

# VALLEY FLYERS

MARCH 1976

## NEWSLETTER



Photo by Mike Stecker

John Pahlow won the MODEL OF THE MONTH award for February, with his stand-off sport scale Stearman in Navy colors. The Stearman was constructed from a Long Island Hobby Craft kit and is covered with pre-painted Permagloss Coverite sprayed with urethane varnish to seal the decals and detailing. The 6-pound airplane has a K&B40, a Kraft 6 channel, and a Williams Brothers simulated radial engine. John scratch built the main landing gear and uses inexpensive dress snaps to removably attach to struts. The "how it's done" is inside, so turn the page and read on.

PRESIDENT: BOB OWENS

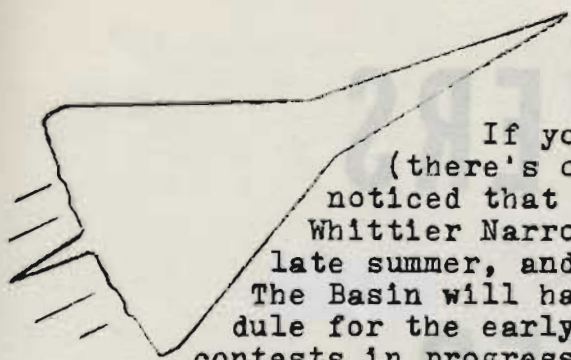
VICE PRES: GARY MCPIKE

SECRETARY: JOHN ELGIN

ASS'T SECRETARY: GEORGE FINCH

TREASURER: TOM SWIFT

ASS'T TREAS: SCOTT JOHNSON



If you have examined the 1976 contest calendar (there's one posted at the field) you have undoubtedly noticed that many contests are scheduled at the Basin. Whittier Narrows will be closed for major alterations until late summer, and the BIRDS have lost their field in Carson.

The Basin will have to take the brunt of a heavy contest schedule for the early part of 1976. At times when there are no contests in progress many visitors are anticipated into our already crowded pits and airspace. To make matters a little tougher in the two month period (March and April) there are 3 two day events and a one day event. There is a free weekend between each contest.

So you can see time for sport flying will be severely restricted for the next two months. But after that period things will get back to normal with only 4, and possibly 6, contests for the remaining 8 months of the year.

I am asking for every Valley Flyer to be considerate and show courtesy toward every other flyer at the Basin, especially strangers. Talk it up with the new guys. You might make new friends or even learn something! Help out with frequency control in your pit; use your own frequency flag if one is not already in use. These guys are modelers, too. They are without a home for the time being and we must be willing to share what the L A Parks and Rec Dept has provided.

Everyone is reminded that the 200 foot ceiling is still in effect. We all know it is difficult to continuously adhere to this limit, and very little has been said except when full-size man carrying aircraft are in the immediate vicinity of the R/C field. Just recently a pilot reported to the Van Nuys Tower that while he was flying at 1800 feet (1000 feet above the Basin) a R/C model overtook and passed him. The FAA warned that a mid-air will result in immediate closure of the Basin to models. Case in point: Free-flights are banned from the Basin because too many have cruised thru the airport traffic pattern.

There is absolutely no excuse for such careless operation of models. We must police our ranks. We can't just standby and let some careless or inconsiderate modeler cause the Basin to be closed!!! As President of the Valley Flyers, I charge each and every member with the responsibility to talk to anyone observed violating the 200 foot altitude limit when a real aircraft is in the immediate vicinity or when excessive altitude is maintained. Explain the facts... everyone join in to get the point across.

Last months 1/2 A pylon race at the Basin was probably the largest such event ever held--- 41 entries! A big reason was our "almost anything goes" airplane rules. My guess is that less than half the entries would comply with the standard rules (mostly on the basis of fus. cross-section, ~~wheels~~ and wing taper). That really didn't affect the outcome. Excellent piloting and hummin' TD engines caused a 3 plane fly-off for first place--Acord, Clem and Reidel---the usual winners. Clem's plane was the only non-stock model. It had a high aspect tapered wing. First time CD, John Elgin, did a bang-up job after a sluggish start. No protests, no reflies, no arguments. The fewer rules the better!!! The only way to fly. Maybe we should stick to 1/2 A and forget Formula 500 and Formula I to save a few ulcers.

