

NEWS LETTER

NOV 1969



SAN FERNANDO VALLEY R/C FLYERS, INC. LOS ANGELES, CALIFORNIA

VALLEY R/C FLYERS

c/o Don Butman, Editor
6161 Platt Ave.
Woodland Hills, Calif.
91364



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TO

SAN FERNANDO VALLEY R/C FLYERS, INC.

The San Fernando Valley R/C Flyers, Inc., meet on the 2nd Tuesday of each month at 8 pm in the Encino Woman's Club, at Ventura Blvd. and Paso Robles Ave. in Encino. Permission to reprint granted, credit the Valley Flyers and the Author(s).

OFFICERS OF THE VALLEY FLYERS

| | | |
|----------------|-------------|--------------------|
| President | Dick Adams | Contest Directors: |
| Vice President | Bud Anders | Frank Capan |
| Secretary | Roger Owens | Larry Leonard |
| Treasurer | Randy Mytar | Bob Upton |
| Editor | Don Butman | Woody Woodward |

THE PRESIDENTS CORNER..... Dick Adams

I was just thinking back on the year.....Its been a good year! I think everyone has had good fun out of the contests and the games we have played. After all, fun is suppose to be the name of the game.

All of our activities have been very successful.....in fact almost too much so! The formula I people under the guidance of Bob Upton got what they wanted....racing and plenty of it. Irv Weingerger has a good thing going now that is sure to prove to be a winner. As a matter of fact it is already suffering from success. Couldn't even complete the second round....too many people and not enough daylight. Even our scale gatherings which were always low in attendance figures has jumped up dramatically. And Larry Leonard, the Valley Flyers own coup de maitre provided us with a finale that is sure to become a classic. The Stunt contest under his command was without a doubt the VERY BEST stunt contest on the West Coast this year.

If the club activities suffered this year I would have to say it was from success. We had more contests, more contestants, more prizes and more hard working people than ever before. What a good group!!

All of which leads me up to the following announcement:

PLEASE BUY YOUR TICKETS FOR THE HOLIDAY PARTY NOVEMBER 22, 1969

FOR SALE, TRADE OR??

ONE (1) SNOOPY'S

DAWG HOUSE

CONTACT DON BUTMAN
340-2563

A C.D.'s LOOK AT THE CONTEST

I feel this contest had to be one of the best run and organized contest's I have attended. This is of course due to planning and assistance I received from the following:

At the SCORE BOARD- Bob Davidson, Bob Stockwell, Mat Tennison

At the ADDING MACHINES- Dotty Woodward, Mrs. Smith, Lucy Stockwell, Kathy Action
Loretta Hall, Pat Leonard

At the P.A. SYSTEM- Woody Woodward

Posting Hidden Scores- Gail and Russ Smith

Judges and Timers- Frank Capan, Al Cox, Dick Sonheim, Bob Smith, Jim Spurlock
Jim Oddino, Nate Rambo, Larry Leonard, Bill Salkowski, Joe
Bridi, Marty Barry, Bror Faber, Tim Symes, Mel Santmeyer

Assistant C.D. - Jeff Bertken

If I overlooked anyone I am extremely sorry as I appreciated all the HELP.

As for the contest, we tried a few new things and with great success. Let's take the TIMING OF FLIGHTS, when the other plane landed and completed it's flight your time started. This was a very fast way of keeping things moving. To my knowledge only two people ran out of time.

The judging for A, B, C novice was uniform with each contestant getting in six rounds of flying. The only problem that arose was in setting up the judging teams. We had no idea who would be high and who would be low. We ended up with one team that had one judge that was extremely low as compared to the other two judges on that team. This in itself made it extremely hard for the other two judging teams to make up this low overall score. It did make a difference in the final C expert scores. Also the weather changes that we had didn't help the judging teams that flew in the morning in 25 to 35 mph winds. These are things we have no control over and was kinda unusual for the basin.

I heard alot of nice things about the contest and for a change very few complaints. We even started within 6 min. of our 9 O'clock starting time.

