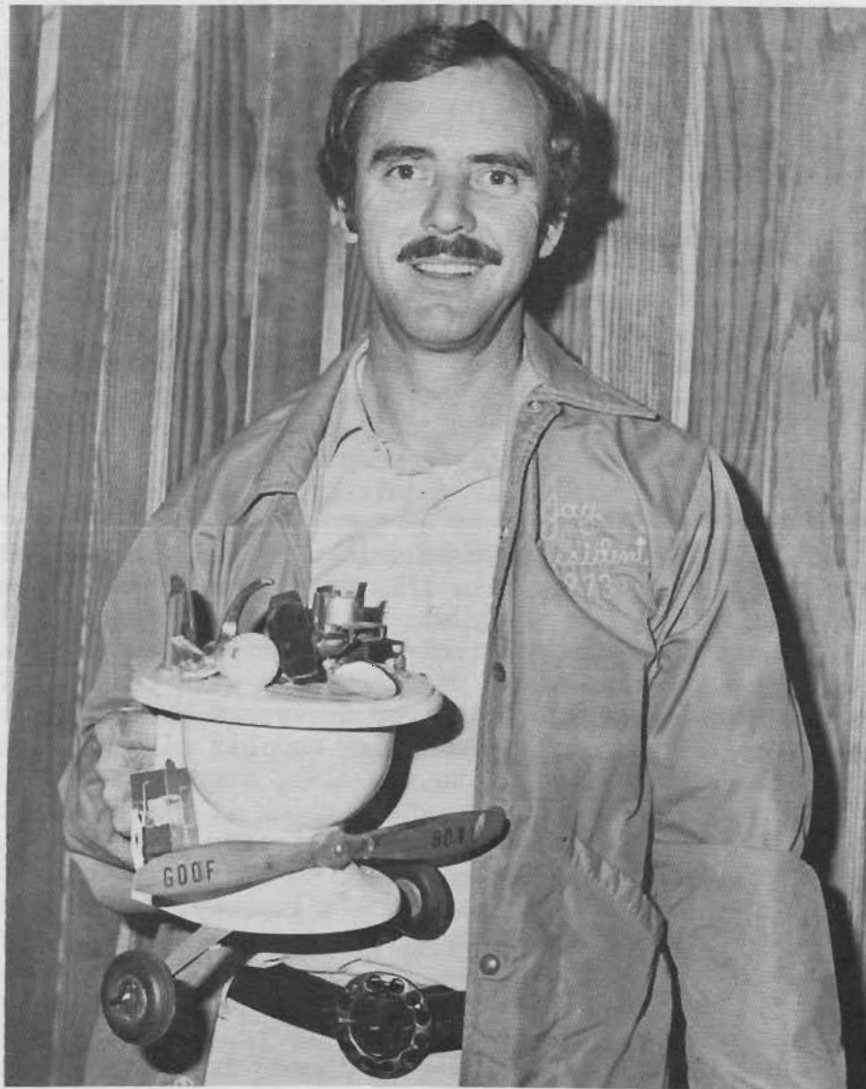


# VALLEY FLYERS

JANUARY 1975

# NEWSLETTER



Well known Jay Replogle is shown here holding our famous "Goof Bowl". This particular treasure is acquired by simply going to the field, doing something dumb, and letting an eagle eyed club member catch you at it! After you've "won" it, you're required to add something to it, and look for another victim to give it to.

