

VALLEY FLYERS

MAY

NEWSLETTER



Long time member Ken Hall graces our cover this month holding a Midwest Pitts Special, a truly beautiful airplane. Ken is best known in the club for having a really nice hobby shop, and for his talent of building extremely well finished planes.

Model of the Month photos are furnished courtesy of Mike Stecker .

PRESIDENT: RON CLEM

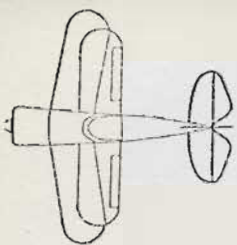
VICE PRES: LEN KATZ

SECRETARY: TOM SWIFT

ASS'T SECRETARY: BOB OWENS

TREASURER: TOM MEAD

ASS'T. TREAS: BOB SMITH



PRESIDENT'S PAGE

I'M TRYING TO QUIT!

Formula 1, that is. To simply say that I'm having withdrawal symptoms would be putting it mildly. It all started with Bob Wilde and me back in '71.... Bob had acquired this ugly, but flyable, Formula 1 airplane. I (innocent that I was) suggested that we put an engine in it and go racing. This airplane was outdated even then by, say, 6 or so years, but we gave it a whirl- and caught the fever. Racing fever. Yeah. I became a recluse, scheming and plotting, Dremel tool whirring madly into the wee hours of the night, building what I believed would be the proverbial bolt of lightning on the course. My skin gradually turned a pasty white from not enough sun, and my eyes had dark circles from not enough sleep. I had become a fanatic whose only goal in life was to have an airplane ready for the next race. My language deteriorated to simple utterances like "RPM, Minnow, 5 minute epoxy, nitro methane, scale points, RACE!" All concept of moneterial value was lost in the lust for faster airplanes, better engines, -if it turned over 18,500 rpm,- buy it!

I'd wake up in the middle of the night after hearing frantic cries of "turn, TURN!". My wife would, at that point suggest that I do just that, and please, go back to sleep. But the turning point in this epic came early this year. Faced with still another season of building (and repairing!) slow airplanes, and buying another covey of super engines at super prices, I gave it up. Cold Turkey! Just like that! My wife was alienated, my wallet had been raped, little kids came to my door just to kick me in the shins, and I became the favorite "chasee" of all the pants-chewing dogs in the neighborhood. Nobody loves a loser....

Then, racing season was here again, and I didn't have an airplane, but I'd go to the contests to pit and call for some of the guys. Whenever I'd hear a finely tuned .40 screaming, my veins pulsed 60% nitro. My favorite flyers were all urged on with body english, and my screams of "Turn-Turkey!" could be heard from the pit to the starting line. Yeh, it hasn't been easy, but I've definately kicked the habit. But you should see the fantastic plans I got the other day of this beautiful Formula 1 bird. Maybe, just maybe, if I worked all nights till midnight, and 16 hr days on weekends, I could make the next.....

If you've been to the flying field in the past month, you've probably noticed something new- SIDEWALKS! Three of them to be exact, spanning the gap from the parking area to the pits. Ron Shorr is the person who deserves the credit for making the connection to have the work done at bargain basement price, and Len Katz, for doing all the footwork to get an O.K. from the City of L.A. and the Corps of Engineers. This past winter should be the last year you'll get your tootsies muddy unless you happen to slip.

My wife felt that this would be an appropriate time to recognize all the patient wives, sweethearts, etc. that put up with us all year long. These understanding partners take a lot of guff from most of us over the hobby, and many could probably sue for divorce on the grounds that the airplanes caused alienation of affection- but most of them stick by us, through thick and thin, for better or worse. Do something nice for your wife this Mother's Day. Flowers, a nice card, and dinner can work wonders to get her to put up with you for still one more year.

NEXT MEETING- MAY 13, ENCINO WOMEN'S CLUB- 8:00 p.m. See you then.

MAY MEETING OF

VALLEY FLYERS

TUESDAY MAY 13 8:00 P.M.

ENCINO WOMENS CLUB

Entertainment (1) Model of the Month Presentations

(2) Bill Salkowski will give a talk on the advantages of Pattern competition over other events.

(3) MOVIE "ASSAULT ON THE RECORD"
GRENEMEYERS F8F BEARCAT

CONTEST CALENDAR FOR MAY

Speed Trails and Official World Record Attempts are scheduled for May 25, 1975. See the write-up elsewhere in this issue.

CONTEST CALENDAR FOR JUNE

Formula 1 pylon races, the 3rd in the 1975 race circuit, is scheduled for June 21 and 22. If this race is anything like the one the Valley Flyers sponsored in April we should be calling this "Destruction Derby".

