

The Eagle's Nest



The Official Newsletter of the Sacramento Valley Soaring Society

February 2008

Volume 18, No. 2

President's Message

By Rich Beardsley

Here we are, February already, time seems to go by way too fast. But things are rolling along at a great pace and the first meeting of the year was a great success. We had an outstanding attendance. I would like to thank George Steiner for giving a most informative presentation on how our radios can be compromised by some of the decisions that we make: Do you conduct a range check before you fly? What is the condition of your battery? How about the connections between your receiver and servos? I have heard people say that the buzz from the servo is just the "digital buzz". George explained that it was a mismatch of radio—the radio not being digital but analog and the servo is looking for a much narrower dead band so it buzzes. George closed by telling everyone that the 2.4 GIG radios are the digital wave of the future. They are more accurate and less affected by outside influences, although not perfect. We have seen such huge improvements in our radios that I think we now expect them to be glitch proof. We aren't quite there yet, but it is getting closer.

The field survived the storm, but the Porta-Potty did not. We have a new one to replace the one that was blown into the bushes northwest of the parking area.

I stopped by the field a couple of Saturdays ago and there were a large number of folks enjoying a great day of flying. Two of our members were present and quite conspicuous by not flying—our new equipment VP and his assistant—Jonathan Heritage and Jeff Nowell. They had completely cleaned out and straightened up the equipment shed. All the batteries were out being cleaned and brought up to full capacity. I would really like to thank them for jumping in and taking charge. Make sure that you as a user of the club's equipment thank them for their efforts.

Beginning with the first club contest in March, we will start a one-hour training session after the contest. We will work with anyone who wishes to learn winch operation or improve their flying skills—launching, thermaling and landing. These sessions will be conducted by club members in the Masters and Expert divisions. I will be asking that the Master and Expert flyers that would like to help in the venture e-mail or call me.

I am working on a presentation for the February meeting. If you would like to address the club at the meeting, let me know. We will also be reinstating the raffle at the club meetings, so bring a couple of dollar bills. Remember, in order for SVSS to improve, you need to participate, volunteer, and keep me posted on things you think will grow SVSS.

DON'T FORGET TO PAY YOUR 2008 MEMBERSHIP DUES

The Eagle's Nest

Published monthly by the Sacramento Valley Soaring Society.

Purpose

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.

SVSS Officers - 2008

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	Ron McElliott 209-794-8151
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 916-794-0801
Web Master / Newsletter Editor	Dudley Dufort 916-991-1266

Monthly Meetings

SVSS general membership meetings are held on the 3rd Thursday of the month, at 7 PM in the meeting room at SMUD, 6201 S Street, Sacramento, California. 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



In this edition we welcome two new members to SVSS. Roger Lackey, a Southern California transplant and former member of Harbor Soaring Society. He likes competition. He won Visalia in '94. He should give the guys in the Master class a run for their money. We also welcome Mike Sunseri a pilot from South Bay Soaring Society. Their profiles appear on page 6.

President Beardsley announces a renewed commitment in our earnest desire to help those wanting to master the different aspects of our sport. Training Day will now be on the same day as the club contests.

There's not a whole lot goin' on in February. It's building season I guess. We'll try to sneak a cross country day in on the 23rd. We'll call it Maverick's named after the famed Half Moon Bay surfing competition. We'll do a little sky surfing. Like Mavericks we'll have a short notice "go, no-go" based on the weather. Watch your e-mail for updates as the month progresses.

A dozen birthdays this month. That's more than any other month. Happy Birthday to one and all!!

Scott Meader is accepting applications for contest director positions. You can call or e-mail to volunteer. 916-660-9080 td23sam@yahoo.com

Don't forget your favorite Valentine.