I did hear one thing discussed, the judges judged for eleven hours in this two day meet and with only four flights it was hard work. I would like to have seen more flying for the experts but, we all had alot of fun and who knows, maybe we started something new.

As for statistics we had 56 entries; 26 in A, 12 in B, only 4 in C novice and 14 C experts. Everyone won something, in fact 75% of all entries got to choose from the giant pile of merchandise that was donated to our contest.

Here is what everyone flew:

Veco-Veco Lee 61 Led the way with 19 engines, Enya 60 was close at 17 then Super Tigre with 8, OS with 6, Webra 4, Merco 2.

The Radio run down looked like this:

Seven different colors were seen with that Gold Kraft taking top honors with 33, Orbit 10, EK's had 4 and PCS, Micro Avionics, Bonner and Pro Line each having 2 represented also one HeathKit.

The VALLEY FLYERS R/C CLUB put on a contest that will be remembered for a long time to come.

Your Stunt C.D.

Larry Leonard

NEXT MEETING OF THE VALLEY FLYERS

The next meeting of the Valley Flyers will be held on Tuesday the 11th day of November, at 8 pm in the Encino Woman's Club. Topics of concern are the elections for Officers for the 1970 season, and the Club Holiday Party on the 22nd day of November, 1969.

There were so many declines for the Officer nominations that I find it impossible to remember just who are still in the running. Just remember you fellow Club Members, the success of the Valley Flyers for the year of 1970 rests with ALL OF US, and not just a "Chosen" Few!!! So attend this meeting and give your support to those who will still be running(!?) for office.

HOLIDAY PARTY

The Annual Valley Flyers Holiday Party will be held on the 22nd of November at the Nob Hill Restaurant, 8229 Van Nuys Blvd. (at Roscoe), in Panorama City. There will be Live Music provided by Randy Mytar's Combo following the dinner and door prizes and raffle and installation of new officers. The tab for this affair is \$6.00 and tickets may be obtained from this year's officers no later than this coming meeting!!!!!! So buy those tickets!!!!

UPCOMING EVENTS

| | |
|-----------|--|
| 11 Nov | Meeting and election of officers |
| 16 Nov | Valley Flyer Scale Rallye at the Basin |
| 22 Nov | Holiday Party at Nob Hill |
| 28/29 Nov | Winter Nats at Phoenix, Arizona |

NOTICE TO EXCHANGE NEWSLETTER EDITORS

Starting the first of the new year, 1970, the job (!!) of newsletter Editor for the Valley Flyer Newsletter will become the task of

Gail Smith
4547 Alonzo Ave.
Encino, Calif., 91316

CORRESPONDENCE

Gil Horstman of the Las Vegas R/C Club commented on my reporting of the Las Vegas "Do-It-Yourself" Contest. It seems that there is an almost complete lack of support for the Club in Las Vegas. Gil Has been active in this Club for a number of years but is finding it difficult to do all of the work by himself. This is indeed unfortunate since there are many qualified and competent people that could keep the Club going. Gil is, as he puts it, "I'm a doer that got tired!"

So you see people, some effort is required by all members to keep the Club operating. Our condolences to you, Gil!

Nate Rambo dropped a line to say that he was sorry that I was leaving the editorship of the newsletter and that he thought that it had been a good newsletter during my leadership(?). Well, this brings up a point, that being that Nate has been one of the steady contributors during my editorship which I think started in 1962. There have been others, whom I will list for credits in the December issue, but Nate has always provided a report of things

requested to be covered but many reports that Nate felt the need to report. This has also included photo comerage during the past year. So keep up the good work, Nate, and I'm certain that Gail will appreciate your efforts!!!!

SECOND INTRACLUB CONTEST REPORT.....Irv. Weinberger

If our first event of this type was successful, then this second event must be scored even higher. The attendance on November 1st at the Basin was greater than at the first meet, the participation more exciting, and the scoring was absolutely out of this world. In fact the scoring was so great, that some of the contestants have walked off with their score sheets and therefore, I cannot report on who won and who lost and who tied. Hopefully, those culprits who walked off with their score sheets will be guided by their consciences and will turn in those sheets so that the world may not be deprived of these vital statistics...(am I getting through to you, Mr. Espinoza?)....

