

The Eagle's Nest



The Official Newsletter of the Sacramento Valley Soaring Society

August 2008

Volume 18, No. 8

President's Message

By Rich Beardsley

It's been a wild and crazy month. The July contest came up right after the delayed June contest. It was a smoky day with the promise of lift not being very good, but the air fooled us all. We had a great contest and almost everybody flew their full times.

Don't forget to put Saturday, August 9th on your calendar. We'll have our club contest and barbecue. Training day follows the contest and then we'll have a brief club meeting.

The Fun Fly held by Joan and Neil Nolte was a huge success. Of course it was greatly improved by my team winning the relay contest. I enjoyed the barbecue and was happy to be the chef. I have been phoned and approached by many of the folks that participated in the Fun Fly. They all expressed the desire to continue to have Fun Flies.

I have completed my Glider Instructor rating at Williams Soaring Center and had my first student this last Thursday (7/25). I started my flying career in gliders and as a Glider Instructor, although it has been many years, since I've instructed. It was like sitting in an old rocking chair that you are most comfortable in. I will enjoy my new part-time job, and if anybody desires to fly full-sized gliders, I would be happy to be your instructor. (ed. See shameless plug elsewhere in this edition.)

Please do not forget that we need to identify possible candidates for next year's club officers. Remember, it is the volunteers that make this club function. I have talked with several people about the position of President, and so far no one has volunteered to fill the position. The old political axiom applies here: "If nominated, I will not run, if elected, I will not serve." It's been a great two years, but we do need someone else to hold the reins for awhile.

About a year ago there was some news circulating about the possibility that our sister club in Fresno was at risk of losing their field. Like SVSS, the Fresno Soaring Society uses space in a County Park which they've enjoyed since 1994. There was talk that the land would be converted to a (get this) golf course. How despicable!! There were a series of meetings and workshops attended by FSS members as well as the general public. The majority of those in attendance expressed a preference that the area remain an open space. It appears that Fresno County listened and has abandoned its plans for a golf course. The area will continue as Fresno Soaring Society's flying site.

Sometimes we forget just how fortunate we are to have one of the premier flying sites in the Country. It didn't just happen. It took the persistence and hard work of a few dedicated SVSS members. There's still work to be done. You too, should be one of the few.

The Eagle's Nest

Published monthly by the Sacramento Valley Soaring Society.

Purpose

Founded in 1989, SVSS is a social organization whose purpose is to promote the safe and skillful operation of radio controlled model sailplanes. SVSS is an AMA chartered club, number 2752. Membership is open to the general public.

President	Rich Beardsley 707-455-8279
Secretary	Kipp Geisler 707-693-1771
Treasurer	Stan Scharosch 919-987-1173
V.P. Contests	Scott Meader 916-660-9080
V.P. Field	Manuel McLure 916-359-2444
V.P. Equipment	Jonathan Heritage 530-756-4931
New Member Mentor	Dave London 916-944-3948
Instructor	Dave London 916-944-3948
Instructor	Cameron Clarke 916-596-0986
Web Master / Newsletter Editor	Dudley Dufort 916-991-1266

Monthly Meetings

SVSS general membership meetings are held at the SVSS field. They follow the nine monthly club contest on alternate months beginning in March. If the club contest is postponed so is the meeting. Our meetings are open to the public and visitors are always welcome and encouraged to attend.

Contests

Monthly contests are held on the second Saturday of the month at 10:00 AM. Beginners and spectators are always welcome.

AMA

Membership in the Academy of Model Aeronautics is required prior to flying in any SVSS organized event or using and SVSS equipment.

Club Rules

1. Have fun
2. See rule #1

Editor's Corner



By Dudley Dufort

I want to thank Jeff Nowell for contributing a fine article about Neil Nolte's Fun Fly. Reading his account, it's apparent that this was a real hoot. I'm sure sorry that I was unable to attend. Looks like I missed out. I sure hope someone plans more of these events. It was in keeping with club rules one and two.

President Beardsley mentioned in his message the need for a successor. It appears that we're encountering some difficulty in finding a club president to take over for Rich in 2009. The guy's done two tours. He needs and deserves a break.