PRESIDENT: RON CLEM

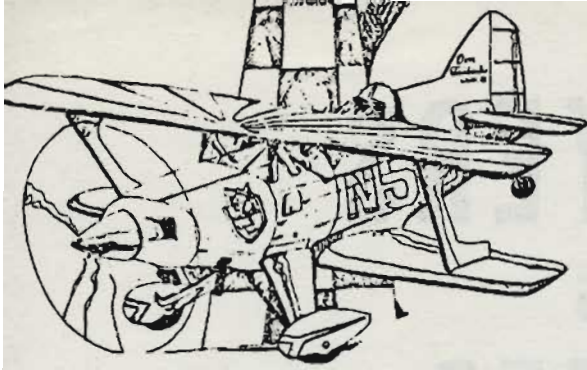
VICE PRES: LEN KATZ

SECRETARY: TOM SWIFT

ASS'T SECRETARY: BOB OWENS

TREASURER: TOM MEAD

ASS'T. TREAS: BOB SMITH



## PRESIDENT'S PAGE

By the time you read this, we'll be well into 1975, and off to what I hope will be another progressive prosperous New Year for the Valley Flyers. Your board of directors has been busy planning the coming year's contest schedule, and entertainment. We've met twice for regular board club business, plus once to attend a LAHMA meeting. On top of this, I received an invitation from the Birds own Betty Stream, to meet with other major club representatives on Dec. 13, 1974, and try to standardize the rules for Quicky 500 races. Unfortunately, the invitation came too late to get it in the last issue of the newsletter, so Tom Mead and I went to represent the Valley Flyers. Needless to say, there were many proposed changes to the existing rules, some of which I personally approved, and some of which I did not. However, the rules which are reprinted in this newsletter, are the compromise rules hammered out by all those present at this meeting, about 25 in all. I recommend that we adopt these rules for at least one year, and I think all of the other clubs will do the same, on a trial basis. After all, we have to start somewhere! Then, no matter where you happen to race, the rules will be the same with only a couple minor exceptions, such as length of course, and whether or not a muffler is required. We will have a vote on whether or not the Valley Flyers want to adopt these rules at the next meeting. If your bag happens to be Quicky 500, be sure to be there and Vote! Any questions you may have I'll try to answer at the meeting.

Our annual Christmas party was held at the Mission Hills Inn on the 21st of December. Unfortunately, the turnout was poor, with only 60 or 65 people. Most of those who showed up were the faithful folks who have supported the club functions for years, but there were some new, and young, faces. Scotty Smithwick and his wife Maureen, and Jim and Steve Moye, all fairly new to the club, attended. I've been giving the low attendance some thought, and I think it was held just a little too late in the month, and wound up conflicting with other plans that members had previously made. Next year, we'll try to hold it a little earlier, and see if the attendance won't improve. In the meantime, if any of you have suggestions that will benefit the club, don't hesitate to talk to any board member about it.

Bob Owens is our new newsletter editor and I feel he will do a fine job. His task will be a lot easier if you can supply him with an article now and then. I received a letter from Larry Rosenberg about a month ago, and he wanted to say hello to all of the "old gang". Larry, for you new members, was the newsletter editor for a couple of years before me, and he got a job transfer to San Jose. Perhaps I should say he got a better job offer there. Next club meeting is January 14, Encino Women's Club. Meeting starts at the usual time, 8:00. See you then.

N E X T M E E T I N G J A N . 14, 1975

T W E S D A Y 8:00 P M

E N C I N O W O M E N S C L U B

Entertainment (1) Bull sessions before meeting and at Coffee Break.

(2) Movies of Bob Hoover's acrobatics in the P-51 and the Shrike Commander.

Everyone who hasn't yet done so send in your 1975 AMA renewal now. Let's get all Valley Flyers dues paid in full by the March meeting.

#### New Electronics Column in R/C Modeler

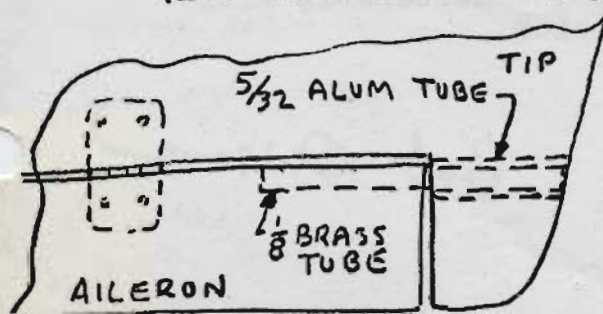
By now everyone must be aware that Jim Oddino (the O of S and O Radio) is authoring an electronics column. This is similar to the now famous Engine Clinic by Clarence Lee. Both are Valley Flyer Members. Complimentary Acknowledgement of Jim's column is showing up in Newsletters as far away as Long Island. Congratulations, Jim.