If this country should ever get into a war again, I pray Jim Oddino takes on the job of recruiting, and if he does, I can see this nation fielding an army of at least ten per cent larger than the population. For a guy who was the only member of his team at the first event, Oddino the Organizer fielded a full team of seven this last time and even go hold of one guy whom he promises will become a member of the Club at our nest meeting. (I also don't have that guy's score sheet Jim).....

One of the brighter sides of the Tourney was Frank Capan's highly de-tailed stunt ship. Ask old Frank about that one and also ask him about his new maneuver called the inverted landing....it's really sump'n, fellas.

Our next meet will take place on November 22 at the basin at 1:00 pm. Teams 1 will fly aginat Teams 3 while Teams 2 will get two rounds in before dark this time. (and in time for the Holiday Party....Ed.)

So-o-o-o if you're looking for Fun, Fellowship & Flying get in on the next meet....after all where else can you see Whit Stockwell and Bob Smith sharing a stunt airplane????

RESULTS OF THE VALLEY FLYERS STUNT CONTEST

| C-EXPERT | C-NOVICE | B | A | SPECIAL EVENT |
|-------------------|----------------|-----------------|------------------|----------------|
| 1. Bill Salkowski | Brian Ehrke | Dave Espinosa | Dan Gray | Larry Leonard |
| 2. Bob Smith | Whit Stockwell | Bill Hebestreit | Chuck Hebestreit | Bill Salkowski |
| 3. Jim Oddino | Joe Howard | Jim Graham | Bill Allen | Jim Oddino |
| 4. Larry Leonard | | | | |
| 5. Tim Symes | | | | |

THE RACING AT SAN MARCOS (October 11-12) set quite a number of new records. The event was the first pylon event outside of the Nationals where you could fly only if you were entered in advance, so that heats could be made up and flying could start by 9:00 A.M. They did just that, too: we got there fifteen minutes late, after a series of minor mishaps that terminated in our running out of gas about 300 yards short of the racing site; Whit's airplane therefore didn't get judged; it had an automatic minimum handicap, and we started last in EVERY heat. That's a novel experience, not to be recommended. Cliff Weirick is a no-nonsense C.D. and everyone who arrived after 9:00 A.M. started last except when they went against each other, where the earlier bird flew first. Tom Protheroe arrived about 30 seconds ahead of us: and the only bird he started ahead of was our blue Minnow. Another record was surely the number of rounds we flew. Consider the following rather impressive statistics: At the '68 Nationals the results were the outcome of six rounds of flying (the intended last four rounds were rained out); at the '69 Nationals the results were based on nine rounds (the tenth round was not flown because of time lost earlier to showers); as far as we know, at no other contest, including the rather small (15 entries) two-day high-priced Tahlequah Cup meet, have there been more than nine rounds completed, and most have been like five or six rounds. But at San Marcos we had EIGHT rounds on Saturday (with an entry list of 34) and SEVEN rounds on Sunday (with the competition reduced to 24), for an incredible contest total of FIFTEEN COMPLETE ROUNDS! That's the equivalent of at least two other contests, and for being hard on the engines probably the equivalent of three, given the amount of dust you run through them at the San Marcos site. That is the only critical thing anyone could find to say about the contest: it was organized superbly, it was run smoothly down to the tiniest detail, there was great communication between the lap-counters, the starter, the flag-men, and the pylon judges so that you always knew when there had been a cut, and there was never any argument about who won or what position you had placed in. There was one over-riding reason WHY they did so well: the Palomar Fliers, who did all the work, had agreed in advance that THEY THEMSELVES COULD FLY IN THE CONTEST ONLY IF EACH ONE WHO FLEW COULD PERSONALLY ARRANGE FOR SOMEONE TO DO ONE OF THE DIRTY JOBS IN HIS PLACE. You worked, that is, unless you had a competent replacement--otherwise you gave up the fun yourself in order to provide the best possible contest for your guests. We have never heard of any other club with that kind of spirit and dedication. And from what we could gather, Cliff Weirick only had to beat up a couple of them to bring that great cooperative spirit out. (That's slander, of course: the truth is that there's no more able or energetic group of racing enthusiasts on the West Coast, and we want to extend our most sincere congratulations to them for fielding this outstanding event. Especially to that man Marty who waved the red flag at the scatter pylon for the number four starting position for two days.)

