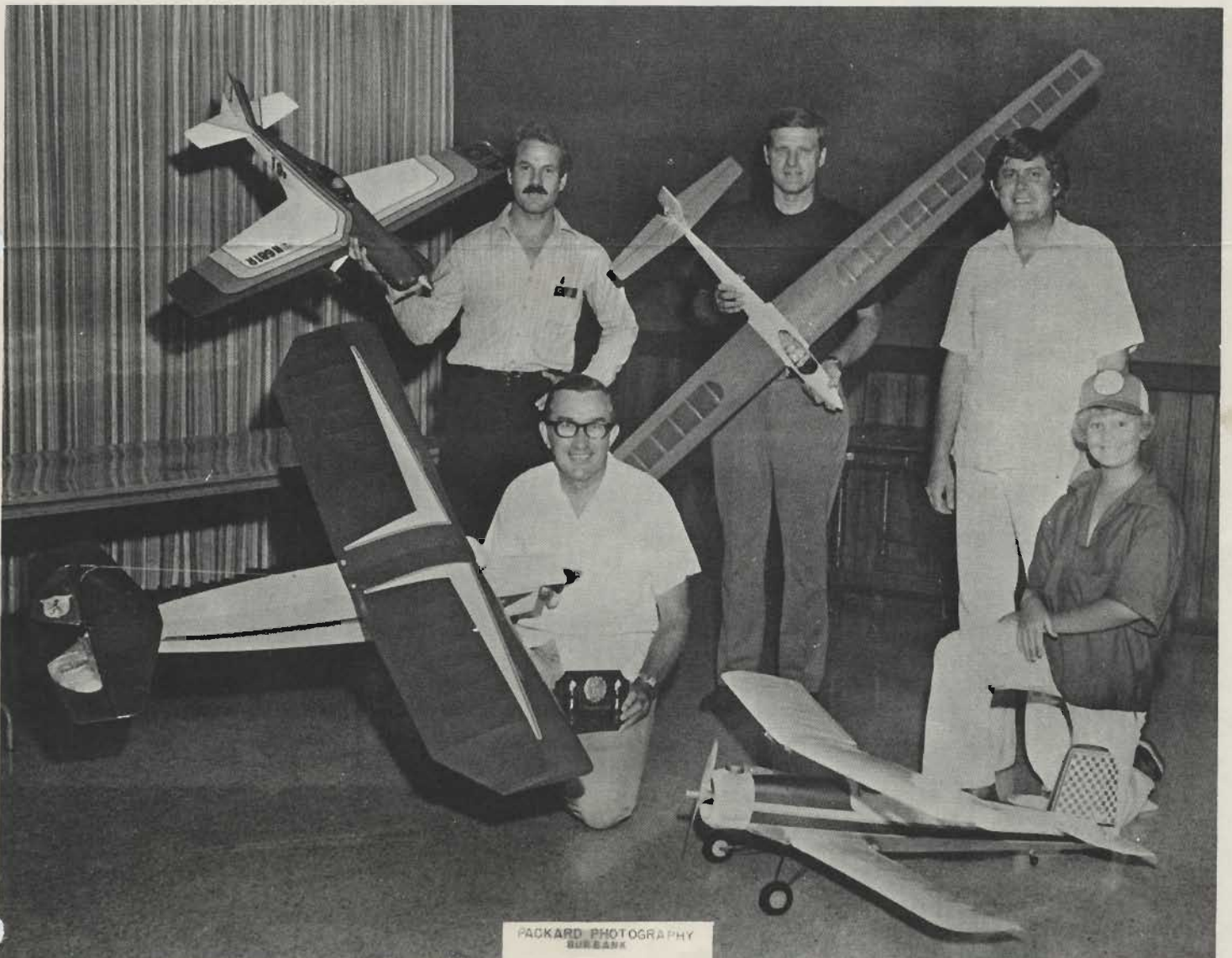


# THE VALLEY FLYER

September



1978



President: RALPH ROSEN  
Ass't Sec: LARRY LAULOM

Vice Pres: COLBY EVETT  
Treasurer: TONY MacLANE

Secretary: BERT SMITH  
Ass't Tres: JAY ROSS

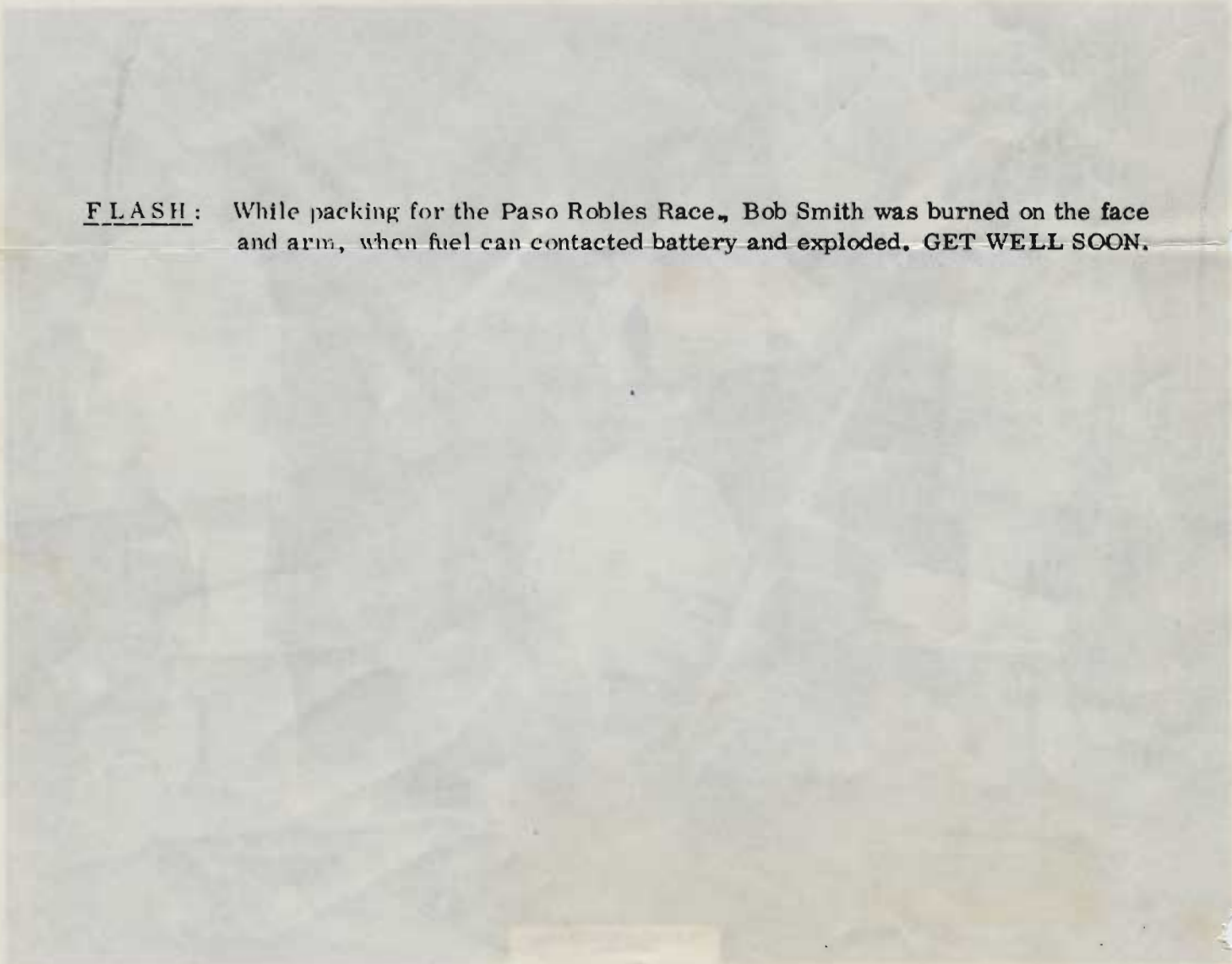
# THE VALLEY FLYER

September 8



September 8

**FLASH:** While packing for the Paso Robles Race, Bob Smith was burned on the face and arm, when fuel can contacted battery and exploded. GET WELL SOON.



Faded text at the bottom of the page, likely bleed-through from the reverse side or a second page. The text is mostly illegible but appears to contain names and possibly dates or locations.

SEPTEMBER MEETING OF  
THE VALLEY FLYERS  
TUESDAY SEPT. 12 8:00 PM  
ENCINO WOMENS CLUB

Raffle prizes will be provided this month by Jay Replogle's Hobby House at his cost. Kits, an engine, and supplies will be the prizes. Jay will also present new products.

