

# *The Eagle's Nest*



The Official Newsletter of the Sacramento Valley Soaring Society

March 2008

Volume 18, No. 3

## **President's Message**

By Rich Beardsley

February is gone, the last month with no contests. I hope everyone is ready for the new year of hype and trash talking. We will be giving the easy glider another chance, but we will have to see how the participation does. If we only get one or two contestants, we will revisit the class.

We have a few new members this year, and I hope that they will come out and compete in the Novice Class. The Novice Class is a great place to get your feet wet in competitive flying. There will be flyers in the expert and masters class to assist you in learning the finer points of competition flying.

This year we will be starting a new program at the conclusion of the scheduled Saturday contests. We will have an instructor on hand to help with all things soaring—launching (the glider and running the winch), landing and thermaling. It's going to be a great way to improve your skills, whether you just come out to fun fly or participate in the competitive side of R.C. soaring.

We are now included on the Solano County Sports and Activities website. Hopefully this will bring out some of the local folks to check us out.

The March meeting will feature another raffle—two \$25.00 gift certificates to R.C. Country. R.C. Country also donated 6 oz. Of C.A. for the raffle in February. The big winners were \$25.00 gift certificates to Mike Clancy and Neil Nolte. George Steiner, who also won some C.A., let me borrow his frequency analyzer after his talk at the January meeting.

I conducted four separate surveys at the Davis flying field, two of which were done while people were flying and two with no radios at the field. One test was on the road at the base of the radar ball. In the tests with flyers present, I found that I got some readings 20 to 30 DBs or less on adjacent frequencies when I was close to the transmitting person. On the frequencies that were turned on, I was reading 80 DBs or above. The tests conducted with no one at the field and no radios on, the readings on all 72 MG frequencies were 0 DBs, even when I was standing within 20 yards of the radar ball.

Next meeting will have Bob McGowan speaking on F3J and on a Sunday soon he will be demonstrating F3J with his son and some of the USA Team Members for a practice day.

We are looking forward to the Irish Thermal Safari. If you would like to join us, get an e-mail to Dudley.

## 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.

<b>President</b>	Rich Beardsley 707-455-8279
<b>Secretary</b>	Kipp Geisler 707-693-1771
<b>Treasurer</b>	Stan Scharosch 919-987-1173
<b>V.P. Contests</b>	Scott Meader 916-660-9080
<b>V.P. Field</b>	Ron McElliott 209-794-8151
<b>V.P. Equipment</b>	Jonathan Heritage 530-756-4931
<b>New Member Mentor</b>	Dave London 916-944-3948
<b>Instructor</b>	Dave London 916-944-3948
<b>Instructor</b>	Cameron Clarke 916-596-0986
<b>Web Master / Newsletter Editor</b>	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



Our ranks continue to swell. In this edition, we welcome two more new members to SVSS. I talking to the new members there is one comment I hear over and over again, we're a friendly and helpful bunch of guys. Right in step with the club rules; 1) Have fun. 2) See rule #1

The first club contest of 2008 will be this coming Saturday. Scott Meader is CD. Dave London and the Road Kill Krew will roll out the ol' chuck wagon for lunch. Then training will be available. A full day of fun is ahead. Don't miss it.

Dave London was one of the founding members of SVSS. Since it's beginning, Dave has been a spark plug for SVSS. We're honored to have Dave share his story with us in this edition.

Dave is also instrumental in Training Day. Wanna learn how to . . . Just show up at the field on contest days and there will be a group of members on hand to impart their knowledge in the many aspects of proficient motorless flight.

Thermal Safari 2008 is scheduled for the weekend following the club contest. Dubbed "Irish Thermal Safari" because of its chronological proximity to St. Patrick's Day it's an event not to be missed. Based in Dunnigan, it's close enough that you can drive up for the day if you're unable to do the overnight. Team members are welcome and needed as spotters, drivers, navigators and pilots. If you want to be a part of a all out fun weekend, hanging out with guys that love to fly gliders, hook up with a team. Details are on the web site or feel free to contact me.

