in pattern, with sixteen in D expert. There were no more than one or two crashes, and I believe those were due to pilot error. (See definition of Pilot Error as explained in last newsletter! Ed.)

THE WINNAHS

D EXPERT				TOTAL OF BEST THREE
P. KRAFT	3020	3405	3230	3345.....9980
S. ELLISON	2920	3405	3110	3440.....9955
B. SALKOWSKI	2715	3465	3420	2915.....9800
J. BRIDI	3135	3165	3420	3040.....9720
S. HELMS	2985	3415	3310	2915.....9710
J. ODDINO	2925	3175	3175	3125.....9475
S. BUCK	2740	3320	3195	3115.....9050
J.SPURLOCK	2855	2325	2850	2930.....8635

D NOVICE	
B. WORKMAN	8700
R. VAN BAREN	8490
J. KIMBRO	8405

CLASS B	
W. MONSON	350
C. WELBORN	321
F. AIELLO	311

CLASS A	
J. LOCKWOOD	356
B. DeFRANCE	341
B. SHAW	340

JIM ODDINO