I haven't seen any ultimate speed jobs at the field yet. I've been doing a little thinking along the lines of the 1948 Sidewinder U-Control speed job pictured in my slide show at the last meeting. If that Bantam 19 ignition engine could push it up over 80 MPH what would a Lee Custom K&B 6.5 40 do??? Get it on, Guys.

*Bob Owens*

Since no one was able to work last month's puzzle, try this easy one. A high school freshman took two minutes to solve it.

#### QUERY?

The newsletter is printed by Sherl Hopkins, a new Valley Flyer whose Sir Speedy Printing Shop in Burbank is equipped for most printing needs. There was a time however when he had a glitchic in his press which would allow him to print a good page of the newsletter and then eat the next piece of paper. Since hungry glitchics get as mean as a wife who discovers an epoxy paint spill on her new coffee table, Sherl decided to feed it by printing enough pages on one side, to get our normal order of 175 copies printed on both sides. We had a four sheet, eight page newsletter that month. How many pieces of paper did Sherl feed to the glitchic when he printed the newsletter?

#### AVIATION HISTORY FOR MARCH

March 2, 1949 Completion of the first non-stop round-the-world flight by a Boeing B-50 at an average speed of 249 MPH.

March 17, 1924 Starting from Clover Field Santa Monica, Calif. was the first successful round-the-world series of flights by four Douglas World Cruisers.

March 19, 1910 Orville Wright opened his first Wright Flying School at Montgomery, Alabama.

The Valley Flyer's Formula 500 race, contrary to the advance flyer, will be run with props furnished, Top Flite 9-6, and mufflers required. We have to run at least five heats so the first heat will start at or before 8:30. The 1976 rules will be applied to the letter. You will be required to certify your engine is stock. If you are caught cheating, you won't be welcome at a Valley Flyer's contest the rest of the year.

By now everyone should know that the McDonald Golden Arches were erected at the Basin For the filming of a commercial. There is to be no commercial building in the Basin Start now to plan for the April Auction. Hobby Dealers, this is your chance to clean off those dead items. Like always, you can specify a minimum bid or refuse a Bid.

*Mary Finch*

WANTED\*\*

WANTED-- OPS-ABC or TWA-ABC 61 ENGINE CALL GARY AT 787-5220

If your name isn't on the roster and you haven't paid your dues since the last meeting, this is your last newsletter. To pay your dues without coming to the next meeting, fill in the enclosed form and send it with a check in the proper amount to:

Tom Swift, Tresurer Valley Flyers  
 8509 Petaluma Dr.  
 Sun Valley, Calif. 91352

San Fernando VALLEY FLYERS RC CLUB, Inc.  
 1976 Membership Application Renewal

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone \_\_\_\_\_ AMA No. \_\_\_\_\_



Thanks to Dick McNeil, DCRC Newsletter, Glenn Scillian, Ed.