#### Electric Plane Contest

An electric plane contest is scheduled at the Basin Sunday Jan. 12, 1975, 7AM to 11AM. Sponsor is the Flight Masters; C D is Bill Warner (213) 896-7842.

#### Aileron Flutter Damper

Some Quickie 500's have a tendency toward aileron flutter at high speeds. The method illustrated below corrected such a problem on Laird Owens plane. No further flutter has been noticed, even while breaking in his new Super Tigre X40. (Ask Laird how he enjoyed sleeping with a Tigre Christmas.)



1. Drill 1/8 dia. hole thru the tip and into the aileron about 1".
2. Drill 5/32 dia. hole thru tip only.
3. Wax the joint inside the aluminum tube.
4. Epoxy inner brass tube to the aileron only and the outer aluminum tube to the tip only.
5. Aileron should move but not too free.

## Editor's Page

In viewing the up coming year's activities I am pleased that I refrained from elaborate campaign promises to get this job! This fact will not, however, keep me from doing the best practical job as editor consistent with other demands on my time, I did commit to continue the work of the outgoing editor and to promote Quickie 500 racing.

Ron Clem handed me the full bundle of "paperwork and responsibility" at the tail-end of a two week Christmas Holiday. It seems a little overpowering at the moment, but Ron promised to continue printing the coverpage; Jay Replogle will continue to print the newsletter. Now if a few additional members will come up with interesting articles and timely contest reports we have the makings of a good newsletter for 1975. Our club exchanges newsletters with several other R/C clubs and magazine publishers. Frequently, we use information from these sources. I was pleased to see my article "Noise Causes Hearing Damage" reprinted in "Model Builder" recently.

The newsletter is an instrument of communications— an essential ingredient in an active group. All members are invited to contribute to the newsletter. There is alot of talent in our club and lots of eager not-so-talented members in need of help. I do not think a club newsletter should try to compete with commercial publications. Quality of format, grammar and sketches are not important so long as the basic idea comes across. I would far rather publish an article by a club member than reprint an article from another club's letter.

The editor of a back-east club was recently bad-mouthing Formula I contest reports comparing them to horse race results. I can't say that I completely agree as we have had some good written reports discussing interesting sidelights. What would a report be without a listing of the Winners? Maybe it's just that the same names show up! Perhaps there is some room for improvement, however.

I hereby request that each Contest Director for 1975 appoint someone to prepare an official report for his contest to be published in the subsequent V F Newsletter. Failure of the C D to come across with a report, will leave space available for ye ole editor to fire a blast from his poison pen!!!

You will note your President's work in Quickie 500 rule standardization attempts. The proposed rules published in this issue were hammered out by democratic process. Everyone should study them over and be prepared to vote for ratification or rejection of these rules for the three Valley Flyers races this season. Incidentally, the Directors are split on this issue so the membership will have an opportunity to make the decision.

Bob Owens

The following are recommended rules and procedures for conducting a Quickie 500 race.

#### GENERAL.

All clubs must advertise their intention to race in accordance with the following rules. At no time shall a contest director deviate from these rules, once advertised, for the reason of safety or for any other reason, unless a vote of the contestants is taken. Any aircraft that meets or exceeds the dimensions of the Spickler Quickie 500, the J.G. Models Funster, the Bridi 15/500 or the Toad shall be allowed. All aircraft flown in the event shall have no less than four servos installed in the aircraft, operating the following controls: rudder, aileron, elevator and throttle control. The contestant shall be allowed two entries in this event; he can only use his alternate model if his first model is deemed unflyable by the contest director. Once he uses his alternate model the contestant cannot again use his first aircraft. All alternate models must be declared prior to start of racing. Alternate models should, if at all possible, be on the same frequency as the first model, since use of the alternate model is dependent upon openings in the race matrix. No contestant shall buy or borrow another contestants aircraft at a race for the purpose of racing it at that race. No less than five rounds shall be flown. A race matrix should be prepared prior to racing and no deviations shall be made, unless and except dropout of aircraft due to crashes, etc., make it necessary to re-form some heats so that a minimum of two aircraft are scheduled to fly in each heat. Consideration of safety for the spectators, contest personnel and contestants is of the utmost importance. Any unsportsmanlike conduct or repeated hazardous flying shall be cause for immediate disqualification. Any violation of these rules or the basic intent of these rules shall be cause for immediate disqualification.

