

VALLEY FLYERS

SEPTEMBER 1974

NEWSLETTER



New member William Sovia wins our model of the month trophy for a fantastic scratch built B-17. The airplane was built from Cleveland plans, and everyone agreed, the thing was beautiful. Nice work, Bill!

PRESIDENT: BOB SMITH

V.P. BOB WILDE

SECRETARY: RON CLEM

ASS'T SEC: LEN KATZ

TREASURER: CHUCK SMITH

ASS'T TREAS: TOM MEAD



EDITOR'S PAGE

by Ron Clem

Time has really flown this month. What with vacation, and various sundry time consuming items, here it is, newsletter time again! There are lots of things you all should be thinking about that are coming up in the near future. For instance, the Christmas party. As some of you know, it will be held this year at the Mission Hills Inn, and tickets will be available soon. Make your reservations with one of the board members soon. As I understand it, we were unsuccessful in persuading Loretta Hall to do a repeat performance of last year, but we'll certainly be trying to come up with an entertaining evening for you. Something else to consider that's very important, is who do you think will do a good job as a board member. Don't nominate someone just because he's a good friend, but rather that he is willing to apply himself to the job at hand. And, remember, he should have the available time..... a board member who's constantly out of town does no good for the club. I am presently looking for someone to replace me as newsletter editor, so if you're interested in the job, give me a call. This would be effective as of the first of Jan.'75, of course. Please add these new members to your roster. And a big welcome to all of you!!

Richard Ackley	10450 Firnglen	Tujunga	91042	353-1753
Thomas Akins	245 S. Reno Apt. 33	L.A.	90057	384-7695
Douglas Dean	4850 Whitsett #3	N. Hlywd.	91607	769-4039
Scott Johnson	5350 Jesson Dr.	La Canada	91011	790-7090
Robert Kinne	8414 Crebs Ave.	Northridge	91324	886-9371
LaVere Schmidt	7630 Kyle	Tujunga	91042	352-4524
William Sovia	19425 Haynes St.	Reseda	91335	996-2848
Armen Tanielian	19100 Harnett St.	Northridge	91324	368-1389

That latest addition brings our total to 138!

After our last meeting, I had the urge to take Jerry (the fellow who gave the entertainment, film and naration on hang gliding) up on his offer of ground school and 3 flights on his kites for \$5. Gathering moral support in the form of George Finch, Jay Replogle, and Tom Mead, I made my way to the flying site, a place not far from Moorpark. I thought that after seeing I was going through with this thing, some-one of these aforementioned souls would join me in my madness to jump off a perfectly good hill to sail with the best of them. But what is this?!! When I called for volunteers to step foward one pace, everyone looked at each other and, nonchalently, stepped backward one pace. And, I soon found myself facing the wind under a kite strapped in a body harness, biting my lip and trying my damnest to act brave. Then the magic moment arrived!!! With Jerry yelling runRunRUN, and pushing on the tail of the kite like mad, I was airborne. A few scant seconds later and much shouted instructions, I was safely back on the ground. It was, to put it mildly, an experience, and lots of fun. I'm glad I did it!!! Next meeting, Sept. 10th., Encino Women's Club. See you there!

PRESIDENT'S PAGE

I thought that this month I would write a few notes on the 1974 Nationals at Lake Charles, Louisiana. The setting was not the most beautiful in the world with the humidity around 85% most of the time. Also, frequent thunder showers were not very pleasant while trying to qualify in pattern. But, we all came to fly and this is how it went.

F.A.I. racing was the first event to be completed. There were only a total of 28 entries, with one big name not entered (Bob Vilot). Bob managed to show up about 4 hours too late to register for both F.A.I. and formula 1. Anyway, the F.A.I. racing saw Kent Nogy and Walt Reiss with all first places at the end of 7 rounds. Kent ran away with the fly-off against Walt to make him 1974 F.A.I. Nationals champion. Even though Walt Reiss lost the fly-off, this was his best showing he has ever had. In third place, we found Jim Stegall only 3 points down. Fourth place was the biggest surprise yet. Ron Schorr and Larry Leonard were both tied with 4 points down apiece. Now anyone hearing that Ron Schorr was going to fly off with Larry Leonard would naturally not even think twice who was going to win, Larry of course. Not so. Ron put everything he had in the fly-off and for 10 laps, he out-flew and out-horsepowered to give him 4th place, his best all time finish. Larry somewhat stunned by his defeat had to settle for 5th place. After 5th, I can't remember, but our Valley boys did pretty good receiving 1st, 4th and 5th.