Thanks to Bob Mosher for arranging to have our surplus logs removed. Hey, don't those new frequency pins look s whole lot better. The old ones were getting a little worn. Thanks Manuel McLure.

# March 2008

**SVSS Key Dates**  
**Club Contest 3/8**  
**Thermal Safari 3/15-16**  
**Club Meeting 3/20**

**Happy Birthdays**

Dean Church 3/3  
 Kipp Geisler 3/6  
 Jim Thomas 3/8  
 Roland Herzig 3/12  
 Lee Asnault 3/15  
 Ken Holden 3/16  
 Dick frame 3/21  
 Ed Granger 3/28  
 Doug Lent 3/31

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

## SVSS Preliminary Financial Statement

February, 31 2008

<u>Checking Acc.</u>	<u>Description</u>	<u>Income</u>	<u>Debits</u>
<b>Starting Balance</b>			\$4,934.40
<b>Income;</b>			
	Monthly meeting raffle	\$18.00	
	Contest Passes (2)	\$128.00	
	Membership fees (19)	\$972.00	
	<b>Total</b>	<u>\$1,118.00</u>	
			\$6,052.40
<b>Expenditures;</b>			
	February News letter Printing		\$0.00
	February News Letter Mailing		\$0.00
	Porta-Potty (Monthly Service)		<u>\$133.52</u>
	<b>Total</b>		<u>\$133.52</u>
<b>Ending Balance</b>			\$5,918.90
<b>Increase/decrease in operating funds</b>			\$984.48

# Kipp's Notes

The meeting was called to order at 7:05 p.m. There were 22 members present. We welcomed new member, Brian Bankston.

## Old Business

The dates for the 2008 club contests are posted on the website. There was discussion concerning the merging of our June club contest with Spring Fling. After the discussion, a motion was presented with a vote in favor of holding the June club contest on the 28<sup>th</sup> rather than merging it with Spring Fling. There was a motion presented and a vote in favor of holding the September club contest on Sept. 20, 2008.

## New Business

A motion was presented and a vote in favor of the clubs purchase of new retriever line. The recommendation is to use braided line rather than twisted line. A raffle was held at the break. Jeff Yee won a bottle of CA. George Steiner won a bottle of CA. Ed Granger won a bottle of CA. Steve Fox won a bottle of CA. Mike Clancy won a \$25 gift certificate to RC Country, and Neil Nolte won a \$25 gift certificate to RC Country.

## Program

Bill Rinkleib presented a demonstration and lecture on foam cutting and construction of foam core wings. Tools required are a transformer, wire bows, wing templates, time, and labor. Of the two types of foam used, the older blue foam dents easily and the newer pink foam is considerably stronger and more dense. Formerly, bagged wings used a spar system for strength, running down the center of a wing, which was typically sheeted with Obeechi. Bill's method does not utilize a solid center spar that connects the top of the wing to the bottom, but uses an 1/8 inch diameter solid carbon rod near the top surface of the wing, embedded in the foam. This plus a 3/8 inch steel injector pin wing rod with strong plywood, wing root, and sub-roots provide the strength for his wings.

Bill makes his templates out of Formica, which worked better with the wire bows.

## Show and Tell

### **Paul Myers**

Paul made a safe box for charging lipo batteries, which includes a built in charger and an analyzer. He claims the box with withstand temperatures of up to 1200 degrees and is made from an old tool box.

### **Ron Kucera**

Ron presented his Zagi XT with twin brushless motors. He showed how Gorilla glue performed very well on the EPP foam on his motor mounts. He also presented a Fun Jet by Multiplex. This is an EPP foam wing with ailerons and vertical stabilizers. He prepared the surface with acetone to allow Zagi tape to stick to it rather than painting the model. The model is very fast and sells for \$45.

