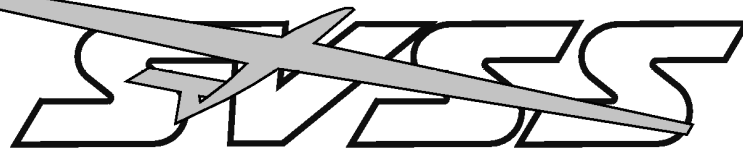


The Eagle's Nest



Sacramento Valley Soaring Society

The Official Newsletter of the Sacramento Valley Soaring Society

June 2009

Volume 19, No. 6

SVSS Soaring Challenge June 27th & 28th

President's Message

By Marty Falarski

Another month has quickly slipped by filled with a lot of great RC flying events. Kipp ran a great contest in May. The five and ten minute tasks were a bit difficult given the wind and how the wave came and went and blessed some and hampered many in their attempts to make their times. Later in the day the wind did track west setting up a second wave off the trees to the west which are a lot easier to get to off of launch. We had a great turnout and as usual the Road Kill Krew out did themselves with a wonderful assortment of roadside delicacies perfectly grilled. It's a wonder why they haven't yet received a star or two from Michelin for their unique cuisine.

I am sure Dudley and others will report on the Cal Valley XC contest. I did go and want to just say thanks to everyone who made this great event possible. It had plenty of great people, thermals, planes and food. Don't miss this event next year! Montague is the next stop for the XC teams and Dean already has 13 teams signed up.

The May club meeting was very well attended and we did approve the revisions to the SVSS Constitution and Bylaws and worked on the draft Site Safety Rules. The updated version of the Constitution and Bylaws will be sent out electronically to the club in the next few days. The safety rules will be voted on at the July meeting. I think we have arrived at a good set of common sense rules and I was pleased by the input and discussion we had over the draft rules. I will send out an updated set of the draft safety rules in a few days.

Peter and Jonathan updated the club on two critical items; the future potential for new power lines going through Grasslands Park and the possibility that Yolo County may close a number of its parks including Grasslands Park due to budget problems. They are tracking these issues with our contract at the county parks office and with the local county supervisor. The ever growing state budget crisis means more cuts in funds to the counties and the growing potential that Yolo County will have to cut back on services. This is a significant issue for the club and we are well represented by Peter and Jonathan. I will continue to monitor this situation closely with Peter and Jonathan and keep everyone informed of any changes or pending decisions before the Yolo County Board of Supervisors.

The Summer Soaring Classic on June 27-28 is fast approaching and if you haven't already volunteered or signed up please do so now. Contact JT, Dudley or Jim Thompson to volunteer as a winch operator field judge or for radio impound. Also we can always use help on the Friday before to set up for the event. That day is always one of the best fun-flying days of the year. So come on out and help and bring a plane.

See you at the June Contest and always check for wiggles before you launch!

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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	Marty Falarski 510-547-5144
Secretary	Kipp Geisler 707-693-1771
Treasurer	Stan Scharosch 919-987-1173
V.P. Contests	Jim Rolle 707-762-5447
V.P. Field	Rich Beardsley 707-455-8279 Bill Curry 925-838-1998
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

Shifting Schedule

A very busy month, June is! Montague is a three day cross country contest the second weekend in June. The club contest will be in the THIRD Saturday this month to accommodate those flying cross country in Montague. The SVSS Soaring Challenge is on the last (4th) weekend in June. Let's hope that the weather hold up and all the bugs DIE!!

Financials

Every month our treasurer, Stan Scharosch, posts his report on the financial health of SVSS. In order to accommodate Steve Henke's and Rich Beardsley's reports on the cross country event in California Valley, we ran out of space. Take heed, we still have money in the bank. Watch for Stan's report in the July issue.

Montague

Well the first big event for June is the three day cross country contest in beautiful Northern California. Montague is a little town a few miles west of Yreka which is just shy of the California/Oregon border. Thirteen teams are registered so far, five are from SVSS. We always have a great time. If you can get a kitchen pass and want to get away with the guys for a fun filled weekend, Montague is where you wanna be on June 12th - 14th.

Club Contest

Jim Thompson will be the CD for the Junes contest. Kinda interesting format. Long tasks, but if you don't like how one turned out, you can re-fly it, at a price. See Jim's announcement elsewhere in this issue.