February 2008

SVSS Key Dates

Southwest Classic 2/16-17
 Club Meeting 2/21
 Cross Country 2/23

Happy Birthdays

Peter Dannenfeler Sr. 2/1
 Hal Brunette 2/5
 Bruce Reed 2/10
 Lee Cox 2/12
 Lee Cooper 2/13
 Dennis Scharosch 2/14
 Richard Craig 2/19
 Bob Huff 2/20
 Martin Ross 2/25
 Larry Harris 2/26
 Ron McElliott 2/27

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14 Valentines Day	15	16 Southwest Classic
17 Southwest Classic	18	19	20	21 Club Meeting	22	23 Cross Country
24	25	26	27	28	29	

SVSS Preliminary Financial Statement

January, 31 2008

<u>Checking Acc.</u>	<u>Description</u>	<u>Income</u>	<u>Debits</u>
Starting Balance			\$3,514.06
Income;			
	Kari & Ralph Memorial Donation	\$400.00	
	Contest Passes (3)	\$192.00	
	Membership fees (21)	\$967.00	
	Total	\$1,579.00	
			\$5,093.06
Expenditures;			
	Janurary News letter Printing		
	Janurary News Letter Mailing		\$24.60
	Porta-Potty (Monthly Service)		\$134.05
	Total		\$158.65
Ending Balance			\$4,934.43
Increase/decrease in operating funds			\$1,420.35

Kipp's Notes

SVSS January 2008 Meeting Minutes



The January SVSS club meeting came to order at 9:03 pm on January 17, 2008. 22 members were in attendance along with guests Tim Cassidy and Bob Foster, both members of Delta Valley Modelers. Larry Harris, a new member was welcomed. The treasurer's report has been published. The balance in the treasury is \$3,514.00

OLD BUSINESS:

As a result of the January storms the porta-potty ended up in the trees at the north end of the field. We have a new one in its place. The wind sock also blew away. The question was raised whether our club members have been reimbursed for last years expenditures for the pump repairs. The County has indicated they are not responsible to pay for pump repairs and none of our neighbors at the archery range have contributed.

NEW BUSINESS:

Dave London reported that Tom Carmody purchased 2 new folding tables for the benefit of the Road Kill Kafe crew for our club barbecues. Manuel McClure has created and donated new frequency pins to replace the old ones that have depleted over time. Spring Fling is coming and it is time to start making assignments. Rich Beardsley has asked the members to be thinking about what committees they want to serve on. Next month we will begin signups. Rich also sent out written requests to vendors to donate gifts for Spring Fling raffle prizes, but he has yet to receive any response.



Dudley Dufort made a special presentation to Kipp Geisler who received an award (pin) for completing his 25k cross country flight last September.

PROGRAM:

Our guest speaker was club member George Steiner who presented a very informative discussion on the topic of radio frequency problems and other causes of glitches many have reported. Recently there have been a number of "shoot down" incidents. He provided information on the multitude of equipment and pilot problems that can account for some of these, despite the fact that we usually want to blame the receivers. Radio frequencies are logarithmic in that for the first 300 ft. the signal is attenuating (diminishing) and beyond that the signal remains at its constant strength.

The most common cause of glitches is batteries and their performance under loads.

(continued on page 7)

The New Quasoar

by Bill "Weeds" Rinkleib



One day, last fall, I let one get away! By "get away", I mean, I flew that plane right out of sight. That was a big mistake, because an hour later, Dave London and I picked up the remains of the Quasoar - a 3 meter, three function, thermal flying machine designed by Paul Carlson for Ace RC sometime in the 1980s. This was one great floater, and as we know, everyone needs a thermal gas bag in their inventory. Upon looking over the pieces, it was evident that the plane was unsalvageable. Should that stop us? Of course not! We

knew the airfoil - a Selig S4061, and we had templates. What else did we need? We needed to build a set of wings to fit an existing fuselage. And so, the story of the new Quasoar begins.