IN WEST VAN NUYS  
RADIO CONTROL SPECIALISTS  
**PLANES-BOATS-TRAINS**  
HO & N GAUGE • PLASTICS



JAY REPLOGLE

**H**

CALL  
**786-0701**

**HOBBY HOUSE**  
7546 BALBOA BLVD. • VAN NUYS  
(JUST SOUTH OF SATCOY)

REMINDER to VOTE for AMA officials:

BETTY STREAM will be running again for District X Vice-President. If all late ballots could have been counted last year she would have elected. Betty filled in frequently during the V-P absence on business. Only 20% of the R/Cers voted while 80% of the Free-flighters voted! Bring your marked ballots to the Club meeting--we'll send them all at once.

BETTY STREAM for Dist X V-P .....JOHN BYRNE for President.

- September 16-17 Pattern, N A E M and Sport Scale, SDD, Chula Vista  
23-24 Formula I, BIRDS/SGVRCL, Whittier Narrows  
23-24 World War I Jamboree, Morgan Hill  
30- 1 Western States 1/2A Champs, Valley Flyers, Sep. Basin
- October 7-8 Hitachi Desert Classic, NAEM and Sport Scale, Calif City  
15 Quickie 500, BIRD Club/Pomona Valley MAC, Cucamonga  
21-22 Pattern, NAEM and Sport Scale, SGVRCL, Whittier Narrows  
21-22 Formula I Championships, Texas  
28-29 1/4 Midget Championships, Valley Flyers/QMRC, Sep. Basin

FOR SALE: "Patricia" by Bob Smith R/C Aircraft. Ready to fuel and fly. K&B 61 with pump; OPS 60SS tuned pipe; Kraft Multi-con retracts; Kraft KP 50 airborne radio with dual battery packs; KPS-15's and KPS-15H aileron servo; K&B Superpoxy in metallic red and blue on white. Needs very minor ding repairs. \$700. w/airborne; \$550 w/out airborne. Call Ralph Rosen 826-5525 or 278-2793.

GOOF BOWL AWARD:

I told you that the youth in the club would be making the headlines. Gordon Davis won this infamous award through negligent action of turning "on" while Bill Grove was flying in the Fun Fly. That's way, Gordon! Do it while there is a big crowd around so you get the most publicity out of it. Bill could have helped himself, however, if he had been following the RULE of displaying a frequency flag on his transmitter antenna.

Looks like the Valley Flyers are about to make a full circle as our youth are once again making modeling headlines. There was a time not so long ago when the Smith Brothers (Chuck and Bob), Larry Leonard, Witt Stockwell, etc were the top competitors--National Champions. This budding new crop of young flyers may not become champs, but we are real proud of their accomplishments locally.

These kids I am talking about are Gordon Davis, Bill Grove, Chris Hoyer and Laird Owens. They are putting up some stiff action on the race course. And ever more frequently they will be taking home the hardware. Not that these kids will ever be National Champions---But why not, if they have champions to push them along and the girls and cars don't get in the way too soon. VALLEY FLYERS!!! These kids are representing all of us at the contests locally, and they are doing a good job of it, too. As an example, Laird has won first place in three out of the last four contests that he has entered this summer. You will find contest reports elsewhere in this newsletter.

So far as I know this youth movement appears to be limited to the 1/2A, Q-500 and Formula I racing. There must be some few in our ranks tuning up for pattern or sport scale events. There are several local contests which feature pre-NOVICE events just to help get your feet wet against your our level. In scale, the sport scale event was intended to emphasis flying more than scale. (Valley Flyers CD's normally sum up the points so that flying ranks twice as much as the static scale points.)

Well, Kids errrrr --- Gentlemen, it's up to you to carry the club banner in competition next year while I sit in my rocking chair trying to get the Valley Flyer out on schedule each month.

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

**POLITICS vs RACE TRACK:**

At the August meeting Pres. Ralph Rosen discussed the potential of the Hollywood Race Track moving into the Sepulveda Basin. Our local political types are looking for support from the users of the Basin. If you are politically motivated please call the persons listed below and tell them what the Basin means to you and about your concerns about being crowded out of our publicly owned playground by private concerns.