#### MODEL AIRCRAFT SPECIFICATIONS.

The minimum depth of the fuselage with the wing installed in place shall be no less than 3-5/8 inches. The minimum width of the fuselage shall be no less than 2-15/16 inches. There shall be no wing fillets. The minimum length of the fuselage, measuring from the firewall back to the tailpost, shall be no less than 35-5/8 inches. The minimum distance from the trailing edge of the aileron or wing to the leading edge of the stabilizer, measuring down the side of the fuselage, shall be no less than 14 inches. There shall be no cowling. The engine mounts and all mounting bolts shall be exposed on all four sides. The fuselage shall be rectangular in shape with no more than 1/4 inch radius on all corners. The wing shall have not less than 1/16 full radius diameter leading edge. The firewall dimensions shall be not less than 2-1/2 inches by 2-1/2 inches.

#### WING.

The minimum areas specified shall include that area displaced by the fuselage. Ailerons shall be included. The wing span, measuring from tip to tip, shall be no less than 50 inches. The wing area shall be no less than 500 square inches. Wing must be of constant chord, rectangular plan form. The chord at the side of the fuselage and wing tip shall be no less than 10 inches including the ailerons. Wing thickness at the root and tip shall be no less than 1-1/8 inches.

#### LANDING GEAR.

The main gear of the aircraft shall have no less than two wheels, measuring a minimum of 2-1/4 inches diameter. Landing gear shall be of the aluminum or wire type, with the wheels a minimum of 8-3/4 inches apart.

#### STABILIZER.

The stabilizer shall be 18%, 1/4 inch thick.

WEIGHT.

All aircraft, including the alternate model, shall be weighed and measured at the time the contestant enters the contest. The minimum weight dry, ready to fly, shall be no less than 3-1/4 pounds. After the weigh-in no parts or pieces of the aircraft or engine shall be removed or replaced for the purpose of racing the aircraft, with the exception of damaged propellers, wheels or a burned out glow plug.

PROPELLER.

Only wooden two bladed fixed pitch propellers, commercially available through normal retail outlets, shall be used. Material may be removed from one blade only, for balance. The other blade must remain unaltered. Reshaped, reworked or a propeller that has been changed from its original shape shall not be used. All original markings must remain on the propeller.

MUFFLER.

All engines shall be fitted with a commercially available muffler. Mufflers used must be available through normal retail outlets. Tuned pipes, exhaust extensions, and the adding of spacers to mufflers or drilled out mufflers shall not be allowed. Pressure fittings may be added. (Exception: If flying site does not require the use of mufflers, non-use of mufflers must be advertised in advance.)

SPINNER.

A rounded spinner or A.M.A. nut shall be used. A double propeller nut shall not be used.

CARBURETOR.

All engines shall be equipped with a stock barrel type carburetor which is specifically cataloged and equipped by the engine manufacturer. Inverted flights to shut off engines shall not be allowed. At no time shall the carburetor be reworked, drilled or honed. Fuel shut-off or devices other than the carburetor shall not be used to shut off the engine.

ENGINE.

Engines may be any front rotor engine. Maximum total engine displacement shall be .40 cubic inches. Engines must be production units readily available. The engine is defined as the complete unit out of the box, as purchased, needing only propeller, fuel and glow plug. Muffler not included. Engines shall not be altered in any way. Changing the timing, increasing the port size, opening the exhaust port, chroming the sleeve, rounding the corners inside the case or having the engine reworked for the purpose of increased R.P.M. or torque shall not be allowed. Crankcase pressure shall not be used. Engines may be inspected at any time during a race, at the discretion of the contest director.