### **Kipp Geisler**

Kipp first explained his experiment of puncturing lipo batteries. One of which instantly burst into flames. This proves Lee Cooper's comments last fall that there is enough moisture in the air to react with the lithium and start a deadly fire. Kipp also presented a 43-inch Super Decathlon electric plane by Ultra Fly. It uses an Astro 2317-16 brushless motor and 2100 MAH battery and 9 x 6 prop. This plane performs ROG takeoffs and landings very well given its relatively small size. The meeting concluded at 9:00pm.

## Training Day & Open House

Club New Member Mentor, Mr. Dave London will coordinate a special training session following the club contest on March 8th. Experienced club members will be on hand to help those interested in learning or honing their skills. Some of the topics will be Retriever Operation, Launching, Finding and Coring Thermals. If you'd like more information, contact Dave at 916 944-3948 or [d.london@comcast.net](mailto:d.london@comcast.net)

A calendar notice will run in five regional newspapers inviting the public to our field for demonstrations and a close up look at our hobby.



# SVSS Profile - Dave London

I was born in Lincoln, Nebraska in September 1942. My father was a firefighter for the city. Little did I know that I was to follow in his footsteps. He also took pilot training during WWII. I guess that is where I get the nudge for planes, flying and things that float in the air. During my childhood days, I would build balsa airplanes and fly them off the roof of my house. My mother was a bit upset. I really got into the rubber band planes and then my father came home one day; he brought with him a huge pickup truck load of balsa, plans, kits and modeling tools from a friend that got out of the hobby. What a day that was! I was in balsa heaven.

I met and married Rachel while I was serving with the Maine Corps as a hospital corpsman. I couldn't wait to get out and be a civilian. My dreams were of being with Rachel, having a family and being a firefighter like my father. Rachel and I settled in Carmichael, California. I

hired on with the Fire Dept. in Carmichael in 1966. Our family started growing then with first son Gene and then Brian and Louise. Now we have more members in our family since our children have grown and married. Our family has 5 grandchildren. Rachel and I are doing our best to spoil them. Pretty soon they will be flying models.

Hobbies... Well, too many. It isn't the time involved with the hobby...it is the cost. I dabbled in photography as I was in Japan and home to many photo accessories. I had to give that hobby up as I became sensitive to the chemicals when developing pictures. So, I traded that in for bee keeping. I started in 1979 and teamed up with my neighbor. Together we became the largest hobby sized outfit in the Sacramento area. We had over 50 hives, a honey house, storage facilities and other various stuff that involved the honey process. I became a ham operator in 1970 using the call sign WA6ANX. Now most of the stuff we did as hams is now being done on the internet. I do have some 6 meter radios for gliders. But, now my biggest interests are model building and flying. Once a week or more, I get together with a group of fellows and we design and build our own gliders. Weeds is the fabricator and lightening rod. Ken Holden is the numbers guy. He takes our designs and plots the stress numbers that fiberglass wings need. We learned early on that, when learning something, you only get 50%. The rest is acquired by testing, crashing and flying. We decided also that we couldn't afford the planes as it was easier for us to build them.

History...When I was working as a firefighter, I began building in the basement of the fire station. Working one day, then flying the next day at Ancil Hoffman Park in Carmichael, along with my fire crew. It just happened that they enjoyed building and flying planes also. Later, about 1989; we started flying in other parks and high schools. One of them was Florin HS. This is where we started to think about making a club in the Sacramento Area. Ken Kasihawa was the AMA rep for California and he lived in Carmichael. Frank Leggio and I really got gabbing about it and before you knew it, we made it happen in 1989. The AMA magazine posted an article of our club startup with Frank as president, I was vice president and Knox was the club treasurer.

I had to leave the club the next year because the Fire Dept. promoted to Deputy Chief. That was a 24/7 - 365 job! So, for the next 5 years, I let my batteries sulfate and dust grow on the planes. I got my self back into the world of flying in 1995 when I retired from the Fire Department.