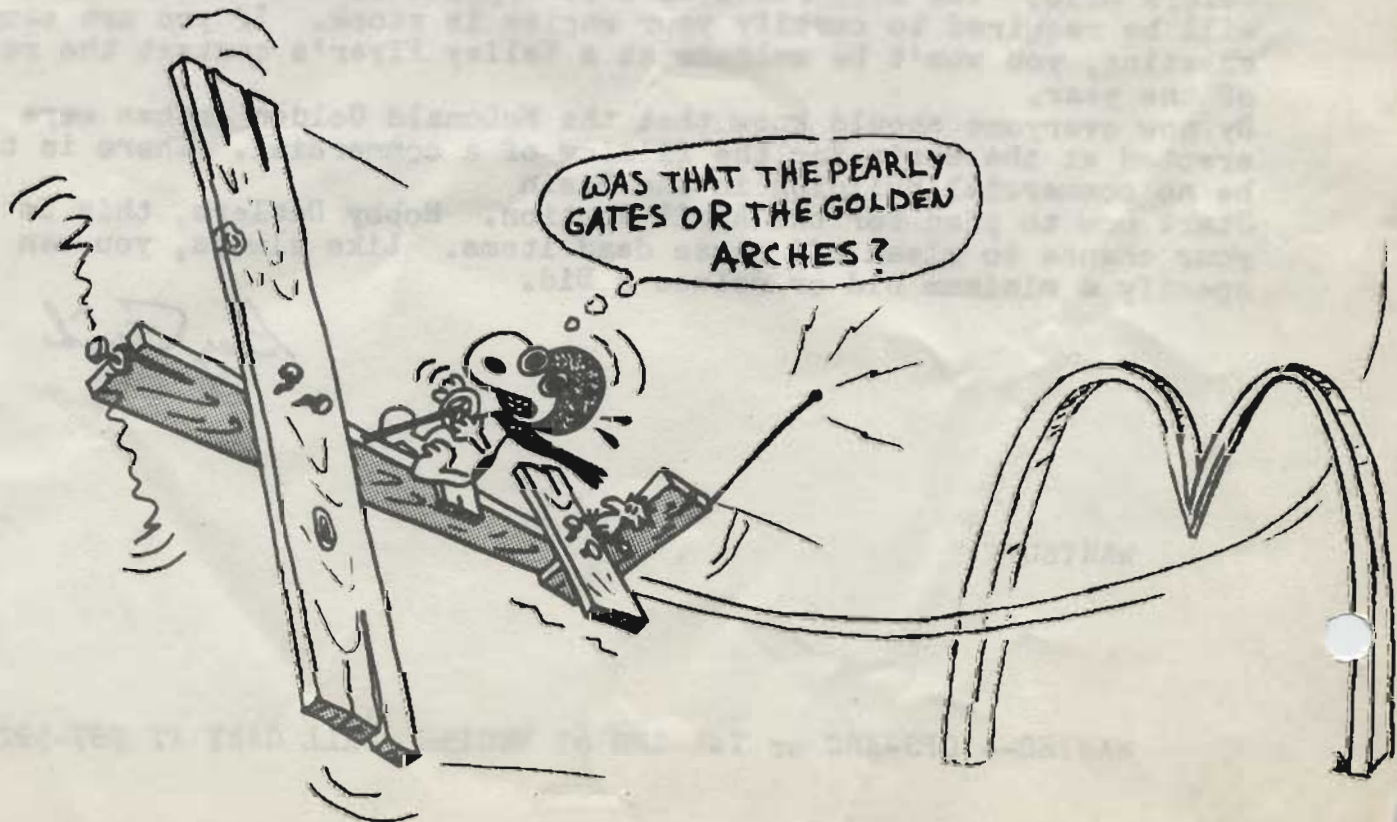
Total Pay Rec'd \$		Date	
— New Member	\$15.00	— AMA Open	12.00
— Renewal	12.50	— Model Avia.	5.00
— Penalty March	2.50	— AMA JR./SR.	3.00
— Junior under 16	} (Half)	— Model Avia	7.00
— Family		— FAI Stamp	1.00
— Jul. thru Dec.		— Other	

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FOR SALE One Kraft KPS-11 180 degree retract servo, 4 wire.  
 Dick 986-5420 \$25.00



VALLEY FLYERS MEMBERSHIP-ROOSTERS (& CHICKS)