Formula 1, I am still trying to forget, but I will let you know what happened. There were an awful lot of unexplained radio problems that caused a lot of crashes. One of the first crashes was myself. Here I am with a new airplane (probably the best I have built in a long time), my motor turning 1,000 more RPM than back at home. Anyway, my first heat was an easy one. I took off and headed toward Number 1 pylon and suddenly everything goes hard over right and full down. After almost crashing, I thought that maybe it was just a bad glitch. Well, I got around one and I lose it again. This time, I decided to kill the motor and try to get it down in one piece. I got it almost on the ground and everything went hard over again and it splattered on the runway. The second crash that I recall was Jeff Bertken's. Jeff finished winning his first heat when the airplane did a straight down dive from 100 feet right on the runway. These crashes put both Jeff and me out of contention. For the next 2 hours, there were a total of 19 crashes. Keep in mind that this was the first day and we only flew 2 rounds. Terry Prather, the favorite to win, had his engine flame out twice and one nose over to give him 3 zeros. This put him out of it. Other favorites to win also had their problems: Dan McCan - 2 cuts in the first heat; Charlie Shaw lost interest after the second heat. Larry Leonard and Kent Nogy both tied for first, going into the last round had problems, also. Larry was also bitten by one of those unexplained radio failures when his airplane did outside snaps going into number one pylon and crashed, killing a sure Nats victory.

Kent, in his last race just had to get up and down and he would have won the Nationals. But that black cloud that had bitten everyone else couldn't leave Kent alone either. Kent nosed over on his take-off in his final heat, his first nose over that I know of since he has been racing.

Everyone thinking that Larry or Kent would surely win and then suddenly both of them out of it ... who won? Gale Helms did - a long time racer from Texas. Not the fastest flyer in the world, but consistent enough to be only 2 points down and make him 1974 Nationals Formula 1 champion.

These were the final standings:

1.	Gale Helms	El Bandito	1:32.0
2.	Bill Price	Minnow	1:23.8
3.	Larry Leonard	LR-1A	1:20.2
4.	Kent Nogy	LR-1A	1:23.4
5.	Dan McCan	Miss DARA 2	1:25.0
6.	Jim Martin	Little Toni	1:28.6
7.	Harold Colson	Stegle Minnow	1:28.3
8.	Jimmy Whit	LR-1A	1:21.4
9.	Jim Maki	Stegle Minnow	1:24.6
10.	Whit Stockwell	Little Toni	1:22.1

Other notes that should be mentioned are that both Whit Stockwell and Jim Martin had good chances to win before they had engine flame-outs. Also, Terry Prather showed the Easterners that motors do run in humidity, turned a 1:14.8 - a new National record.

On to Class D pattern. Here is the list of the top 20 finishers in the order that they qualified:

<u>NAME</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>RADIO</u>	<u>QUALIFY- ING PTS</u>	<u>FINAL PLACE</u>
1. Rhett Miller	Compensator	ST 60 ABC	Proline	5355	1st
2. Mike Muller	Phoenix 6	ST 60 ABC	Proline	5270	6th
3. Steve Buck	T2-A	Kraft	Kraft	5200	7th
4. Don Lowe	Phoenix 6	Ross	Proline	5170	9th
5. Al Dupler	Trion	Ross	Proline	5165	14th
6. Dave Brown	Phoenix 5	ST 60 ABC	World	5160	5th
7. Norm Page	Mach 1	Ross	Proline	5120	13th
8. Bill Salkowski	T2-A	Lee Veco	S-O	5040	3rd
9. Ed Keck	Starline	Webra Speed	Proline	5030	11th
10. Phil Kraft	BMF	Kraft	Kraft	5030	12th
11. Jim Whitley	Daddy Rabbit 10	Webra	Kraft	5025	2
12. Ron Chidgey	Tiger Tail 2	Webra	Proline	4985	15th