The presidents greatest responsibility is to preside over the club meetings. That responsibility has diminished with the revised meeting schedule. Now, there are only five meetings per year. Previously, there were 12. The meetings are shorter. We're no longer concerned with a program or presentation at each meeting. Essentially they are a brief "business" meeting.

Regular club contest attendees are the most likely candidates inasmuch that the club meeting follows the contest. Hey, give it a shot. You'll get plenty of support. You're out at the field anyway, why not step up and hold a brief club meeting. Oh, did we mention the pay and benefits package/ Phenomenal!!

Bob Mosher is the CD for the August club contest. The date is August 9th. The tasks are 4, 6, 9 and 11 minutes for all but the novices. They shoot for four minutes in all rounds. Landings are scored using our standard 100 point tape. But the landing zone is a half circle. Over shoot the 100 point mark and you're screwed!

In this edition, there is a plug for the Williams Soaring Center. If ever you've had an inkling to try full scale, it couldn't be easier. And it's cheap too. For as little as 60 bucks you can experience the exhilaration of real soaring. Talk to Rich.

August 2008

SVSS Key Dates
8/9 Contest & Meeting
Bob Mosher CD

Happy Birthdays
 8/1 - Bill Gore
 8/2 - Bruce Moore
 8/6 - Bob Foster
 8/17 - Dudley Dufort
 8/22 - R.J. Thomas
 8/26 - Gene Dias
 8/26 - Dennis Steir
 8/31 Dick Millin

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9 Club Contest & Meeting
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

SVSS Preliminary Financial Statement

July, 31 2008

<u>Checking Acc.</u>	<u>Description</u>	<u>Income</u>	<u>Debits</u>
Starting Balance			\$7,463.92
Income;			
	Monthly contest	\$152.00	
	Total	\$152.00	\$7,615.92
Expenditures;			
	News Letter mailing		\$25.20
	Yolo County Tax Collector		\$179.49
	Porta-Potty (7-17 / 8-16 Service)		139.73
	Total		\$344.42
Ending Balance			\$7,271.50
Increase/decrease in operating funds			(\$192.42)

Neil Nolte's Fun Fly

By Jeff Nowell

Pilots arriving at the field for the Fun Fly on Sunday, July 20th, were greeted by a clear, dark blue sky with scattered clouds. Winds in the 8-10 mph range might make flying difficult, but they had cleared the smoke of previous weekends.

I arrived with a couple of e-birds in the back of the truck, expecting to chase balloons or fly under a limbo stick. The 2.5m Sierra had been loaded as an afterthought, and I had no backup.

CD Neil Nolte surprised me when he announced a thermaling contest originally conceived by George Steiner: a pilot skill test, teamwork exercise, and cardio workout all rolled into one! Even winch operation and launch skill would be challenged.

An ingenious set of rules guaranteed that the contest would be both exciting and fun. Neil assigned participants to two teams, seven pilots per team, each team evenly matched with pilots of differing skill levels. Team assignments are listed below. Bob Huff (Team A) and Scott Woodward (Team B) served as team leaders.



Bob Huff holds the Team A "baton" as he bags a 20 min flight. Rich Beardsley and Jim Thompson look on.

To allow time for Rich Beardsley's Tri Tip feast, contest length was limited one hour fifteen minutes, ending at noon. Each team would be participating in a relay race, with the objective of collecting as much flight time as possible. The team with the most flight time would win. A maximum of two sailplanes could be in the air at a time, one from each team. Every pilot had to fly twice (requires teamwork!).

Pop-offs would count as a flight, and winch line snarls would count as ground time if not cleared before the next launch.

Neil provided each team with a multi-colored sea urchin-shaped squishy thing, which served as a baton. The rules required each pilot to keep the baton in his pocket from launch to landing. The pilot could land anywhere, but his team had to retrieve the plane (cardio!) and place it in the pilot's circle before the baton could be passed to the next pilot.

Everybody had to work together. There would be no sandbagging waiting for lift, since every minute with nobody in the air worked against us.

Team B plotted strategy. We would break the task into different parts, and assign a person to each. In addition to the pilot and winch operator, we would have a plane retriever and a baton passer. Since everybody had to fly, these assignments would rotate. Jim Thomas was assigned the difficult task of catching his plane on both his flights. In a normal contest, a catch costs the pilot points, but here it would mean zero retrieval time and allow the next pilot a quicker launch.