Tom Akins	245 S. Reno St #33	L.A.	90057	384-7696
Walter Altman	1219 Barry Ave	West L.A.	90025	-----
on Baker	9212 Columbus Ave	Sepulveda	91343	894-2875
Marc Barenfeld	4159 Wanda Dr.	L.A.	90027	660-5044
Sheldon R. Birenbaum	8235 Owensmouth	Canoga Park	91304	346-9924
Joe Bridi	23625 Pineforest Ln	Harbor City	90710	326-5013
Ken Brookes	354 S. Camden Dr.	Beverly Hills	90212	556-2141
Ray P. Broussard	16646 Lahey St.	Granada Hills	91344	EM3-3077
Ron Clem	13001 Rose Ave.	L.A.	90066	398-6865
Tom Cone	17430 Trosa St.	Granada Hills	91344	363-0578
Angus D. Crosbie IV	15010 Friar St.	Van Nuys	91411	780-2624
Jack A. Davidson	10121 Langmuir Ave	Sunland	91040	353-2084
James G. Davidson	10121 Langmuir Ave.	Sunland	91040	353-2084
Peter DeWitt	318 Hartzell	Pacific Palisades	90272	459-1484
John S. Elgin	20812 Vose St	Canoga Park	91306	883-8059
Stephen Elgin	20812 Vose St.	Canoga Park	91306	883-8059
Robert E. Eyman	11920 Woodbine St.	L.A.	90066	451-6275
Arthur L. Feliz	16425 Lemarsh St.	Sepulveda	91343	894-3556
George W. Finch	18127 Wakecrest	Malibu	90265	459-1577
Dale S. Garner	6718 Shadygrove	Tujunga	91042	353-3312
Jack Glauser	5656 Gentry	N. Hollywood	91607	761-9853
Stan Gordon	15148 Tuba St.	Sepulveda	91345	892-0402
Bill Grove	7162 Estepa Dr.	Tujunga	91042	353-0801
Richard D. Hautzenroeder	6551 DeSoto Ave #15	Canoga Park	91303	887-0951
Dan Hemingway	3823 Anderson St.	La Crescenta	91214	248-0961
Ed Hotelling	3180 Goldenspur Dr.	Camarillo	93010(805)	482-7547
Mitchell Huffine	13161 Reedley	Panarama City	94022	768-4256
Mitchell Huffine Jr.	13161 Reedley	Panarama City	94022	768-4256
Al Hunter	2414 S. Barrington #302	L.A.	90064	477-9487
Elwood M. Inkster	3730 Inglewood Blvd	L.A.	90066	397-3751
William L. Jacobson	19015 Braemore Rd.	Northridge	91324	360-8585
Jeanine Jahelka	4340 Bel Air	La Canada	91011	
Scott Johnson	5350 jessen Dr.	La Canada	91011	790-7090
Stephen D. Kalik	10630 Hayvenhurst Ave.	Granada Hills	91344	363-0638
Leonard Katz	19146 Liggett St.	Northridge	91324	349-6209
Robert T. Kinne	8414 Crebs Ave.	Northridge	91324	886-9371
George Lacour Jr.	206 39th St.	Chatsworth	91311	341-8957
Robert J. Lindsay	1000 Villa Grove	Pacific Palisades	90272	
Marshall B. Lloyd	3333 Bagley Ave #2	L.A.	90034	VE8-5721
Anthony R. MacLanc	19640 Chase St.	Northridge	91324	349-9590
dennis McDowell	11458 1/2 Albers St	N. Hollywood	91601	
Gary McPike	13915 Califa St	Van Nuys	91401	787-5220
Jeannine McPike	13915 Califa St	Van Nuys	91401	787-5220
Tom Mead	1950 Pelham Ave.	L.A.	90025	474-0745
J.M. Oddino	23700 Bessemer	Woodland Hills	91364	346-5717
Tony Ohtsuka	1814 Bundy Dr. #2	L.A.	90025	8201753
Laird Owens	6469 Day St.	Tujunga	91042	353-8691
R.C. (Bob) Owens Jr.	6469 Day St.	Tujunga	91042	353-8691
E. Reed Packard	2918 1/2 W. Magnolia	Burbank Ca.	91505	842-7139
John L. Pahlow	13214 Ingres Ave	Granada Hills	91344	363-4419
Bob Palmer	9161 Morehart Ave	Arleta	91331	767-6734
Neil Pedinoff	8404 Willis #36	Panarama City	91402	892-2420
Paul W. Pennington	#3 Coronado Way	Mission Hills	91345	365-3077
George V. Pflomm	17221 Hatteras St.	Encino	91316	987-2172
Mike Pontelle	14729 Huston St.	Sherman Oaks	91403	981-3333
Ray Powell	15019 Minnehaha St.	Mission Hills	91345	
Nate Rambo	1158 Baywood Ave.	Camarillo	93010(805)	482-3702
Howard D. Reed	18719 Covello St.	Reseda	91335	343-6901