A significant fact to note about a contest that provides lots of flying is that zeroes don't kill you off the way they do in most contests. For instance, at Turlock Larry Leonard won every heat he flew except one, where he blew a plug for a zero. That zero knocked him down to 11th position. At San Marcos, he had TWO zeroes, but he still ended up 4th; and Joe Bridi, also with two zeroes, ended up 3rd. The first two positions went to fliers who had no zeroes whatever, however: there's no doubt that consistency pays off. Mike Bridges was second, with 52 out of the possible 60 points. Whit Stockwell had the best two days of his racing career to date, winning top position with 54 points (he got beaten by Joe Bridi four times and by George Killean once). We calculated that since he started last in every heat, he had to pass 42 airplanes in his 15 heats, which is 42 chances for midairs, at the very least. And since you almost never just fly right by, but instead stay in close competition with each plane you pass for anywhere from

half a lap up to a full ten (as it was in one heat with Bror Faber), we have to conclude that midairs are totally beyond our prediction or control. With all those chances we didn't have one. On other occasions when the odds were nothing close to this bad, well--you know the history.

With all those races it's hard to record all the memorable moments: there were a great many of them. We'll recount the ones that stand out now in our recollection, but many have slipped away.

One of the happiest, and saddest, events was Phil Kraft's re-entry into racing competition. He has, of course, been critical of racing and has stayed out of it since his '66 Nats win with the Go-Go-Fly, except for one plunge at the Universal Destruction Derby. It is great to have him back, and it is ironic that he was flying the very airplane that won the last race he competed in--Joe Foster's beautiful yellow Rivets, which Kraft acquired when Foster retired from modeling. The sad event which everyone has by now heard about was that even the top radio men can have a battery go out, and that's all the yellow Rivets wrote. Several of us, looking closely at the pieces of Foster's twice-repaired fuselage, found it hard to believe the great craftsmanship that had gone into the initial construction and the subsequent repairs. It was not damaged so badly that Foster could not repair it again, and we admired that airplane so much we hope Kraft will undertake to have it repaired even now.

Another sad event was to see one of our best friends and toughest competitors, Bob Smith, lose his plane in a midair. It had his new Kraft radio in it (not badly hurt, it appeared), a great new engine that was leaving everyone behind except maybe Larry Leonard and Joe Bridi, and he had just refinished the wing after removing a warp that had nearly cost him the airplane on his test-hop at the Nats. Happily Howard Fesler, in the midair with Bob, got his plane back in one piece. It's truly amazing how one plane can survive impact at those speeds while another will be mortally damaged. The same thing happened between Jimmy Witt and Howard Reed: Jimmy's Mr. Zip (soon to be available in kit from Top-Flite, we hear) was totalled, and Howard's aging but still beautiful Shoestring flew out the heat and landed safely with one aileron almost chewed away.