Continued on next page

Fun Fly continued

A great din arose from the Team A launch station, interrupting Team B's ruminations. Bob Huff was hooked up and ready to go, his sailplane held high, jabbing forwards and back like a javelin.

Team B rumbled into position. Our first pilot hooked up and both teams launched simultaneously. The contest was on!

After launch, each team guided its pilot to their respective pilot's circle, located 20 ft. North of the winches.

Bob H. catapulted Team A into the lead with a 20 min first flight. Team A's approach was to get long flights in the first round, then focus on short flights and good landings for the second round.

JT announced with a shrug that he had no pockets to hold the baton. Scott quickly huddled with the CD, and we obtained a pocket exemption. Anybody could hold the baton for JT, but the baton still had to touch JT before it could be passed to the next pilot.

I flew third for Team B. The wind sabotaged me twice, first making my flight a short one, forcing me set up for landing. I generally prefer to land with my wings horizontal, but at the last possible second the wind decided I should land with them vertical. The left wingtip skipped twice along the ground, then the plane cart wheeled forward and hit the nose with a sickening crunch.

No matter, the contest must go on! Our plane retriever collected the various bits and dumped them unceremoniously into the pilot's circle. The baton passed to the next pilot as I contemplated how to get my plane repaired in time for the next launch. By rule, a down plane was no excuse.

We never knew exactly who was winning. Since Neil was keeping a running total, we could check the "leader board" by peering discretely over the CD's shoulder. But the lead kept shifting from one team to the next as each pilot landed and reported his time. Unfortunately for Team B, Team A seemed to have a slight edge.

But that advantage could be nullified, because JT was ready to fly. All we needed was a catch. JT collected about 12 of minute of airtime, making up for some of the shorter flights. As he set up his landing, most of Team B crowded around the pilots circle to watch.

The Supra approached flying slightly sideways, crabbed into the wind. But it seemed to be too low, headed for JT's ankles. At the last second, the Supra jumped like a bird dog towards its master's lap, and JT nabbed it by the nose. Cool!

Team B's cheers turned to perplexity, then consternation as we failed to find the baton. We realized that it was in our Team Leader's pocket, and he had wandered off to fix a broken flap. A great din arose from the Team B area, and the baton reappeared. But by the time the baton touched both JT the next pilot, any time gained from the catch was lost.

Fun Fly continued

Later, as Bob Film was about to launch for Team A, Bob Moser's dog decided that he could help Team B by sabotaging Team A. The small dog had to time his move perfectly, since he was approximately size and shape of our sea urchin batons.

Just after Bob F. launched, the dog grabbed the pant leg of his launch foot. Growling fiercely, the dog pulled mightily backward. Bob managed to keep his balance, but the incident caused a pop-off, which by rule counted as a very short flight. Fortunately both plane and leg were OK. Team A lost time additional time clearing the dog, and were, um, not amused.

Fourteen pilots flew that day, twenty-eight flights in total. There were no winch snarls during the competition, and no weed-walks. As is always the case, airtime and landings varied, with some outstanding flights making up for time lost in others. In the end, no single incident by itself determined the outcome.

At the end Neil announced the results, accompanied by a great trumpet fanfare from the Flying Farmers Marching Band. The winner was (ta da di di da) Team A!

At Rich's Excellent Barbeque Stand, Team A was served heaping portions of the choicest cuts of Tri Tip. Team B, as is the custom in sailplane clubs everywhere, was served leftovers and table scraps. Moral: Always wear pockets, and keep that windward wing down.

Team A: Bob Huff (team leader), Dave London, Ed Granger, Jim Thompson, Mike Clancy, Bob Film, Rich Beardsley. Team B: Scott Woodward (team leader), Jim Rolle, Jim Thomas, Bill Curry, Bill Rinkleib, George Hollidge, Jeff Nowell.



Williams Soaring Center



“WELCOME - New CFIG [Richard Beardsley](#) Thursdays & Fridays”

The above notice is prominently featured on the main page of the Williams Soaring Center’s website. Yup, that’s right, our very own president Rich Beardsley is a certified flight instructor at the Williams Gliderport. Pasted from their web site are the rates for the various introductory rides. Williams is about 45 minutes north of Sacramento on I-5.