Jay M. Replogle	13939 Burton St.	Panarama City	91402	787-8591
Howard D. Rice	2812 W. Chandler Blvd.	Burbank	91505	845-6204
Howard Rice Jr.	16321 Glenhill	Sepulveda	91343	894-1329
Robb Rue	P.O. Box 1409	Santa Monica	90406	394-4867
Andy Rohaly	1532 S. Bentley Ave.	L.A.	90025	478-5969
M. Rosenthal	19184 Liggett St	Northridge	91324	886-27
Greg Rubin	10036 Sunnybrae Ave	Chatsworth	91311	341-6584
Bill Salkowski	20251 Sherman Way #3	Canoga Park	91306	341-9663
Michael J. Sawnor	P.O. Box 86 3	Santa Monica	90406	
Ron Schorr	5224 Teesdale	N. Hollywood	91607	762-5370
Dale Sebring	10417 Oro Vista	Sunland	91040	353-4609
Wm. Simpson	7413 Via Laredo	Rancho Palos Verdes	90274	
Bert A. Smith	18924 Malden St.	Northridge	91324	886-1072
Robert M. Smith	4065 Ursula Ave. #10	L.A.	90008	291-4916
Dick Sonheim	15856 Falconrim Dr.	Canyon Country	91351(805)	252-7405
Mike Stecker	900 Roscomare Rd.	L.A.	90024	472-3111
Hank Stokely	3823 Anderson St.	La Crescenta	91204	248-0961
David R. Stone	7337 Independence Ave	Canoga Park	91303	887-7837
M.L. Swartz	16729 La Maida	Encino	91436	981-6884
Ron Sweet	9535 Aldea Ave.	Northridge	91324	886-1525
John Swift	8411 Balboa Blvd # 220	Northridge	91324	349-4734
Tom Swift	8509 Petaluma Dr.	Sun Valley	91352	767-9911
Rod Taylor	17443 Haynes St.	Van Nuys	91406	344-4362
Gary Wah	10122 Balboa Blvd	Granada Hills	91344	363-3323
Curby Wigham	14594 Dyer St.	Sylmar	91342	367-1464
Bob Wilde	10570 W. Pico Blvd	L.A.	90064	836-2000
Richard Wilson	11034 Art St.	Sun Valley	91352	767-0561
Don Zabel	9665 Saluda	Tujunga	91042	248-1625

#### EDITOR'S PAGES

The March meeting will feature John Brodbeck Jr. who will "show and tell" the new K&B products. K&B is also donating a case of fuel for our Formula 500 race, Sunday, 14 March 1976.

The following is the California contest schedule for the next two months.

3/7	¼ Midget - RC Bees - Yorba Linda
3/7	½A - Lodi
3/7	NBSS - Sailplanes
3/14	Form 500 - Valley Flyers - Sepulveda
3/21	½A - Pioneers - Sunnyvale-or-Santa Clara PAL
3/21	½A - Camarillo Flying Circus
3/21	SBSS - Sailplanes
3/27-28	Formula I - BIRD - Sepulveda
3/27-28	N/S Challenge - Pasa Robles - SCC
3/23	Open Sport Pylon - Wavemasters - Coyote
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4/4	BIPES - EB RC
4/4	NBSS - Sailplanes
4/10-11	Pattern - BIRD - Sepulveda
4/11	Sailplanes - CMM - (Eagles Nest Rd.)
4/11	Quickie 500 - CMM - Mather
4/18	½A - CMM
4/24-25	Form I - Valley Flyers - Sepulveda
4/24-25	BIPES & Sport Scale - RC Bees - Yorba Linda
4/24-25	SBSS - Slope - RCM Trophy Race

RESULTS OF THE VALLEY FLYERS 1/2 A PYLON RACE, 15 FEBRUARY 1976

		<u>Points</u>	<u>Best Time</u>	
1st	Ron Clem	16	1:28 )	in fly off Acord.
2nd	Art Riedel	16	1:43 )	flamed out while
3rd	Gary Acord	16	1:25 )	leading.
4th	Bob Nickle	15	1:28	
5th	Tom Christopher	13	1:26 )	places determined by best time
6th	Chris Bitner	13	1:58 )	because of frequency conflict.