<u>NAME</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>RADIO</u>	<u>QUALIFY- ING PTS.</u>	<u>FINAL PLACE</u>
13. Jim Martin	Banchee	Webra	Proline	4975	4th
14. Steve Helms	T2-A	Kraft	Kraft	4965	10th
15. Jim Oddino	T2-A	Lee Veco	S-O	4940	18th
16. Tony Bonetti	Double Trouble	Webra	Kraft	4920	17th
17. Wayne Abernathy	Phoenix 6	ST 60 ABC	Proline	4915	16th
18. Steve Elision	Super Kaos	Kraft	Kraft	4875	8th
19. Dave Osborne	Zephyr	Webra	Proline	4825	19th
20. Bob Smith	T2-A	Lee Veco	Kraft	4815	20th

And, that's the way it was with Bill Salkowski really flying good and achieving 3rd place. I'm sure that he will settle for 3rd at the upcoming Masters meet.

Next meeting Tuesday, September 10. Entertainment will be from Marty Barry talking about what's new and coming up with Kraft products, and also film at the 1971 World Pattern Contest.

See you then.

Bob Smith

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Sport Scale Pattern and Biplane Planning Departments

In talking with R/Cers here on the West Coast, there is definitely an interest in promoting realistic (Sport Scale) aircraft events that emphasise full scale "Air Show" type maneuvers.

Jerry Nelson's National Sport Pattern Association ideas have outlined the general feeling of many in the East. It's an excellent program.

The logical path to follow seems to be a combination of the Biplane category with the multitude of Stand Off Scale ships which are also fully aerobatic.

Most contest flying is done locally or regionally. Combined meets of this type could be expected to draw good participation and provide a guide for further development.

Another wise move would be to establish the "National Sport Pattern Association" as the controlling body for all Sport Scale events and standardize the rules and specifications.

Here on the Coast we have had extremely good turn-outs for S.O.S. meets. Optional maneuver lists reward the good pilots and planes with additional points for well executed and more difficult maneuvers: Thus meeting the well said Goal of N.S.P.A. and all Sport Scale enthusiasts: "TO DUPLICATE FULL SCALE AEROBATICS WITH R/C AIRCRAFT IN A REALISTIC MANNER THAT IS CHALLENGING FOR THE CONTESTANTS AS WELL AS INTERESTING FOR SPECTATORS"!

Rather than build toward the same goal with separate ideas and associations, why not consolidate them now in the beginning, and grow together? Look at the fantastic potential of this broader form of "AIR SHOW" for R/C.

The East Bay Radio Controllers of the San Francisco Bay Area have successfully duplicated the Reno type Air Show & Races with S.O.S. events which include all-out aerobatics and pylon racing. As interest increases in Biplane activity it will be a simple matter to include them too. National Sport Pattern Association Presents!.....FEATURING AEROBATIC BIPLANES!

Consider too: Develop maneuvers for one (Unlimited) class Biplane event for NATS competition to replace class C. Do the same for Sport Scale (non-biplanes). Thus showing the best efforts of the NSPA not training class' as in A & B pattern. Less than 1% of the R/Cers in the U.S. attend the NATS and most go to watch. Most of the fun in R/C is in the local events where you compete in your own class and advance to higher competitive levels one step at a time.

Re-name class A-B-D the same as NSPA! Sportsman, Advanced, Unlimited. Certainly more imaginative than Novice, Class A, B, or Intermediate?

Let's exchange ideas and do a little promoting now before the September deadline with AMA.

Respectfully, *Glenn Carter*

Consensus of suggestions:

AMA Scale: Leave as is. Stress fidelity to scale with a minimum of flying maneuvers.

SPT Scale: Stress flying ability with minimum of scale requirements. (Not warmed over AMA Scale)

PHASE 1 Encompass any scale aircraft design and offer as many class' as entries will justify. Bipes etc.

EX: I. Sport Scale Pattern. All entries together. Fly freestyle optional maneuvers plus some basic mandatory maneuvers. (10 or more)

PHASE 2 A. Separate listing and awards for Bipes provided entries are sufficient in #?

II. Bipe Sport Pattern. Sportsman - Advanced - Unlimited. Again, as entries will justify. NSPA pattern or freestyle.

PHASE 3 III. Sport Pylon,
A. Unlimiteds
B. Bipes
C. Experimental & Goodyear (conforming)

IV. AMA Scale. (At local meets where additional entries are desired.)

Refer to "SPORT SCALE" rather than stand off scale.

Minimize scale operating features. Allow average points for one.

Allow more freedom of choice in maneuver selections: Freestyle.