Mrs. Joy Picus, Councilwoman 344-3541

Mr. Calliea, Chief Administrative Ass't to Mayor Bradley 485-5215.

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

CHRISTMAS PARTY: Reserve December 2, 1978 for the annual party at Sky Trails Restraunt. Menu will be steak at \$8.50 per head incl tax and tip. We need a tape recorder, reel-to-reel, stereo for the great dance music tape we borrowed. Anyone got one? See OWENS.

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

**NEW MEMBER for August:**

Dimitri Dines 4420 Sarah St. Burbank 91505 846-9261

*Bob Owens*



# WESTERN STATES

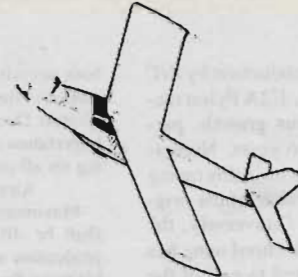


# 1/2 A

## PYLON CHAMPIONSHIPS



### SEPULVEDA BASIN VALLEY FLYERS-host



## SEPT

## OCT

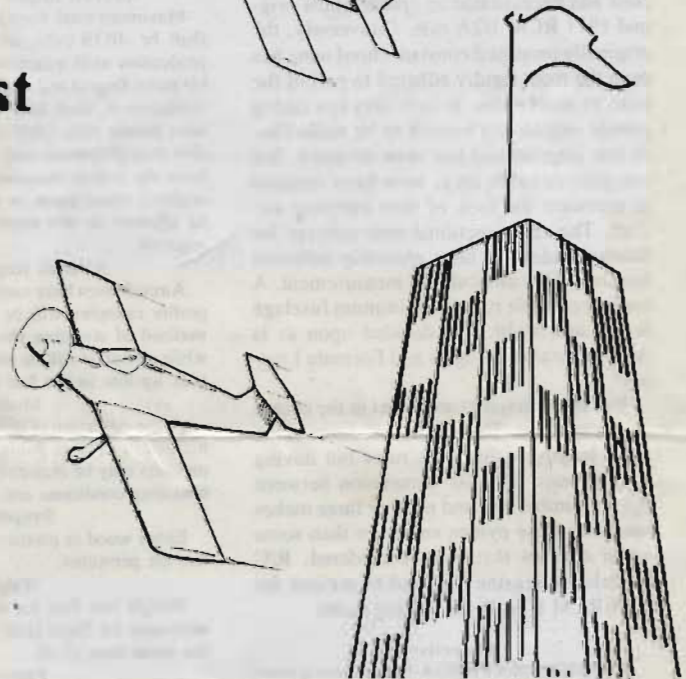
# 30

AND

# 1

SATURDAY

SUNDAY



SEPTEMBER 30TH AND OCTOBER 1ST 1978, TWO GLORIOUS DAYS OF OUTSTANDING COMPETITION IN THE SEPULVEDA BASIN AT THE LOS ANGELES MODEL AIRPORT WHICH HAS AN ASPHALT RUNWAY 650' BY 90' ESPECIALLY DESIGNED FOR RACING, PAVED PITS AND AMPLE PARKING. THIS IS AMA SANCTIONED CONTEST #871 AND AMA PROOF OF MEMBERSHIP OR APPLICATION FOR MEMBERSHIP WILL BE REQUIRED. FCC LICENSES APPROPRIATE TO YOUR FREQUENCY ALSO WILL BE REQUIRED. TROPHIES INCLUDING THE RCM PERPETUAL, MERCHANDISE, AND DISCOUNT CERTIFICATES WILL BE AWARDED THROUGH 10TH PLACE. THE RULES TO BE FOLLOWED ARE THOSE PUBLISHED DURING 1976 BY R/C MODELER MAGAZINE. FIXED PICKUP SHUT OFF AND NO MUFFLER ARE OK. THIS CONTEST IS SPONSORED BY THE SAN FERNANDO VALLEY R.C. FLYERS INC. WITH DONATIONS OF MERCHANDISE AND TROPHIES BY COX HOBBIES AND R/C MODELER MAGAZINE. PRE-REGISTRATION IS REQUESTED.

PRE ENTRY FEE IS \$8.00 IF POSTMARKED BY 22 SEPTEMBER.