OVERHEARD DURING THE RACE

New racer having observed the pits: "Is there an amateur class?"

John Elgin: "Lunch! You want lunch? I still haven't got the matrix worked out for the first round."

Bob Smith: "It's what's up front that counts."

Kathy Smith: "You're telling me?"

George Finch: "My positive engine shut off was leaving the front collar loose on my Cox TD and it unscrewed right into the prop driver." (On lap 5.)

Bob Wilde: "If you don't pay your Hobby Shop bill, you're going to get two cuts before you get to pylon #1."

Bob Owens: "Get it up, Laird, don't turn yet, please fly higher, not so close, fly higher, go around, not through him, HIGHER, DUCK!"

Sunday flyer: "The race is going to last until when?"

Laird Owens: "I just discovered that the engine runs longer if the carburetor is connected to the fuel pickup and the crankcase pressure fitting is connected to the fuel tank vent rather than vice versa."

Nate Rambo: "I turned my back to the starter, Len Katz, to fiddle with my transmitter neck strap when my ears and years of experience told me four aircraft had been launched. Mine was half way to Pylon #1 going straight as an arrow by the time I located it. It was the best start I had all day."

On the walkie-talkies: "This is breaker Haul'n Henry. Cut? Cut? Cut? Are you guys performing surgery by radio?"

Clare Clem: "Oh Ron, That was such a fine job of flying, I'm going to give you a BIG reward!"

Mike Stecker after his fourth heat: "So that's your trick for starting these little mothers." (He borrowed a Sullivan Starter and a Glow driver.)

Tom Mead: "How is it possible for me to get four O's? I have one of Clem's Tigercats!"

Tom Christopher: "Even though I have the low time, give Chris the fifth place trophy. I only have room for my first place trophies anyhow."

Thanks to Allied Hobbies and Norm Bell who donated a 1/2A Streaker and Mr. Mulligan, respectively, for first and second prizes.

*Clay Jack*

1/2A PYLON NOTES by Ed Berman. *with RAM'S HORN*

You need a hot fuel to help win in 1/2A Pylon. The home brew mixer often finds his plugs only last one or two heats, too. At that rate, winning can be very expensive. Bob Mikko tabulated some results for us that show the rpm obtained with various mixtures.

Fuel Mix:	Test A	Test B
65N-20U-15A-00PO	22,600	22,700
75N-20U-05A-00PO	22,400	22,000 <sup>1</sup>
65N-20U-10A-05PO	--	22,900
75N-20U-00A-05PO	23,100	22,800
65N-20U-00A-15PO	23,100 <sup>2</sup>	23,100
60N-20U-00A-20PO	23,100	23,200

NOTES: 1. Could not keep running, hard starting.  
2. Blew Plug.

Test A was run on 12/27/75 in the evening, no rain.  
Test B was run 12/28/75, a rainy day.

N is Nitro Methane, U is U-Con lubricant, A is methanol and PO is propylene oxide.