What a difference a few years make!! When I started flying r/c the radios were straight forward and no mixing or model memory. My first radio conversion was in 1982. I had a 6 channel Kraft radio and started to get into flaps and ailerons. George Steiner was the radio king in those days. Talking with him one day, he told me that he could give me flap control on the throttle stick with 15% down elevator and a switch to couple or uncouple the mix. Also, he gave me rudder and aileron mix and a switch to turn it on or off. As far as I know, that was a first in the hobby. Then I built a 900 Sagitta with flaps. With that combination of radio and plane, I took first place in Fresno in the Sportsman Division. Talk about a show stopper!! No one had ever seen anything like that.

Currently I am building a 3 meter, a 2 meter and Cross Country planes. I'm also looking to start up in electrics for the days of no lift and low clouds. There's nothing like flying.



# Welcome New Members

## Dave Sims

We welcome David Sims to SVSS. David was born in Puerto Rico in 1953 while his folks were stationed there. He was raised all over, wherever his father was stationed. At 18 he too joined the Air Force. Dave works as a safety officer. He lives in Sacramento with his wife Debora. They have three children and 3 grandchildren. Dave started flying RC in 1976. He's new to gliders. A former member of SAM, Dave learned of SVSS through Bob Mosher. He's particularly interested in scale electrics and building. Dave writes; "I fly all electric, most are Warbirds. I'm not a racer, I just like flying Warbirds and sport flying. I own over 30 RC airplanes. I see a Warbird with a wingspan between 36 - 48 and I just have to have it. Before I knew it, my garage was full of warbirds and I had to park my truck in the driveway. I bought my first RC Airplane in 1976 in fact, I bought 3 that year and crashed all 3 trying to learn how to fly and gave up on the hobby. Then in 2004 I bought a Nexstar 46 and with 6 lessons on a bubby box, I soloed my first flight. So when I'm asked how long it took me to learn how to fly my answer is 28 years."



## Steve Drivon

We're also pleased to welcome Steve Drivon. Steve was born in Stockton in 1953. He grew up in Stockton as well. He and his wife, Robyn now call Woodland home. They have three children and one grandson. Steve is a musician and entertainer. Needless to say, music is another of his interests along with cars, cooking and being a grandparent. He started with electrics about seven years ago with the Delta Valley Modelers in Stockton and is looking to moving into gliders. He enjoys building, fun flying and socializing. Steve adds: "When Robyn and I moved from Stockton up to Woodland, I left a bunch of fine folks and skilled modellers behind. On a recent Saturday, at your flying site, I felt a bit at home again. It was wonderful to fly again after two years. Nothing has ever been able to reinstate my positive attitude in quite the same way as r/c flying. It's been a long couple of years! I'm looking forward to being an active part of SVSS, and to meeting and flying with you all."



## March Contest Format - "Nickels & Dimes"

Our V.P. of Contests will be the CD for the first contest of the 2008 season. Scott Meader has decreed that it will be "Nickels and Dimes". Four rounds. Two five-minute and two ten-minute rounds. The order will be determined the day of the contest. Flight times will be normalized to 1,000 points. Overtime penalties will be; 10 points per second on the five-minute rounds and 20 points per second on the ten-minute rounds. (message) Don't go over! Landings will be our regular 100 point tape.

# League of Silent Flight

From time to time you'll hear members make mention of LSF. Mike Clancy wrote a series of articles in previous editions of The Eagle's Nest. That information bears repeating for the benefit of our new members.