The "Skunkworks" operates most Wednesdays and produces fuselages, wings, stabs and other miscellaneous "things" that interest the non-paid workers - Dave London, Ken Holden, and Weeds. Other part time workers include John Kuzoko, Cameron Clarke and Jeff Yee. Within a few weeks, the cores had been cut, mylars cut to fit the plan form, and we were ready to lay up some new wings. But I was into something new - metallic paint jobs. I wanted something different. Unfortunately, this paint job turned out bad! Not just bad, but downright UGLY! I used a bronze powder which did not sprinkle like the metallic particles did. Oh well, another lesson learned the hard way.

Next question: in spite of its appearance, would it fly? The first flight occurred on Sunday, January 13th. There were only 4 of us stalwarts (Jim Thomas, Jim Thompson, Dudley Dufort, and myself) out at the field to brave the first good flying day since the BIG storm. No hand launch, no test for balance, just hook up to the winch, 5 clicks of down elevator and we were off! Add 5 more clicks of down, increase the aileron rudder mix (so the right stick has more control of the rudder) and watch. Some of us took turns flying the new Quasoar and wondered how to get it back to earth, since it had no spoilers, only rudder and elevator. Needless to say, it is one great flying machine. No bad habits. Put it in a turn, and set the transmitter on the ground and the plane will flatten out. No spiral instability. And float - wow!

The wings are stressed skin. This means that the skins take all the winch and flying loads. The foam cores basically only keep the skins apart. Winch loads (compression, tension, sheer and bending) are concentrated at the root rib and sub-root rib and are transferred to the wing rod. Compression stresses are distributed between the top skin and an 1/8" carbon rod set in the cores along the ridge line (high point) of the wing. (The skins are composed of layers of fiberglass cloth.

(continued on page 7)

Welcome Wagon

New Member Roger Lackey

Roger was born in Seattle in 1962. He was raised in Costa Mesa. He and his wife, Sharon now call San Mateo home. He's the president of BPS Reprographics in San Francisco. Roger and Sharon have no children so they occupy their free time with many interests and hobbies. In addition to soaring Roger's pastimes include "Track Days" in his 911 or his wife's MINI. He also enjoys saltwater fishing, surfing, motorcycles and bicycle riding. Roger started flying gliders in 1988 at Turtle Rock, in Irvine with an Elite ARF from Hobby Shack. His diverse RC interests include Electrics, Slope, Fun Flying and Contests. A skilled pilot, Roger hopes to give our Top Guns a run for their money. Roger adds; "I've been out of the hobby for about 10 years now. Recently while cruising the Internet I saw the results and photos from the 2007 Visalia contest and got interested again. My main interest had been TD contests with some time spent in F3J (Interglide in England in '94 or '95), F5B (tried out for the US team in the '90s) and slope where I started. If anyone is familiar with the Mako, Ben Clerx designed back in the mid 90s, I was the guy that cut the first 100 +/- cores for Ben and used it to win Visalia in 1994. Though it's kind of a long haul from San Mateo to Sacramento, SVSS looks like the best club to be a part of here in Northern California so I'm very eagerly looking forward to getting back into soaring. And besides, everyone needs someone in their club that flies Mode 3." We look forward to flying with Roger very soon. Provided the



New Member Mike Sunseri

Mike was born in 1959 in Santa Clara and with the exception of five years in Walla Walla Washington grew up in Santa Jose. Elk Grove is now home to Mike, Jennifer and their 2 year-old son Logan. Mike is a radio technician and Jennifer is a third grade school teacher. Mike's other hobbies and interests include ham radio, model trains, astronomy and model rockets. Mike started with gliders in 1978 as a member of the South Bay Soaring Society flying built ups like the Sig Riser and Gentle Lady. Mike enjoys building, slope flying, fun flying, scale ships, contests and the social aspects of our hobby. Mike's comments; "I enjoy flying wood ships and building them. I am still a beginner when it comes to flying computer radio ships. I am going to learn that area of the hobby in the new year. I have 7 sailplanes right now, but they are all 3 channel except my new Spirit Elite and my new Eclipse 7-computer radio. I like the new sailplanes, but still enjoy the wood and monokote stuff. I enjoy the social aspect of the hobby and look forward to meeting more of the club members. I guess I am still a little nostalgic. See you at the flying field." Welcome Mike to SVSS!