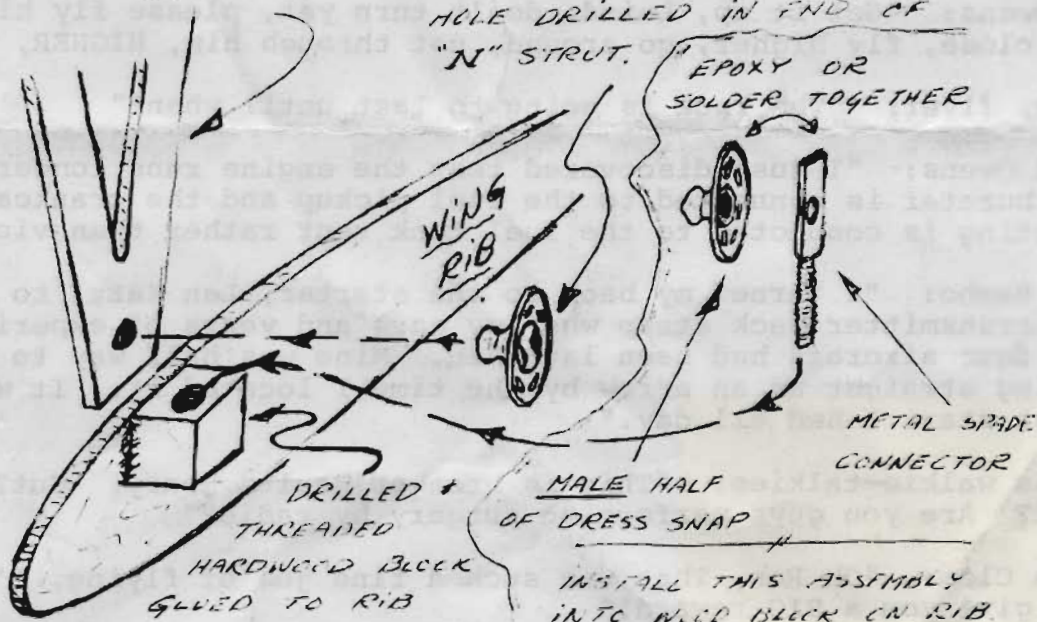
Engine was a Cox TD .051 with one head gasket, prop was a 5x4 Cox Black, balanced, venturi was drilled out to 0.159" (#21 drill), pen bladder fuel tank.

There is only a 2.2% increase in rpm's between the 15% methanol mixture at the head of the list and the 20% propylene oxide mix at the end. Experience has shown that the 65N-15A mix is easier on the plugs and certainly seems the more reliable and economical route to go. I just wonder, though, about one of the California 1/2A pundits who related that he was doing just fine on commercial joy juice and beating the pack. I tried some 40N-40A commercial fuel and only turned 19,000 with the same set up as Bob. That's 16% slower than the above figures. Maybe it's time for a west coast challenge so we can show the down-southerners how it supposed to be done.

TYPICAL ASSEMBLY & INSTALLATION

FORWARD PART OF PLYWOOD "N" STRUT

\* EPOXY FEMALE HALF OF DRESS SNAP INTO SMALL HOLE DRILLED IN END OF "N" STRUT.



\* NOTE: USE LARGE SNAPS - 3/8" DIAMETER. PUT EPOXY ON OUTER EDGE OF SNAP ONLY - KEEP AWAY FROM SMALL "Z"-SPRING ON FEMALE SNAP.

JOHN L. PAHLOW



THE 1976 UPDATED OFFICIAL RULES AND REGULATIONS  
FOR HALF - A MIDGET PYLON RACING

**OBJECTIVE:** The concept of the Half-A-Midget racing event is to run multiple R/C model airplane races while preserving the concept of a simple and safe racing event where the emphasis is placed on flying skill and speed that is relative from one aircraft to another rather than excessive overall speeds.

**GENERAL:** All AMA and FCC regulations covering the R/C flyer, his aircraft, and equipment, shall be applicable to this event except as noted herein. There shall be no limitation on the type of radio equipment fitted to the aircraft with the exception that only 2 control surfaces shall be actuated, i.e., elevator and ailerons, or rudder and elevator. Each contestant should be allowed two (2) entries in this event. The second or alternate aircraft may be used only if the first aircraft is not safely flyable. Only the contestant who has entered the aircraft may pilot it in this event unless an alternate pilot is approved by the Contest Director. The alternate pilot must hold current AMA and FCC licenses. Consideration of safety of spectators, contest officials, and contestants is of paramount importance in this event. Any unsportmanlike conduct such as repetitive unsafe flying or intentional attempts to gain unfair advantage or rules violations shall be cause for disqualification of both aircraft and pilot from this event at the discretion of the contest Director. The decisions of a Contest Director or his designee relating to interpretation of these rules shall be final and binding on all contestants.