ENTRY FEE AT THE FIELD IS \$10.00 WITH REGISTRATION AT 8:00PM, THE 30TH.

PRE ENTRY FORM, 1978 WESTERN STATES CHAMPIONSHIPS

TO: GEORGE FINCH CD, 18127 WAKECREST DR., MALIBU, CA 90265 (213) 593-8189 DAYS  
(213) 459-1577 EVES

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ PHONE( ) \_\_\_\_\_  
 AMA # \_\_\_\_\_ FCC # \_\_\_\_\_ FREQUENCY \_\_\_\_\_ MHZ



# HALF-A PYLON RACING RULES

Since its creation and introduction by R/C Modeler Magazine in 1971, 1/2A Pylon racing has enjoyed tremendous growth, particularly during the past two years. Numerous trends have developed within this racing class and necessitated an update of the original 1971 RCM 1/2A rule. Conversely, the originally proposed constant chord wing has been the most rigidly adhered to part of the rules by most clubs. In fact, very few racing groups require the models to be scale-like, so this requirement has been dropped. But canopies or cabin areas have been retained to maintain the look of man carrying aircraft. The cross sectional area concept for fuselage sides has been generally enforced because of the difficulty of measurement. A more applicable rule of a minimum fuselage height and width was decided upon as is done in Quarter Midgets and Formula 1 racing.

The other major change was in the course layout and size. The result is a course of the same length as the 1971 rules but having three pylons. The 60' dimension between pylons number two and number three makes rounding these pylons smoother than some wider courses that were considered. R/C Modeler Magazine is proud to present the 1976 RCM 1/2A Pylon Racing Rules

## 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 contestant is of paramount importance in this event. Any unsportsmanlike 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 engine 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 on command 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 wood 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 3/4" deep, (excluding fillets) 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 retracts, 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. Marking 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.

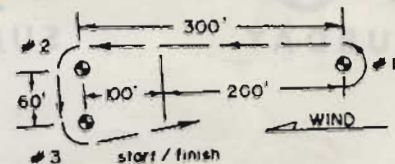
## Materials And Workmanship

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 of 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. Any aircraft involved in a mid-air accident will pull up and off the course, away from spectators, shut the engine off, and land at the first safe opportunity.

## 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. □

## Valley Flyers in Action

On Sunday, August 5, a Formula 500 race was held at Whittier Narrows with approximately 20 flyers.

The Valley Flyers were out in force with Standard class flyers Bill Grove, Gordon Davis, and Gary McPike, and Expert flyers Chris Hoyer (newly graduated), Krazy Larry Laulom, and Laird Owens.

After several Rounds of fast flying in Expert, it was evident that Elroy Lopez was the man to beat, as he had a perfect score and fast time of 1:15.1. Laird Owens was 1 point down with a time of 1:18.1, using Gary McPikes' "T" tailed Quickie. Larry Laulom was going fast, but has a zero due to a hole in the fuel line. Chris Hoyer was having more problems with the management than on the race course. The last Round had some very interesting events happen. First was a race between Lopez and Owens, a very tight race with fast times. Laird won setting a new Formula 500 record of 1:13.9, with Gary McPike calling. This created a tie for 1st. Later in the Round, Krazy Larry showed that he couldn't be outdone, so he set a new Formula 500 record for himself, a 1:13.7.

In Standard, showing god speed and consistency, Bill Grove placed 1st by winning his flyoff, also having fast time in Standard of 1:28.6. Welcome to Expert, Bill. Also showing good consistency and a little luck, Gordon Davis placed 3rd by winning a flyoff with Gary McPike.

The Expert flyoff for 1st, between Elroy Lopez and Laird Owens, was very fast and tight race ending in a dead heat, both flyers 1:13.5 and two cuts each. The race was decided by fast time, which Laird had at 1:13.9 to Elroy's 1:15.1.

This was a race in which the Valley Flyer racers walked on the rest of the Formula 500 community by placing 1st in Expert, Laird Owens, 1st in Standard, Bill Grove, and fast time of the contest and new record of 1:13.7, Larry Laulom.

Congratulations to all.

---

### Excerpts from the B.I.R.D.s "EYE VIEWS" newsletter.

"The BIRD Club was host to 21 1/2A racers on July 30 at our field, again CD'd by Richard Farrier.