The most spectacular crash was Bror Faber's. During one heat he got excessive vibration from a spinner that (literally) split open. The next heat he got a few glitches, but he didn't have time to change radios before he had to get back out on the line: and this time whatever that vibration had done to his radio paid out in spades, with full down elevator at 120 m.p.h. halfway to the scatter pylon on the second or third lap. Al Strickland, the Orbit sales manager, apparently had a linkage come loose in his very fast white Minnow, and it spiralled into heavy weeds that at least protected the engine from major damage. John Garabidian went in also apparently from some sort of linkage failure on the elevator. George Killean cut the number three pylon a little on the tight side: about one foot inside the pylon at an altitude of twelve feet. But the pylon was fifteen feet high. The pylon was knocked over, the pylon judge hit the deck (fortunately there was no bloodshed afterwards, because he's one of George's closest friends--anyone else might have been of a mind to test George's reflexes), and of course that Minnow ended up in small pieces nearby. As far as we know, however, they didn't call a pylon cut. It was the only instance we observed when anyone got inside a pylon without a cut being called.

To continue with this bloody tale, at least three others went in for one reason or another--Hans Weiss, Ray Raymond, and Jay Replogle. We don't have the details of these disasters: they were less spectacular, but just as damaging as the ones we've reported above. The number of accidents of course was in proportion to the very large number of heats we flew. The winners had to be pretty fast, pretty

consistent--and damned lucky. It was a great contest: if you skipped it, you missed a lot of fun. But then, you've still got an airplane. And so have some of the guys who didn't miss it.

SOME THOUGHTS ABOUT THE VALLEY FLYERS STUNT CONTEST. The results are well-known to us all; for any who haven't heard, the full list appears elsewhere (we trust) in this newsletter. What we want to talk about are the several controversial aspects of the contest.

First, the secret scoring. The main advantage, of course, was that there was no squabbling about the judging--at least, not during the contest. We don't know what happened afterward, but it couldn't have been much because by the time you learned your score at the end of the contest you had forgotten the details of the maneuvers that the scores referred to. A secondary advantage, especially for the less experienced Class A fliers, was that you just went out and flew your best without actually feeling very directly the pressure (and consequent damage to the nervous system) of competition. Several made this comment to us. ---- On the other hand, the disadvantages were considerable. The major one, clearly, is that when you have probably the best teams of judges ever assembled outside the Nats (and maybe including the Nats), you want very much, right after your flight, while all the maneuvers and all your goofs and even those flukes that came out right are fresh in your mind, to see what those cotton-pickin' high-powered judges thought about every detail of the flight. For this purpose, the Nats' system is inestimably superior: you get a copy of the score sheet, with each judge's initials, and you can add up the totals to be sure there was no mistake (and such mistakes DO occur--Bob Smith was only second among the seniors at the Nats until someone noticed a really horrendous error in adding Mike Muller's two best scores). The important fact is that close study of the score sheets (when the scoring is by experts) right after a flight is the way to learn what was wrong.

Second, judging by the expert fliers who are themselves entered in the contest. This innovation of Larry Leonard's has enormous advantages for the less experienced fliers, because they know that the judging really means something. And it means that the experts themselves, when they're putting in their own flights, will respect the scoring of their own peer group. But unless we can figure out some different rotation system (and there are several possibilities, like throwing extra rounds of expert flying in between the regular rounds), the judges who happen to fly when the best weather conditions prevail will have considerable advantage. With the system we used, where both expert flights each day were put in within a short time span for each expert, but those two flights had to be both early, or both middle, or both late, it was impossible for the experts to get their flights spread through the day like the rest of the competitors so that the weather conditions did not average out for them. We think it is probably accurate to conclude that the differences of position among the top five fliers were attributable as much to this as to any other factor. We watched both Larry Leonard and Bror Faber do clover leaves that were complete disasters because of the high wind on Saturday morning: two hours later that same day it was dead-calm. Variation in the weather is of course one of the "breaks" that you have to live with in a contest; but it is a variable that should be randomized as much as possible, and the absence of such randomization must be considered a serious flaw in our rotation of the experts.