Rex and Noelle Mayes own and operate the facility and have been supportive of the radio controlled hobby. Most recently we were invited to use a portion of their taxiway as our launch area for our Thermal Safari, earlier this year. There has always been a strong correlation between radio controlled gliders and their full scale counterparts. I suspect that Rich would be more than happy to talk your ear off about full scale and the opportunity to take you for a ride. The web address is www.williamssoaring.com.

FUN FOR ONE

\$60 Take a glider ride for a touch of excitement. Releasing at an altitude of 3000 feet gives a scenic view of our valley and local area. Approximately 20 minutes of flight time. Max passenger weight 242 lbs.

SILVER HAWK

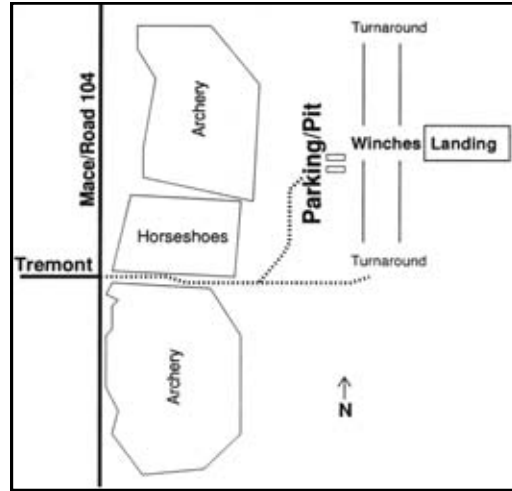
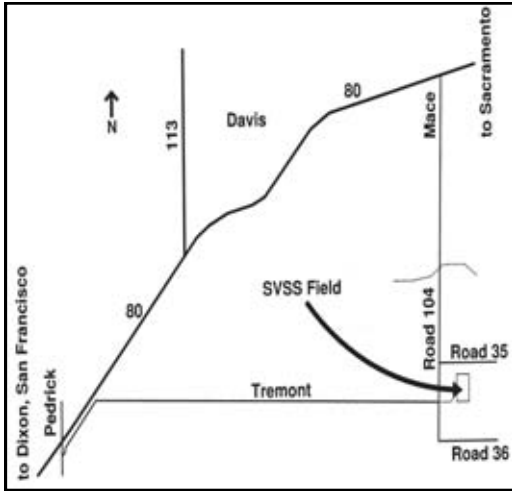
\$100 Releasing at an altitude of 4000 feet takes in the majestic view of the Sutter Buttes, Mt. Lassen and Snow Mountain. Serene poetry in the air you'll never forget. Approximately 30 minutes of flight time. Max passenger weight 242 lbs.

GOLDEN EAGLE

\$140 Releasing at an altitude of 5280 feet gives a "top of the world" view from Mt. Shasta to the High Sierra on a clear day. What an awesome world we live in, and what a beautiful way to behold it. Approximately 40 minutes of flight time. Max passenger weight 242 lbs.

TOP GUN FOR ONE

\$120 Sailplane aerobatics; flight at all attitudes, wingovers, rolls, loops and much more. Release altitude 4000 feet. Flights vary greatly in length. Max. Weight 230 lbs.



The SVSS Flying Site is located at Yolo County Grasslands Regional Park, south of Davis, CA.

Lat: 38° 29' 49" N, Long: 121° 41' 28" W

Directions: From I-80, take the Mace Blvd. exit. Go south on Mace Blvd. 3.8 miles to the intersection of Tremont Rd. Turn left (east) on the gravel driveway and drive past the horseshoe and archery areas road to the field.

Shortcut from eastbound I-80: From I-80 take the Pedrick Road exit. Follow the frontage road eastbound on the south side of I-80 for 0.8 miles. Turn right on Tremont Rd. Follow Tremont for 5.4 miles. Cross Mace Blvd and enter Grasslands Regional Park.

SVSS Newsletter Editor
 Dudley Dufort
 6120 W. 6th Street
 Rio Linda, CA 95673