SVSS Soaring Challenge

Thanks to Jim Thompson and Cheryl Thompson for all their work on this year's Soaring Challenge. Jim and Cheryl are the taskmasters for recruiting and organizing all the manpower needed for our major fundraiser. The contest is the last weekend in June. There are two things we need to make it a success; entrants and workers. Please consider applying for both positions.

June 2009

SVSS Key Dates

Happy Birthdays

Bob Umberger 6/3

Don Brown 6/4

Rick Rohlfing 6/5

Mike Clancy 6/15

Chuck Freas 6/16

Frank Leggio 6/27

David Motz 6/29

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

SVSS 2009 Soaring Challenge - Help wanted

June 27th & 28th is just around the corner. This year Cheryl and I are organizing the work parties. If we have not contacted you as of yet and you would like to volunteer for some of the fun, feel free to contact us at 530 756 4600 or email soar4u@hughes.net. We would like to hear from you. What we would like to accomplish is have as many volunteers standing by as possible. The theory behind this is the more people we can get to help the less time anybody has to spend at any one task.

Thanks and will be looking forward to hearing from you. Jim & Cheryl Thompson

JUNE CONTEST- 6/20

The CD is Jim Thompson. The tasks are four rounds, ten minutes each. Standard landing tape. There is an option to re-fly a disappointing round with a 15 minute, round 5, replacement task. Due to the long tasks and the possibility that some may fly five rounds, the contest will start promptly at 10 AM. In order to offset the temptation to sandbag, the first round will have a 30 minute window. Don't worry, if you miss the first round, just take a zero. You'll have the opportunity to make it up as your last round. 15 minutes. We've heard a rumor that the bugs are out. Bring your favorite repellent.

Kipp's Notes

The meeting was called to order by President Mart Falarski at 1:00 PM, May 9, 2009.

In attendance were an excess of 20 members so a quorum was present. A visitor, Lance Atkins, was welcome. A thank you was given to the field workers who mowed the field and also Dudley Dufort who laid gravel over the access road.

REPORTS

Treasurer's Report: Stan Scharosh Current balance: \$9,078

Electric Field: Rich Beardsley

Peter Dannenfesler, Sr. proposed an electric field could be constructed north of our current storage containers. Rich Beardsley indicates that ground is very rough and will take a great deal of effort smoothing it out. He recommends we stick to the current electric runway near the logs at the south end of the pit area. A proposal was made to put down a semi-permanent surface for landing electric planes. We will need a cost on its construction. Rich Beardsley will follow up with AMA for electric field safety requirements location requirements and he will provide an estimate for the semi-permanent surface material.

Correspondence: Kipp Geisler, None.

SVSS Soaring Classic Update: Jim Thomas

Pilots need to sign up for this event on June 27-28. We need experienced people to help with the winches and as filed judges.

Proposed New Power Lines and Yolo County Park Closure: Peter Dannenfesler, Jr.

SMUD and PG&E want to run high tension lines through the Yolo Grasslands Park. They did this proposal without consulting the Yolo County Board of Supervisors. The Yolo County Board of Supervisors are considering the possibility of closing the park to save costs. Jonathan Heritage invited the Yolo County Supervisor to visit the field. As a Davis resident, he also wrote a letter in support of the field. All Yolo County residents are encouraged to do the same.

Old Business

Prior meeting minutes were approved as printed in the newsletter. Mart Falarski is creating a list of names of passed SVSS members to be placed on a plaque attached to the shade structure. The names we have so far include: Ralph Gustafson, Henry Myers, Ed Lockhart, Paul Myers, Paul Flory, Dick Dillman, Arnold Molnar, Tony Palethorpe and Gerald Berger.

New Business

A copy of the current Constitution & Bbylaws and proposed SVSS safety rules were passed out to all present. Proposals were made for changes to the current Constitution & Bbylaws as follows: Mike Clancy proposed changes in the wording of the Constitution & Bybylaws to place emphasis on RC gliders (Article II). Joan Nolte suggested that meeting times should be nonspecific as we change the time and place of meeting periodically. A proposal was made to state the club will have a minimum of five meetings per year to be announced through the newsletter. Proposed changes to the Constitution & Bylaws were moved seconded and approved unanimously. are to be voted on at a future meeting. Jim Thompson asked whether there are six vice presidents or three. There are three vice presidents and the Eexecutive Bboard consists of nine club officers including the past president. Joan Nolte suggested that meeting times should be nonspecific as we change the time and place of meeting periodically. A proposal was made to state the club will have a minimum of five meetings per year to be announced through the newsletter. Article II of the Bbylaws indicate that meeting agendas are to be sent in advance to the members; however, there is no mention as to whether this can be by e-mail. A motion was made to vote on the amendments to the Cconstitution. The vote was passed with an excess of 2/3 vote. A motion was made to amend the Bbylaws as above. This passed by a majority vote.