NEW VALLEY FLYERS THIS MONTH ARE:

Joe Baer	2758 Motor Ave	Los Angeles	90064	VE9-662
Warren Bonthius	3357 Cabrillo Bl	Los Angeles	90066	398-282
Chris Brittle	5710 Mc Donie Ave	Woodland Hills	91364	887-873
Paul De Grazia	15135 Sunset Bl	Pac. Palisades	90272	454-981
Wallace Lamson	209 Alice St	Arcadia	91006	447-135
Wally D. Lamson	209 Alice St	Arcadia	91006	447-135
Hank Stokely	4828 Teasley Ave	La Crescenta		248-096

Valley Flyers 1/2A Contest Report

After being postponed three times due to the weather conditions, the Valley Flyers annual 1/2A pylon race was finally held on April 6. The race drew its usual array of aircraft and contestants alike. From Ron Clem's Tigercat (now being kitted by Ron), to George Baker's Quickie "200", which is a scaled down Quickie "500". Timed speeds were well over 90 miles per hour. The results are as follows:

1st. Ron Clem
2nd. Tony Naccarrato
3rd. Laird Owens

I would like to thank the following Valley Flyers, without whom the contest would never have come off: Peter Dewitt, Ra Goldengerg, Jay Replogle, and Ron Schorr.

Len Katz, CD

SPEED TRIALS-- 1975

The speed trials and world record attempts will be Sunday, May 25. It will be essentially 2 events in one. The speed trials are open to all and will consist of 5 categories:

- .049 - .051 engines
- .15 engines
- .40 engines
- .61 engines
- Biplanes

Entry fee of \$2.00 per plane. Certificates will be awarded.

The second event will be attempts to establish world record speed runs per FAI rules. Both conventional racing planes and helicopters are eligible. No classification exists for helicopters as of this date, so the fastest helicopter can claim a world record.

The fee for this event is \$10.00 per entry. All assistance will be extended to the contestants to prepare a record claim. Such things as:

- a. Course layout by certified surveyor
- b. Timing gear certified
- c. AMA franchised and C.D. supervision
- d. AMA observers to attend the event.

AMA membership and FAI stamp are required. Following is a condensed listing of FAI requirements:

FAI SPEED TRIAL

- 7.3.1 WEIGHT - Model with fuel shall not exceed 5.00 kilograms (11.023 lbs.)
- 7.3.2 POWER - Shall be piston type motor and not exceed 10cm^3 (.610 cu.in.) No metal propellers.
- 7.3.3 SURFACE AREA - Surface area includes wing area and horizontal stabilizing area (projected) Maximum area 2325 sq.in.
- 7.3.4 WING LOADING - Must not exceed $75\text{gm}/\text{dm}^2$ (.1708 oz/in² = 24.596 oz/ft² = 1.537 lbs/ft²) (500 in² = 5.337 lbs)
- 7/3/5 LAUNCHING - Hand launched or R.O.G. A cart and dolly undercarriage permitted. No auxiliary power permitted.
- 7.3.7 Jettison or loss of parts not allowed.
- 7.3.9 New Records must exceed old records by at least 2%.
- 7.6.1 BASE - The model shall be timed through a distance (base) of 200 m. The altitude shall be above 10 m. and below 40 m. The altitude height shall begin 100 m. before the base leg.
- 7.6.1 The motor shall be equipped with a throttle or suitable radio control device to stop the motor.

All World Speed Trial applicants are requested to contact TOM MEAD at (213) 474-0795 after 6 pm.

SCALE CONTEST REPORT

The Valley Flyers Sport Scale Contest was held April 27, 1975 on a beautiful, clear, calm, warm spring day. It was the kind of day that the Los Angeles Chamber of Commerce calls "typical". Ten contestants showed up to battle it out for the five trophies. (I wonder what happened to all those Top Flite, Platt, Sig, etc, etc, scale kits that have sold these past few years. Maybe that not-so-typical 3 days of wind and rain immediately preceding the event weeded out the faint-hearted.)

Crowd-pleaser of the meet was Dick Adam's T-28D. His flights included good piloting, rocket firing, bomb dropping at a live target - Ken Hall, retracts and flaps. Betcha' Ken was the safest person on the field!

If there had been a HARD LUCK award it would have required a 3-way fly-off to settle the tie (Oh, no, thats in Formula 1). Anyway, Al Kramer dived his FW-190D9 straight in during his fly-by. Colby Evett nosed over his F4U Corsair on each of his 3 attempts. 14 year old John Staff failed to get the Veco 61 started on each of his 3 attempts. Professional assistance from VF didn't find the loose backplate until it was too late.