Third, the reduction of the various patterns to eight minutes on Saturday and six minutes on Sunday. There are two quite distinct considerations: frequency control, and total time. For frequency control it is a huge simplification to have totally distinct frequencies on the two flight lines, so that after the initial line-up you have no possibility of interference except when you run the experts

into both lines--a relatively small problem to keep an eye on. But to assign distinct frequencies to the two flight lines and have them come out even, you almost have to have identical numbers of fliers flying patterns that consume identical time. The alternative is to have a rag-tag delay at the end of each round while one line or the other catches up (a problem which incidentally was not solved at the Nats and which spoiled the fair and proper rotation of judges in the qualifying rounds). Our pattern-reduction system completely eliminated this problem, with both lines finishing almost simultaneously all six rounds. The more basic reason for pattern reduction, of course, was that with 56 entries we had to reduce it in order to complete six rounds; and it was necessary to complete six rounds in order to get a full rotation of the judges, which we believed to be a paramount consideration. ---- It should be pointed out that our practice of starting the next flier's time just as soon as the previous flier's transmitter was shut off (a practice copied from the Nats) moved things along very briskly indeed.

Fourth, the "special event" after the main contest where all five top winners flew the same airplane through a pattern chosen immediately prior to the special event. This had great potential, and it was--at the very least--an enormous crowd pleaser. Part of the fun lay in the fact that we in the crowd could follow every maneuver on a direct comparative basis (some idiot on the loudspeaker described it, on a stroke-by-stroke basis, as it were, so you couldn't miss a maneuver unless you sneezed, and even then you heard about it). A number of people in the crowd made a point of seeking us out afterwards to tell us how much they had enjoyed this special event--that up until then they had enjoyed watching the aerobatics in a loose and unstructured way, but that the direct comparison between several experts flying the same airplane gave them for the first time a chance to appreciate what was really involved. We don't know whether the other fliers enjoyed the event as much as the non-flying spectators did, but an event that holds their attention is worth the trouble. Our impression is that the fliers in the crowd were as attentive and interested as the other spectators. ---- Now the interesting question is, did the event show dramatically which of the five really flew best? One thing it showed for sure is, the engine was lean the first flight, rich the second and third, and only the fourth and fifth fliers had decent engine runs. There was apparently some dirt in the lines that finally got cleaned out: but this simple mishap drastically reduced the comparability of the flights, particularly on certain maneuvers like the Vertical Eight. We're not going to hazard any more serious opinions about what the special event showed: it was, and is, a great idea, and we hope it can be tried again next year with one modification--let the top five have two flights each, one of five minutes to trim the airplane and get the engine adjusted to their satisfaction; then they go up for real competition unmarred by the total unfamiliarity with the engine and aircraft that made the competition a little less keen than we had hoped.

Others will no doubt say elsewhere in this newsletter what a really top-drawer contest this was, and just in case it doesn't get said elsewhere we want to say here that Larry Leonard did a really extraordinary job of planning, organizing, and carrying through this contest. It will be discussed for a long time as a controversial, innovating, bold, and imaginative experiment in pattern contests, and while there'll be lots of disagreement, there'll be no one who was here who'll speak of it contemptuously, no matter what his final conclusions about the innovations. Like the San Marcos Air Races just the weekend before, it set new standards of competition and new standards of organization to be pursued and we hope one day surpassed by others who put on such events: perhaps even by the Valley Flyers next year.

Just for the record, the prizes that were handed out (excluding trophies) came to a retail value of over \$1,200.00. Something or other was given out down to some incredible depth in all classes (like 10th or 12th), and every entry carried

away some tangible bit of merchandise to remember us by. There were damned few people who didn't get back their entry fee or considerably better. All this was thanks to a long list of contributors whose names were posted conspicuously throughout the contest, to whom Larry had written individually--and in a couple of instances called up when letters bore no fruit, or slightly unripe fruit. Even the Winter Nats will have to hustle to match this contest in the prize category, to say nothing of the variety of other categories in which it was outstanding. But we hope they'll do it, and we're looking forward to getting a new, and decent, stunt ship ready for it. (Maybe some of the judges who flew the red and white one will be a little more generous next time they see our blue and white one?..)