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California Valley

By Steve Henke

For the 2009 Cal Valley XC contest I joined Jim Rolle and Bruce Moore's team "Broken Aero". This was my first Cal Valley so I was looking forward to a new experience and did not know quite what to expect. I emailed some of my SVSS club mates about the food situation as Cal Valley is 50 miles from the nearest gas or restaurant and was informed that I could bring a salad for some sort of an SVSS potluck. As it turns out, the rather unorganized food drive resulted in some of the best eating I've ever had at an event, and not just for SVSS but for the entire XC group. We were lucky to be able to rent the closed down restaurant and have access to a full professional kitchen, reefers, etc. We had tri-tip, a couple cases of Bill Curry's excellent Merlot of his own vintage, the worlds best chicken, Ron McElliot brought an assortment of gourmet sausages, pasta salads, full breakfasts... Fantastic. (Rich, I WANT that chicken recipe!!).

Friday was practice day. At the last minute John Elias could not attend due to a family emergency and Rich Beardsley was pressed into service as CD so we drove out to help him set up the turn point markers. I knew nothing of Cal Valley and was surprised to see a regular grid road layout like a giant development (in the middle of nowhere) with a few ramshackle trailers and houses here and there. Dry, desolate, tumbleweed type country with a large dry alkali lake bed.. Turns out Cal valley was a large land speculation deal in the early 60's that didn't pan out when the water supply didn't show up. Pretty miserable place to live. But looked like fantastic flying country. We got back to the lodge to learn that Greg Norsworthy had a flyaway and lost his primary glider. Several searches that evening could not locate it.

Saturday was the distance task. The winches were set up an easy walking distance from the lodge. Wind was about 5mph from the northwest. My team discussed strategy and decided to go straight down the course and try out the new southern legs. Once out on course conditions were challenging but pretty good as the afternoon winds had not yet come up. Thermals were very strong in places and so was sink so we tried to get as high as our eyes could handle. Note here: Conditions were perfect for Team Aloft and they reported altitudes of 5000+ ft AGL. I don't know where the thermals topped out but my team bailed at around 3500 ft in some of the real hat suckers. Dust in the air and 50+ year old eye-balls makes things pretty scary at those heights. Once we hit turn point F at the south end of the dry lake we kept going to see what the new course looked like. The first 8 or 9 miles were very good but then the valley started to close in and conditions became challenging. The wind shifted to a more north easterly, almost perpendicular to the road and coming across the nearby chopped up hills that lay along the San Andreas fault line. This broke up the thermals pretty good and we encountered what seemed to be good lift several times and after 2 or three circles it would disappear and we would net about minus 100 or 200 ft. This, plus the valley floor rising up about 900 ft in elevation killed our flight and we landed out about 3 or 4 miles short of the last turn point K. As we were packing up Team Skynet, err... Aloft, showed up having just rounded turn point K. They stopped when their robot plane found a nice thermal RIGHT ABOVE OUR HEADS..... I looked up to see their plane about 2000 ft up and could only wish we had been able to hook that one. These guys seemed very relaxed... one of them was munching Cheetos and watching a movie on his Ipod, another (the spotter??) was taking a nap, one was reading a magazine, the driver was yakking with his girlfriend on his cell... none of them were looking at their plane.. They drove off towards victory while I was surveying my worn-out, windburnt, sun baked crew.. All in all the distance flight was a very good one. We made 36 or 37 miles, good enough for 4rth (3rd if you don't count the robot). Next year I hope they keep these new course additions but maybe add another turn point in the middle of the long (18mile) J-K leg, the first half of this leg is very nice and the last half very challenging. Saturday night was another excellent dinner with good stories, some pool games and a very cool demo of Team Aloft's GPS data that came from the data loggers they generously gave out to all teams.