Class' could be established as they are: Sportsman - Adv. - Unltd. and maneuvers selected from list with constant point value or increased values (K-factors)

Initially, Sport Scale events can combine all entries and use the K-factor. As entries increase, class' can be determined. To encourage more variation in maneuvers and thus make contests more challenging & interesting to everyone is a prime goal.

Use NSPA type rules and regulations. Modified where necessary to be universally compatible.

Categorize types (when desirable): WW1 - WW2 - Sport - Post War military, etc. This has the dubious effect of creating several small five or six plane contests within a contest. Placing high in a field of twenty or more should be more gratifying than in a field of five.

C. Glenn Carter
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Walnut Creek, Ca. 94598

"FLITE LIFE"

Its not often I get the chance to evaluate a new R/C accessory that is so new I first have to describe it before proceeding. The "Flite Life", manufactured by Misjon Industries Inc., 116 Toledo St., Farmingdale, New York, 11735, is something new and needed for our hobby. Basically it is a piece of test equipment used to check out your ni-cad battery packs (both receiver and transmitter). The "Flite Life" will discharge either battery pack at a constant 280 MA load until the minimum, safe, voltage level is reached. At that point (4.4 volts for a nominal 4.8 volt receiver pack and 8.8 volts for a nominal 9.6 volt transmitter pack) the discharge cycle is stopped automatically. Your battery packs can therefore be discharged safely, while unattended. By discharging completely on a periodic basis you can eliminate any possibility of a battery "memory" being established.

Another feature is that an ordinary electric clock (which is not supplied) can be plugged into the "Flite Life". You can set the clock to some convenient position, such as twelve o'clock, then start the discharge cycle. When the minimum voltage is reached not only does the discharging stop but the clock does as well. You then simply read the elapsed time off the clock to determine how long it took to discharge your particular pack. A graph is included which plots battery capacity vs discharge time. You are told that any marked deviation from this curve could indicate a bad battery cell. During my evaluation I was able discharge my five year old Kraft 500MAH pack in 88 minutes from full charge. At the start I measured 5.38 volts. At cut off I measured almost exactly 4.40 volts which is the specified lower limit. I did not have a chance at this writing to try discharging my transmitter pack.

An additional feature is that your battery pack can be checked at the field prior to each flight to determine if it is still safe to continue flying. To do this you simply connect the "Flite Life" to the charger jack on the side of the fuselage. Press the start button on the "Flite Life" which in turn activates a red bulb indicating that the load has been applied. All you do then is wait 30 seconds. If the red light remains on (battery accepts the load) for the 30 seconds, then it is OK to fly one more flight. There are certain variables, such as the number of servos in use, weather conditions (summer vs winter), etc., which could detract from this particular feature, but in general, it has merit.

The complete "Flite Life" is housed in a hard plastic case measuring approx. 3 3/4" wide X 2 3/4" high X 6 1/2" long. When using the electric clock you must plug the "Flite Life" into a 115VAC wall outlet. A main fuse (1/2 amp) is provided for safety (which I especially like). The circuitry involved is proprietary but a quick inspection inside the box disclosed approx. 3 transistors, an assortment of resistors, several trim pots and a small Sigma relay. Everything is neatly wired with the majority of the components on a single printed circuit board. The price is \$29.95 list and you must provide your own connectors to hook up to your particular battery packs. Transmitters with their own internal chargers will require some additional wiring to bring out connections for the 9.6 volt battery, before the switch.

Although no mention is made in the instructions I would not recommend this unit for discharging the smaller 225MAH battery packs as used in some of our 1/2A R/C planes. A fixed load of 280MA is rather severe for these cells. Since there is no way of adjusting the load I would suggest you concentrate on the more common 450 to 550MAH ni-cads in conjunction with the "Flite Life".

I also had a little difficulty understanding some instructions supplied pertaining to hooking up the "Flite Life" to several different types of manufactured R/C equipment. I've suggested to the manufacturer that a supplemental wiring diagram be included.

Although seemingly a little expensive this is still a very worthwhile piece of test equipment. Much more will be said about this device in the months to come. I understand that the "Flite Life" will be available through your local hobby dealers. In our area Larry's Hobby Supplies (3018 Jericho Turnpike, East Northport, N.Y. 11731) already has them in stock.

Bob Aberle, W2QPP