REGISTRATION NUMBERS.

Registration numbers are the entrant's last three A.M.A. numbers followed by the first letter of the last name. These numbers shall be displayed on the upper right wing panel. All numbers shall be at least 2 inches in height. All alternate models shall also display the registration numbers.

RACE COURSE.

The course is ten laps, starting and finishing at the start/finish line. All take-offs shall be R.O.G. No mechanical device or pushing of the aircraft shall be used. Depending upon field requirements, a 400 foot or 600 foot course may be used. Course dimensions must be advertised.

RACE OPERATION.

All aircraft must fly around three pylons. Maximum time of 1-1/2 minutes shall be allowed for starting and adjusting the engines. All starts shall be race horse starts. A contestant may hold his aircraft back for one second if he has informed the starter. No aircraft shall take off and participate in the race after the starter has dropped the flag. Take-off positions on the line shall be determined by the sequence that the contestant's name appears on the score sheet. No single aircraft shall be scheduled to race alone at any time. A maximum of four and a minimum of two aircraft shall be scheduled to race per heat.

1. Short Course: The distance between pylon 1 and a centerline between pylons 2 and 3 shall be 400 feet. At each pylon there shall be one pylon judge, who will note all cuts. No flagging shall be allowed at any of the pylons.

2. Long Course: The distance between pylon 1 and a centerline between pylons 2 and 3 shall be 600 feet. At number 1 pylon there shall be four flagmen to signal turns and cuts. There shall be 1 flagman at pylon 2 and at pylon 3, to signal cuts.

SCORING.

Points shall be awarded after each heat as follows:

1st place - 4 points; 2nd place - 3 points; 3rd place - 2 points; 4th place - 1 point

1. Short Course: Ten laps around the pylons shall constitute a race. If a contestant receives one cut he shall receive one point; two cuts and the contestant shall receive a zero.

2. Long Course: If a contestant has one cut during ten laps he may make up this cut by taking one more lap around the pylons; two cuts shall constitute a zero score.

The winner of the event is the contestant who has accumulated the most points after the conclusion of all rounds.

FUEL. Fuel shall be supplied by the contest management, the fuel not to contain more than 12% nitro. The management shall empty all fuel tanks before the fueling operation. It is recommended that twice the capacity of the tank shall be pumped into the tank, the excess going into an auxiliary can. No pen bladders shall be allowed. Electric fueling is recommended. All aircraft shall be required to remain in the ready box after fueling. Any contestant not doing so shall be disqualified. Injection of fuel by a contestant or use of a short pick up tube shall be cause for immediate disqualification.

For further information contact:

Betty Stream  
3723 Snowden Avenue  
Long Beach, California 90808  
213/429-1281

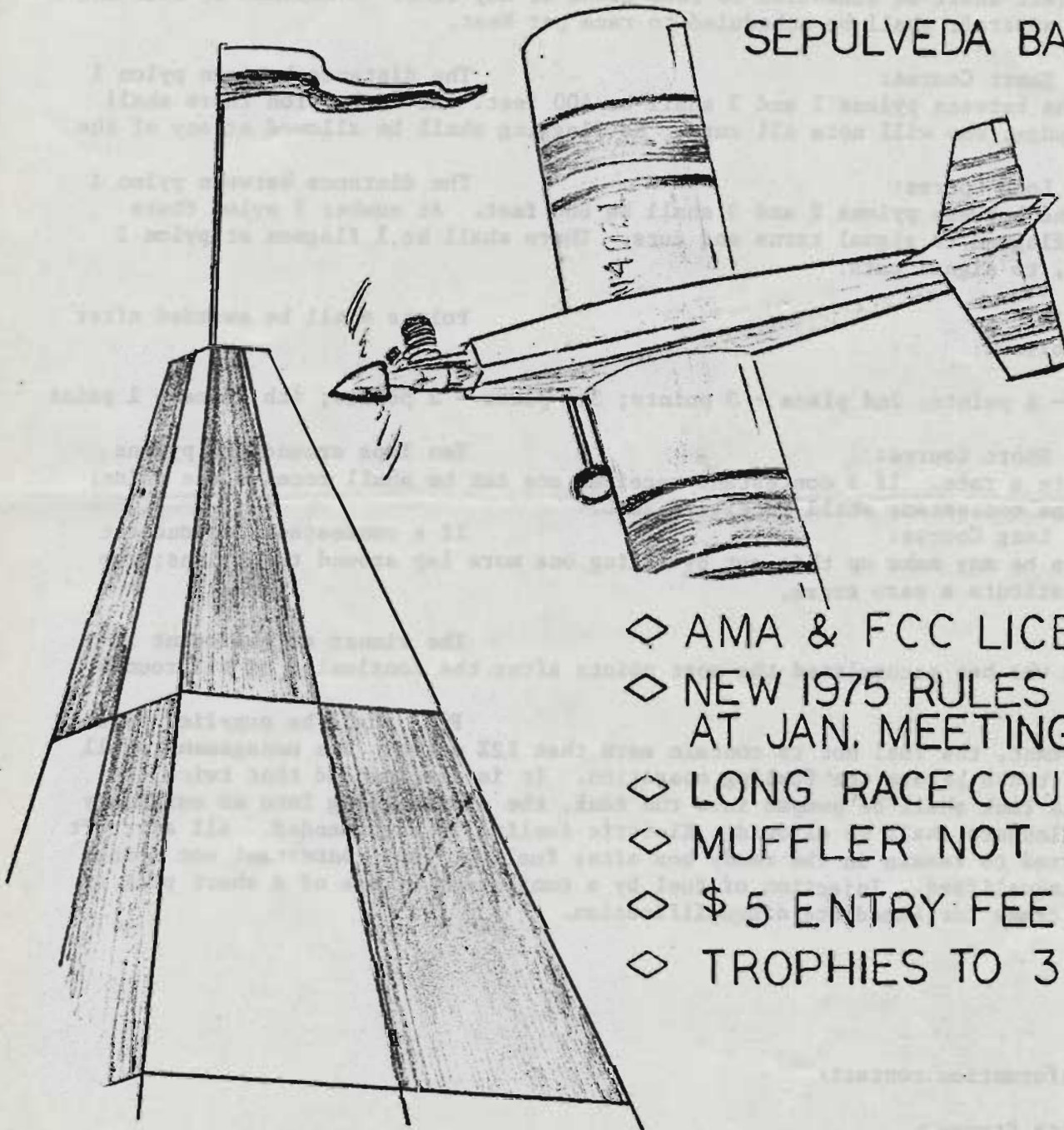
\*\*Copies of a race matrix and/or assistance in the use of the matrix in setting up a race may be obtained from the above.

VALLEY FLYERS

# QUICKIE 500 PYLON RACE

SUNDAY FEB. 16, 1975 8:00 AM

SEPULVEDA BASIN



- ◇ AMA & FCC LICENSE
- ◇ NEW 1975 RULES IF OK'D AT JAN. MEETING
- ◇ LONG RACE COURSE
- ◇ MUFFLER NOT REQ'D
- ◇ \$ 5 ENTRY FEE
- ◇ TROPHIES TO 3<sup>rd</sup> PLACE

CD - BOB WILDE 213 836-2000



Tentative 1975 Valley Flyers Contest Calender

The Directors have announced plans for contests to be sponsored at the Basin this year. Exact Dates can not be firmed until coordinated with other contests in the area to avoid conflicts. We will give notices two months prior to each event.

1975 Valley Flyers Contests

<u>Date</u>	<u>Contest</u>	<u>Contest Director</u>
January	None	None
February 16	Quickie 500 (per proposed rules if ratified by membership)	Bob Wilde
March	½A Pylon	Len Katz
April	Stand-off Scale	Bob Owens
May	Speed Trials	Tom Mead
June	Formula I	Tom Swift
July	Pattern	
August	Quickie 500	Bob Smith
September	Formula I	Tom Swift
October	Quickie 500	Ron Clem
November	None	None