John Gorham dropped by and flew a helicopter demonstration during the lunch break. John drew lots of crowd reaction with the excellent performance of his Bell Jet Ranger painted like "Chopper 1". Nate Rambo described the action to the spectators.

Trophy winners were:

			Points
<u>First</u>	Dick Adams	T-28D	259
<u>Second</u>	Tom Cone	Bristol Scout	252
<u>Third</u>	Harry Apolian	WACO	234
<u>Fourth</u>	Larry Jenno	Liberty Sport	228
<u>Fifth</u>	Nate Rambo	FW-190A-1	207

Other contestants were:

<u>Sixth</u>	David Linne'	Citabria Pro	Original
<u>Seventh</u>	Gene Sidwell	SE-5A	Sterling
<u>Eighth</u>	Colby Evett	F4U	
<u>Nineth</u>	Al Kramer	FW-190D-9	
<u>Tenth</u>	John Staff	P-39	

The Valley Flyers received several nice compliments about the warm hospitable relaxed atmosphere at this meet. David Linne' came all the way over from Phoenix and was especially thoughtful. For this we can thank our contest workers. Bob Palmer, Tom Swift, and Dale Sebring were scale judges. Ra Goldenberg, Len Katz and Jay Replogle served as flight judges. The narrow spread of points shows what a great job they really did. Bert Smith helped with the registration desk and score keeping. Thanks much, Fellows

Valley Flyers Formula 1 Contest Report

If the first Formula 1 Race of the year (held on April 19 and 20 and hosted by the Valley Flyers) is any indication of things to come, this is going to be one exciting, albeit costly, racing season. Exciting, because times are starting out where they left off last season. Apparently a lot of people have been practicing over the winter because out of the top 10 in expert only 1 had a best time higher than 1:23.9 seconds. Of the top 10 in standard only 3 had a best time higher than 1:30.0 !!! Looks a new crop of EXPERTS are coming along.

It was a costly race in terms of planes lost. At least 16 planes of the 69 pilots entered were written off; 5 mid-air collisions contributed greatly to the carnage. Here's a brief coverage of the "action". Ron Schorr had a mid-air with Jack Stafford (those "all balsa" airplanes are still pretty hard, Ron. That was Jack's original Rickey Rat prototype). Dan McCan had a mid-air with Tom Tusing in his last heat. Dan came so close to being able to retire that beautiful Miss Dara since that was his last race before into the Air Force. Jack Lee lost both his Stinger and his backup Miss Dara. Two planes lost in one race is really rotten luck; he had a similar race last year. Things have to get better, Jack. That almost boringly smooth and steady (and consistent and fast) Ed Hotelling also wiped out one of his Little Toni's - got caught in someone else's right wing vortex coming #3 pylon and just got a little bit too over-rolled. He almost recovered. I understand his engine and radio came out OK. Then Larry Leonard repeated his trick of trying to karate chop a pylon in half with his LR-1A. He wasn't concentrating hard enough (again) and the #3 pylon won. It was a comic afternote to see the #3 pylon judge, Jerry Skoczylas, who ended up sitting on the ground due to the impact still blowing the air horn to signal a "cut". Kent Nagy was involved in a "bump and run" with Jim Jensen. Kent bumped and continued to run--Jim just collapsed his antenna and waited for the end of the race to pick up the pieces. "The thrill of Victory, the Agony of defeat"!

Laird Owens was getting his new, fast Stinger baptised under fire when without warning he lost elevator control and it dove in. It really exploded in the plowed field, but the engine came thru OK. The radio was somewhat damaged--his Dad was picking up servo gears the next day. Larry Watson, another "young eagle" lost his Miss Dara on the second day. Sometimes one's determination to race is tested real quick---hang in there, guys!

I saw Chuck Smith's plane spiraling down during the race. As soon as he hit the ground I knew he was in trouble! Radio failure, but that plane will race again. John Fogelsong, a very smooth flying newcomer to Formula 1, is rebuilding it. And finally, what was to be the best candidate for the goof-bowl in a long time, Bob Wilde, on one of his landings, very expertly landed his plane half-way up #3 pylon where it stuck. Smooth, Bob, smooth, especially being able to fly the next heat. Maybe you and Larry Leonard should get that act together. On second thought, I don't think our #3 pylon or the judge could endure that again.

The results show that our very own Charlie Shaw is now an official "big gun"! I wonder if he still thinks racing is so dumb? For the second year Kent Nagy has won the first race of the season in expert. Its a nice habit to cultivate.