Sunday was speed task and we knew we were in trouble when the wind picked up early. Getting off the field was tough. Rich Beardsley got off early and that was a winning move. Greg Norsworthy spent the morning once again looking for his lost plane, this time using a small digital video camera taped to the bottom of an electric Easy Glider. Luckily he found it. Repairable but pretty banged up. Of course, after we spend hours trying to find enough lift to get off the field, Greg shows up, launches and is gone (crammed into the trunk of his Toyota Corolla). Once we got off the field things improved quite a bit and we were able to reach turn point F fairly quickly in about 25 minutes. At the turn we could find thermals but were blown downwind so fast that by the time we made it back we'd lost our altitude gain and had to repeat all over. When we did make our move north we fought the headwind in a losing battle and landed out 1.6 miles from turn point F which was good enough for a third place finish (ahead of the robot too!). Cal Valley was a very good weekend, great flying and good company. See you at Montague.

CALIFORNIA VALLEY THE STORY

For me, it started on Thursday, as we wanted to be there early Friday to set up the MXC.

I left home early afternoon and picked up Billy Curry at his house. 5 hours later we were checking into the CALVALLEY INN.

There is a big solar facility going in later this year and Ken has upgraded the rooms, new bathrooms, beds and other things make the rooms a deal at \$65.00.

The plan was to get in a practice run and get Bill his 10K for Level 5 LSF. The first flight on the MXC proved to be a disappointment. I had changed everthing over to 2.4GH on my new 9303. All the trims were wrong and it was going to be too big a task to get it set up for the weekend, so back to the tried and true SBXC.

Friday turned out to be too windy to get Bill's 10K done. As noted in other articles, dinner was a hit that evening.

Saturday started out to be a good-looking morning. The forecast was for good lift and 5-10 mph winds. The forecast proved to be correct as everyone was off the field and headed south well before noon.

We were off and doing well when my sniffer warned me of a low battery. Back to the hotel to take the new battery out of the MXC and off down the course again. 30 miles down the road the sniffer told of the battery voltage going below 5.8 volts. I ws worried that I might lose the SBXC and landed still having lots of altitude. After checking the battery that afternoon, it seems that I was just paranoid, there was plenty of electrons left to use. Team ALOFT whacked everyone completing 70 + miles. After the abort, we ended up mid-pack.

There was another community dinner that evening, with lots of pit racing going on. (Check out Team ALOFT's narrative in Yahoo Groups).

Dudley Dufort provided breakfast both Saturday and Sunday, and a great feast it was.

I generally am overly eager to get on the course early, and this time it proved to be the right thing to do. Almost everyone was able to make it the 11+ miles to the turn around. But as the afternoon progressed, the wind came up and pretty much stopped everyone a short distance past the turnpoint. Only Team SONOCAL and my team were able to get more than a couple of miles back upwind.

What a great weekend it was! Team ALOFT had the same misfortune as most of the other teams on Sunday, but they had a large point lead on Saturday, and thus won the overall victory. Team SONOCAL ended up second overall. My team (2561-my AMA #) ended the weekend in third, as a result of the Speed win on Sunday. The win Sunday, by the way, was just .2 of a mile over Team SONOCAL.

CAN'T WAIT FOR MONTAGUE!!!

Special Thanks to RC Country who awarded two \$25.00 gift certificates to the top finishers in SVSS – Team 2561 and Team BROKEN ARROW.

Saturday - Distance	Sunday - Speed	Overall
ALOFT	2561	ALOFT
SONOCAL	SONOCAL	SONOCAL;
Atomic Fireball	Broken Aero	2561

From the equipment shed - Jon Heritage

The winch carts now have small tool boxes, one each, that contain an X-acto knife or box cutter, a small propane match (these strange little contraptions are available everywhere – just spin the wheel and a small flame emerges. I never could understand who would need one until now. They are perfect for sealing the end of nylon line!). Some other tools in the boxes include Hex keys and a small box of bandages. Let me know what you want added! Please keep them with the cart and try not to walk off with their contents. Thanks Dudley for the suggestion and Dave London for finding the boxes - cheap! The club has also acquired an additional very nice used retriever in perfect condition to add to our backup list.