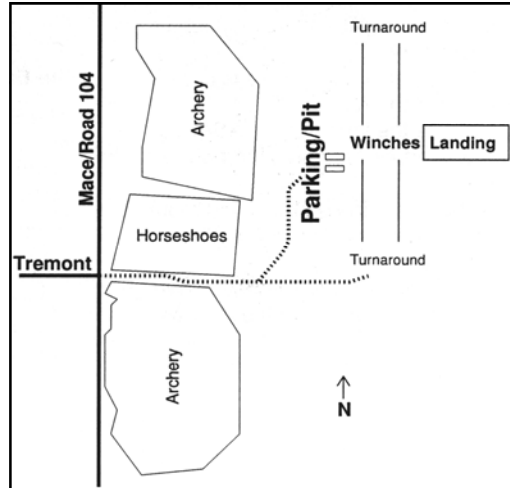
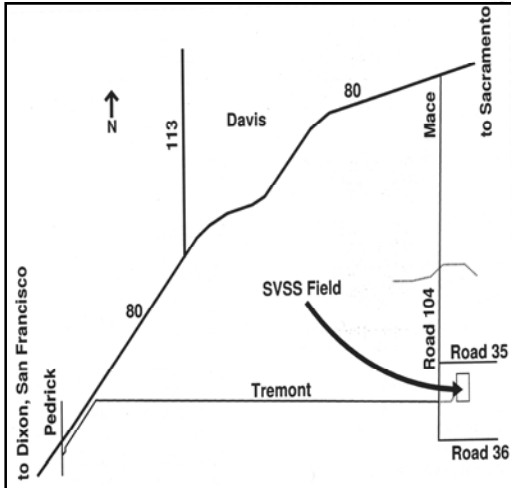
The League of Silent Flight was established by a group of RC sailplane modelers in 1969. The LSF, as it is now known throughout the world, quickly became very popular and has since grown to a membership of over 7,500 modelers. The non-profit LSF fosters and supports all phases of both sporting and competition activity for model sailplanes and encourages the advancement of model aeronautics and related aspects of RC soaring.

The best known aspect of the LSF is the Soaring Accomplishment Program. This system recognizes individual proficiency and accomplishment in RC soaring through a set of successively harder tasks that measure the sailplane pilot's skills and knowledge of soaring. The modeler has an opportunity to achieve these specific tasks with a sailplane of his or her choice at their individual pace. These tasks are designed to challenge and entertain, while allowing the pilot to measure and improve his flying skills and understanding of model soaring against a proven set of standards.

The Soaring Accomplishment Program is organized into five Levels of achievement, starting with Level I, the simplest, and progressing through Level V, which demands truly exceptional performance. These levels are arranged so that the beginning flyer can pace himself and gain confidence and skill, knowing that his efforts are being measured against the same criteria that other LSF members have already been measured by. As the flyer completes his Level 1 voucher and submits it to the LSF, he is issued a new voucher for Level 2 and so on up through Level V. There is no time limit or pressure for completion of any task or level. Accomplishment of individual tasks may take only a few weeks or completion of levels may extend over several years, depending on the individual's own interest and activity. Once a voucher is completed and all the tasks on it are approved by the LSF, it becomes a permanent part of the member's record in the LSF computer database and the tasks need not be repeated. Below is a simplified table of the tasks for the different levels.

Level	1	2	3	4	5
Duration	5 min	15 min	30 min	1 hr	2 hrs
Slope	15 min	1 hr	2 hrs	4 hrs	8hrs
Landing	5 @ 3m	10 @ 1.5m	None	None	None
Goal & Return	None	None	1 km	2 km	10 km
Contests	None	6/3000 pts or 1 place	6/4500 pts or 2 place	6/6000 pts or 1 win & 2 place	6/12000 pts & 3 wins

Complete information and applications may be downloaded from the LSF web site at [www.silentflight.org](http://www.silentflight.org). Upon submission of the application, your first voucher is mailed to you and you're off and running. Out of all the soaring pilots in the world, only 123 have achieved the coveted Level V. SVSS is honored to have seven LSF Level V pilots in it's ranks. Neil Nolte 4, Jim Thomas 68, Mike Clancy 92, Ray McGowan 93, Kevin Webb 95, Leo Asnault 99 and Scott



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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