THE RACING AT WHITTIER NARROWS (October 25-26) completed the racing season (there will be races at Marana, but they don't count toward season championships--win or lose, the results are all in now). It was an extremely well-run contest, modeled in its format after the pattern set by Bob Upton and the Valley Flyers earlier this year when we raced only Open on Saturday and only Formula I on Sunday--separate contests, really. John Garabidian ran it, and on Sunday he and his assistants (especially Jim Jensen, on the starting line) introduced a welcome innovation: since they had good communications with the flag men and the referees on the other two pylons, they took it upon themselves to make a new and judicious ruling, namely that if you were not informed of a cut by the time you completed that lap, it would not be called against you. This effectively eliminates a large source of hassling and bad feeling.

We thought for a while that we might manage to make it back-to-back wins--San Marcos followed by Whittier Narrows, but Joe Bridi beat Whit in the fly-off; they tell me Whit's caller didn't gamble enough in calling the scatter turn--after all, when it's a two-plane fly-off, you can't do worse than second. Joe and Whit had had an earlier race with the competition so tight that Joe's orange Minnow picked up a bit of blue from Whit's, and conversely. There was some confusion at the finish of that race, with Whit getting the flag first but with a cut on the scatter pylon that hadn't been communicated until after the flag had dropped: so by Jensen's policy on the starting line Whit won, but since that would have decided the entire race on a disputed ruling, they both were awarded 1sts for that race, which led to the fly-off later. And like Sam Snead in another era of another sport, we've never won a fly-off. And we doubt if Joe's ever lost one: it's a beautiful race he flies!

Final results at Whittier Narrows in Formula I, then, were

| | | |
|----------------------|-----------|--|
| 1st Joe Bridi | } Fly-off | Best time was Whit's 1:44 in the heat with Bridi, though nullified by the starter's tie-decision |
| 2nd Whit Stockwell | | |
| 3rd Granger Williams | | |
| 4th George Killean | | |
| 5th Jack Hertenstein | | |

There were a couple of freakish accidents during the Formula I racing. We actually SURVIVED a midair--but, unhappily, Bill Salkowski's white and blue Midget Mustang did not. Our landing gear was mangled totally, but replacing it and making minor repairs to the wing was sufficient to get the blue Minnow back in the air for the fly-off with Bridi. That is the second midair which that wing has survived (the wing is the one that went in with Killean at the Basin), which says something fairly clear about the strength of plywood sheeting.

Another freakish accident knocked one of the top fliers out of the competition without his ever getting into the air: Mike Bridges had the ulcer-creating experience of watching his plane get smashed while parked in the back-up area. We

didn't get all the facts about exactly how it happened, but it was some sort of runaway just after the starting flag dropped, a 180 degree turn on the ground.

There were five bad crashes: Dennis Dunn, who never gives up and who lost a really good-looking Midget this time; Paul White, the automotive racing expert who has been turning his spare-time attention to toy engines and making them hum too; Roger Owen, with the beautiful yellow plane that has served him so well; Tom Protheroe; and Terry Prather.

In the Open Pylon racing on Saturday, the first two places were taken by a single airplane. You may remember from our earlier report on Turlock that Mike Bridges lost his Quik-Fli up there. Well, it turns out that there is nothing explicit in the rules to prevent two fliers from piloting the same airplane in a contest--so Jim Jensen and Mike Bridges entered Jim's open racer. The question was, who would place first, and who second? A single airplane can hardly fly off with itself. Someone suggested that if they tied, they ought to have to fly it off lap by lap, tossing the transmitter back and forth, but Jim was not much taken with that idea, it being his airplane. But as it turned out, Jensen was second, because of one cut. George Killean was third.

It is not worth pointing out the obvious consequences of the Jensen/Bridges policy if it is allowed to continue, and presumably there's no danger it will continue--the rules will have to state unambiguously that for each entry there must be a separate airplane, and until the official rules are so modified the C.D.'s will no doubt want to enforce such a ruling unofficially. Otherwise we can reduce contests to a single airplane with thirty fliers, each racing against the clock to determine his finishing position. (Actually that might be a kind of interesting, even if slightly kooky, experimental contest, like the special stunt event at the Valley Flyers' contest.) Jensen and Bridges gave the rule book a little push, in this instance, and it's just as well to get it cleared up now. It would help if they'd make sense out of the B.O.M. rule while they're clearing this one up, too.