Neil Nolte and friends finally executed a thorough test of the performance of two retriever line types that some have advocated as superior to the twisted line we have been using. It was a windy, gusty day so it was a pretty good test of the two line types: bonded twisted, and braided. I'll let Neil comment below on the test procedures and his analysis of the results. The bottom line is they both performed well. Flip a coin. We will use new bonded line at contests but continue using the supply of twisted line on hand for sport flying until our supply is depleted. We do have some gaudy orange hose spools to windup and save line as needed. My personal observation as a relatively new retriever operator is that I must really concentrate on my technique on each launch. It is too easy for me to be casual and not catch and loop the line on the bicycle hub quickly. When that happens I lose line tension and spooling problems are much more likely to occur.

Equipment setup plans for the SVSS Soaring Challenge are developing. All necessary retriever and winch line is in hand. On the Friday before the Club contest the weekend before the Soaring Challenge, Neil, Jeff Nowell and I will change-out the winch and retriever lines as appropriate and set up three winches. Volunteers welcome! The club contest will serve to exercise the new lines and give me the opportunity to clean up the batteries and check connections and brush wear. This two-stage process will make set-up the next Friday afternoon much easier.

Neil's notes on retriever line comparison: Using the same winch, retriever, swivel set & operator (Neil), we conducted 40 consecutive retrieves with each type line, recording what occurred on each retrieve.

Recorded observations:

Braided #12 - The braided line had a single twist, overhand loop occur on retrieves 28, 33, 34 & 36 when the line tension was released upon completion of the retrieve. By the last few retrieves, several slight curls/kinks were evident, but there was no impact on the few subsequent tows/retrieves.

Bonded #12 - The bonded line had a single twist loop occur on retrieves 30, 35 & 36 when the line tension was released upon completion of the retrieve. Some lengthwise twisting was apparent by the last few retrieves with this type line, but, again there was no effect on few remaining tows/retrieves performed.

In summary, both types of line exhibited no outbound snarling, no outbound snagging (no knots in line) and no fluffing/looseness on the drum during each series of 40 retrieves, i.e., no substantive performance difference.

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Safety Rules

President Falarski passed out a proposed list of safety and site rules. The following changes were proposed:

A-1 To add the GPS location and address.

B-1 Revise to indicate smoking allowed only in your car.

B-6 No drinking alcoholic beverages during contests.

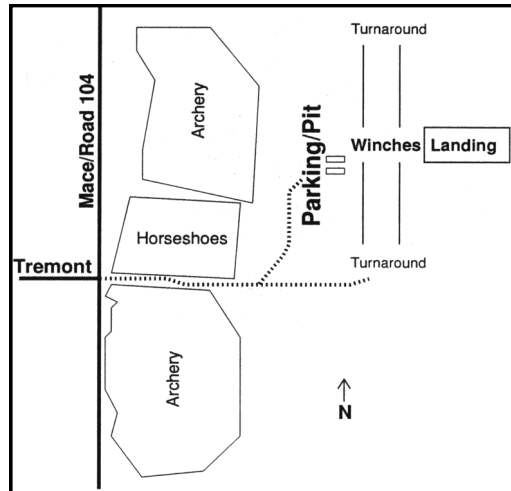
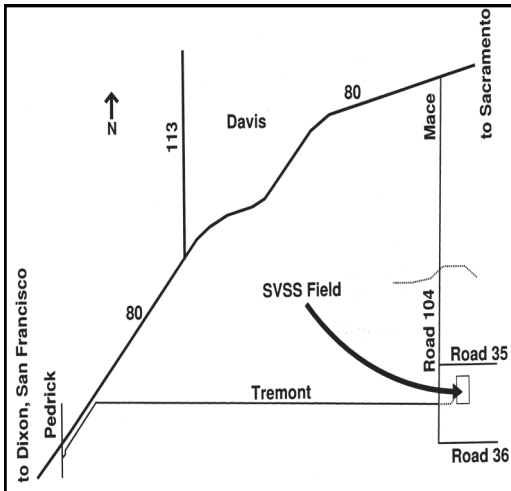
C-4 No flying over the pits or shade structure below two times the three height

C-7 Pilots and timers waiting to launch should stand a safe distance behind the winch carts.

C-13 No retrieval of planes through landing zone.

President Falarski will be sending a revised copy of the rules to the members in the near future. The new Safety Rules will be voted on at the July meeting.

The meeting adjourned at approximately 2:18 p.m.



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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