1. LAIRD OWENS\* - also fast time.  
2. Mack Moffat  
3. Bob Novak

4. Bob Nickel  
5. Bill Racer

(\* Flying "Thunderchicken" designed by Laird Owens, ed.)

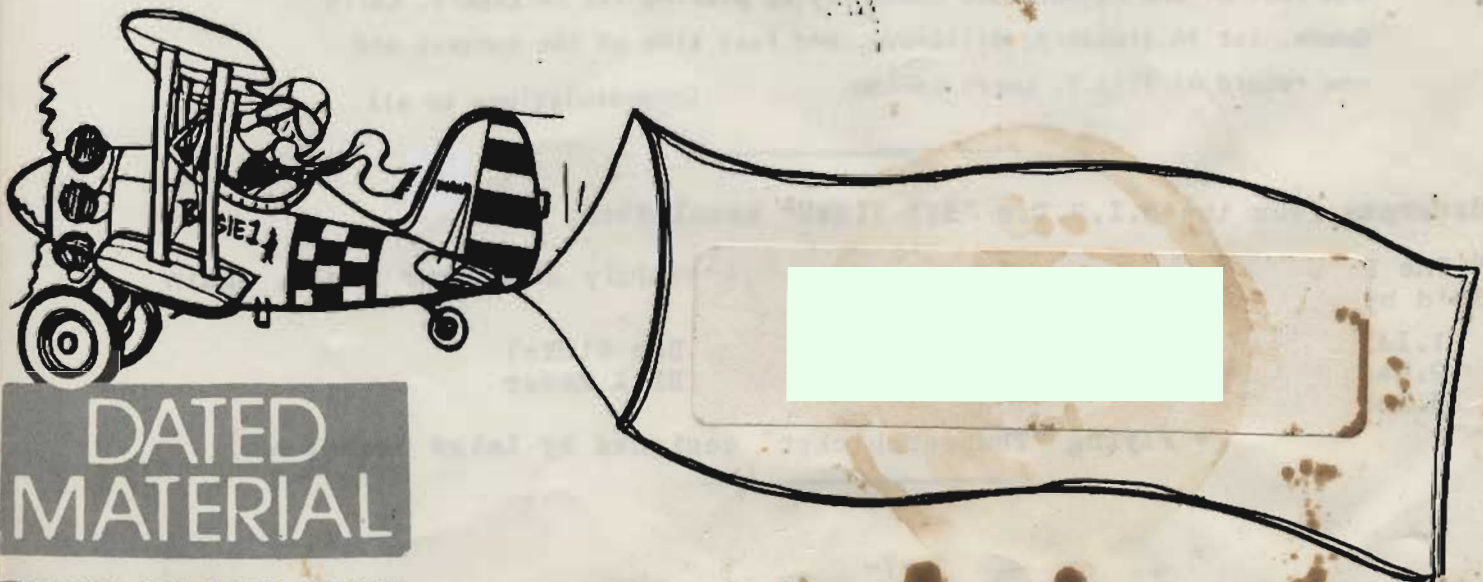
MODEL OF THE MONTH: Winner of the trophy in August was JOHN PAHLOW as shown on the cover photo (by Packard Photography) kneeling at the left holding his Cruisair 800. It was scratch built from a design by Woody Woodward. It's covered with red and yellow Monokote, boasts a Clark Y airfoil, K & B 40, and Jubilee wax for that bright finish. At 5 1/2 lbs. it just floats along. Standing behind John is JAY ROSS holding his Formual I racer, Little Toni, a Prather kit. It is painted with red, brown, yellow, and white plus a clear coat of Formula U epoxy. It is his first Formula I, weighs 5 lbs, and has a Lee Custom K&B 6.5. ROD TAYLOR seems real proud of his hybrid glider. It is a Francis Products fiberglass fuselage with wings from a Windfree. The flat bottom wing airfoil solved problems it had with the undercamber airfoil. WAYNE and ADAM McELRATH built this Bucker "Jungmaster" from a Mini Flight kit. It is covered with silver and purple Monokote and is powered by an Super Tigre 61.

Printed by HAGER PRINTING

**THE VALLEY FLYER**

Bob Owens, Editor  
6469 Day St.  
Tujunga, CA 91042

Reprint permission given provided  
credit given author and Valley Flyers



**DATED  
MATERIAL**  
**FIRST CLASS MAIL**