**AIRCRAFT ENGINE SPECIFICATIONS:** Maximum total nominal displacement shall be .0519 cubic inches. Engines must be production units assembled from factory-available parts. Engine and all parts, whether original or replacement, must have been produced in quantities greater than 1,000 units, and must be available through normal retail outlets in the U.S.A. or from the engine manufacturer. No ball bearing engines, tuned pipes, or exhaust extensions will be allowed in this event. No throttle shall be required.

**AIRCRAFT REQUIREMENTS:** Aircraft must have canopy or cabin outline. No profile canopies will be permitted. A POSITIVE METHOD OF STOPPING THE ENGINE WHILE AIRBORNE WILL BE REQUIRED. (SUCH AS A FIXED PICK UP LINE IN THE FUEL TANK).

**MUFFLER:** At the discretion of the Contest Director and as notified in advance publicity prior to the contest, mufflers may be required, depending upon local operating conditions and restrictions.

**PROPELLERS:** Either wooden or plastic type fixed pitch propellers are permitted.

**WEIGHT:** Weight less fuel but including all equipment necessary for flight shall be not less than 20 oz. nor more than 32 oz.

**FUSELAGE:** The fuselage shall have a minimum cross section of 2-1/4" wide by 3-1/2" deep, (excluding filets) measured at the widest points.

**WING:** The minimum wing area including the area displaced by the fuselage shall be 200 sq. in. as measured from top side of wing. Wings shall be constant chord only, with no taper permitted. Minimum wing thickness shall be a constant 7/8". Wing tips may be added outside the 200 sq. in. planform and may be tapered if desired. BEVELED wing tips of 45° or so will be permitted.

**WHEELS:** A minimum of 2 wheels no smaller than 1" DIA. shall be used on all aircraft. No retractable or drop off landing gear or take off dollies will be permitted.

**FUEL:** There shall be no restrictions on fuel used for this event.

**IDENTIFICATION MARKINGS:** Models competing in this event must bear identification markings at least 1" high. Identification markings shall consist of the capital letter N followed by the last two (2) or three (3) digits of the contestants' AMA number followed by the first letter of the contestants' last name. Markings shall be located either on both sides of the fuselage between wing trailing edge and stabilizer leading edge, or the upper right and lower left wing panel surface. No other identification marks are required.

**MATERIALS AND WORKMANSHIP:** There are no restrictions on materials used in construction of the aircraft. Workmanship must be to satisfactory standards. The Contest Director is empowered to disqualify any aircraft which, in his opinion, is not up to reasonably safe standards in materials, workmanship, detail design, equipment installation, or condition as a result of crash or damage.

**OPERATION OF THE HALF - A MIDGET RACE:** A maximum of four aircraft will be flown in each heat. The order of take off will be determined by drawing numbers, or simultaneous launch, if all pilots agree on the latter method. Take off will be either hand launch or R.O.G. as determined by a majority of pilots; if field conditions permit either method to be used. If numbers are drawn for take off order, aircraft shall be flagged off at one-second intervals. Each heat will consist of ten complete laps of the racing course. (See sketch.)

Officials shall stand in close proximity to the pylons and the contestants, and use an appropriate method to notify a cut pylon to the flier in question. Engines must be started a maximum of 1-1/2 minutes after the signal to start is given. Any contestant not ready to race when the starting flag is dropped shall draw a zero for the heat.

All laps are to be flown counter clockwise with turns to the left.

No minimum altitude is required for racing. If a pylon is cut by a contestant, that lap will not be counted. If two pylons are cut, the contestant will receive no score for that heat, and shall pull up and out of the race until the heat is finished.

All contestants must be given an equal number of opportunities to race.

**SCORING:** Points shall be awarded after each race as follows: four points for first place, three points for second place, two points for third place, and one point for fourth place.

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