Kipps' Notes (continued from page 4)

The next most common cause of glitches is the 30 or so wire connectors in every glider. The next most common cause of problems is servos, followed by battery connectors. Research reveals that receiver problems only make up 10% of our control glitches. The placement of the receiver antenna is critical. Most pilots bury them in the fuselage. The best placement of the antenna is to get it out of the fuselage as soon as possible and run it out to the top of

the vertical stabilizer. Establishing clear space between the airplane and the antenna provides the best results. With the new 2.4 gig receiver antennas being very small, their placement in the airplane is even more critical. Of the different types of frequency modulation, the worst is PPM and FM followed by PCM which filter noise and searches your signals correct code. The best system is the new 2.4 gig systems. The FCC grants us use on the 72mh band as "secondary users". We aren't required to be licensed; therefore we use it at our own risk. As such we have to use the best equipment and technology possible. George recommends we create and keep a log of our flying glitches and record the locations, times and conditions of the problems. Dave Finberg volunteered to be the contact person to record and compile the data. We can call or email him.

SHOW AND TELL:

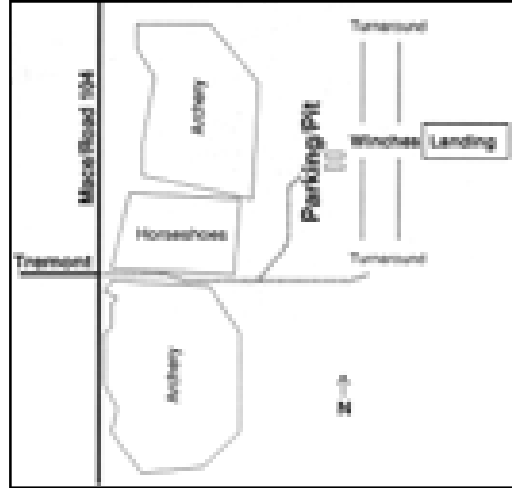
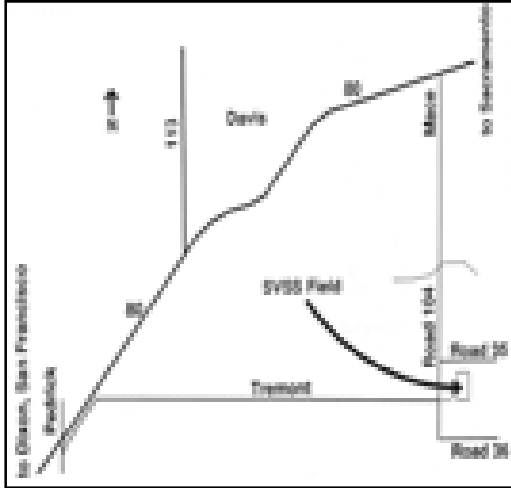
Bill Rinkleib showed a RES glider he created out of parts he has made over the years. He calls it the Quasar. Bill also presented a completed 3 meter glider and carry bag to Manuel McClure in order to encourage Manuel to join our contest this year. Paul Meyers showed off his 3 light LED lamp that clips to the brim of a hat. The meeting came to a close at 8:37pm.



(Quasoar from page 5)

In this case one layer of 2.3 ounce cloth (surface) followed by a layer of 5.3 ounce cloth and two diamond shaped layers of 5.3 ounce cloth (top and bottom) to reinforce and strengthen the root and sub-root rib areas. That's it. They are heavy, but do they fly!

The next step, if we are so tempted, will be to install spoilers. The wire troughs have already been precut in the cores, as have the holes at the end of the wire runs. All that remains would be to router out the servo holes, install the servos, pull wires, and tape on the flat spoilers. Maybe then we can get this floater back to terra firma.



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.

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