The worst event in Open was Bob Smith's midair with his very clean and very fast orange open racer--for Bob, that was the end of two disastrous contests, since he lost his Formula I at San Marcos in a midair too. For those who care about such matters and are prone to express opinions, we point out that both of Bob's midairs were at the scatter pylon, where it is hardest to judge the relative positions of the two aircraft--the same place as Upton/Weirick, Stockwell/Killean, Weirick/DeBolt, and several others.

So ends the season. If our count is correct (though we can't be sure until the official count is reported by NIPRA), Whit Stockwell is Grand Champion in pylon racing for the 1969 season, Jack Hertenstein is Formula I Champion, and Hal DeBolt is Formula II Champion. Whit is right behind Jack in Formula I (Whit's intersection with the Santa Barbara pylon cost him two full races; Jack was the steadiest of them all, finishing every contest and always near the top), and Larry Leonard is close behind Jack and Whit.

Now let's get back to some cheap hobby. Say, collecting 1936 proof sets?

HOBBY DEALER DIRECTORY

We never seem to tire of going to our local Hobby Shop and spending many hours looking at all the wonderful things that delight the heart of any modeler. Whether he be a newcomer to the Hobby or an oldtimer, they all seem to derive that special enjoyment which only comes when in the company of other modelers that frequent our Favorite Model Shop.

At these Shops, you will find all the goodies your heart desires. Older kits that you have built, flown and remember with nostalgia, new ones that you're just itching to build and try with great expectations.

Here the newcomer can ask for and receive the tried and true basic and advanced fundamentals that would save him many dollars and hours of building time and tremendously increase his enjoyment of model flying.

Your local Shop Owners are dedicated to you, the Modeler, in every way, shape and form. We need them as much as they need us. By supporting your Favorite Shop, you will benefit many times over in the long run.

This page is dedicated to you the Modeler, and is brought to you the Valley Flyer Modeler, through the courtesy of the listed Hobby Shops and their interested Owners.

VAN NUYS

Art @

The Hobby House
7546 Balboa Blvd.
Van Nuys
786-0701

NORTHRIDGE

Larry @

Larry's Hobby Center
8960 Reseda Blvd
Northridge
344-3105

SANTA SUSANA/SIMI

Irv @

Tapo Pharmacy
2267 Tapo St.
Santa Susana
340-2542
[805] 526-4224

SANTA MONICA

Colby @

Evetts' Hobby Land
1636 Ocean Park Blvd.
Santa Monica
Ex 6-0280

BURBANK

Tony & Addie @

T & A Hobby Lobby
3512 W. Victory Blvd.
Burbank
842-5062

Hans @

Wilshire Model Center
1304 Wilshire Blvd.
Santa Monica
395-0633

[]

THE VALLEY R/C FLYER SCALE GROUP
PRESENTS A

SCALE RALLYE

- SUNDAY 16 Nov. 1969 9^{AM} TO 3^{PM}
@ SEPULVEDA BASIN
- VF SCALE RULES → NOTES NO POWER-OFF STALL,
THIS IS REPLACED BY PILOT'S CHOICE OF
THE LISTED MANEUVERS, OR INFLIGHT
MECHANICAL OPERATION.
- ALL TYPES OF SCALE & SEMI-SCALE R/C MODELS
INVITED INCLUDING GOODYEAR.
- 3-VIEWS ARE ONLY REQUIREMENTS FOR PROOF-OF-SCALE
- ALL ENTRANTS WELCOME → BUILDER/FLYER
RECEIVES 15 POINT BONUS.
- PILOT OR CALLER MAY ANNOUNCE MANEUVERS
- ENTRY FEE \$2.00 EACH
- TROPHIES TO 3RD
- CD → WOODY WOODWARD PO 2-4760

See you there !!