

# The Eagle's Nest



THE OFFICIAL NEWSLETTER OF THE SACRAMENTO VALLEY SOARING SOCIETY

May 2004

Sacramento Valley Soaring Society

Volume 15, No. 5

## The School Field Trip

By Ron McElliott

**H**ave you ever wished you could go back to an old school just to say hi! Well I have and when the chance presented itself to me in March, I jumped at it.

Major Mark Sullivan USAF (club member) was flying at the field; he mentioned a demo he wanted to put on at Travis Elementary School on April 1 (that's no April Fools). Well I immediately said I'd be more than happy to help, so he briefed me on his plan.

On the way home my little Ranger brain started working overtime. When I arrived home I jumped out of the truck ran into the house yelling guess what, guess what. As I ran by my wife she said; what did you do crash another plane! NO! I mumbled as I entered the computer room and started going through my foot locker for some old

photos. They were right where I had left them, my 1956 kindergarten and 1957 1st grade class photos from you guessed it "Travis A.F.B. Elementary School."

The big day arrived and when I pulled up to Travis A.F.B. visitors center there sat Jim Thomas, Mike Clancy, and Neil Nolte all waiting for Major Sullivan. Once Mark arrived and signed us in we headed for the school to set up the winch and our display. The wind was blowing around 20 mph so we decided not to fly, we would just set up a static display and talk to the kids. We had Jim's SBXC, Neal's Millennium, my Olympic II and everything in between. Mark even had his indestructible EPP Floater on hand.

The kids were really interested and asked a thousand questions. At one point I showed my school photos to

the Principal and his coordinator and they could not believe that I attended Travis School some 48 years ago. (How could that be, I'm only 38?)

The day went well and the kids really had a good time, the high point was when Mark and Jim decided to hand tow the indestructible floater. Well I'm here to tell you it's not so indestructible (as the wing folded on tow). Mike took photos and Neil explained how the winch worked. The day ended with a launching of a small rocket and a group photo, along with being invited back on a calmer day. I think we inspired some young minds to get into R/C; maybe there is a future for our great sport after all.

Thanks Mark for a chance to revisit my old school and thanks to all who were there.



Here is a group picture of many of the participants of the sailplane display and demo at Travis Elementary School. Several members of Mark Sullivan's unit are shown with the children as are SVSS members Jim Thomas, Ron McElliott, Neil Nolte, and Mike Clancy.

### Club Meeting

Tuesday, May 18, 2004

7:00 p.m.

SMUD Building  
6201 S Street  
Sacramento

•  
**Presentation:**  
*Ron McElliott on  
Cross Country Fying*

•  
Show and Tell & Raffle

•  
Please try to attend this meeting. Important issues to be discussed. Lots of fun to be had.

# SVSS General Meeting Minutes, April 20, 2004

By Rich Hanshu

The meeting was called to order at 7:10 p.m. No guests or new members were present. The March Minutes and Treasurer's Reports were approved as printed in the newsletter.

The CD of the May contest is Mark Triebes. The second airplane event is 2-Meter.

Rich reported that there are no equipment issues with the irrigation system. The problems are being worked on.

Mike Clancy wants more articles for the newsletter.

Paul Myers gave a report on the upcoming electric contest. Come out to the field Sunday, May 16, and have some fun.

A few members have been to Los Banos. The roads look good. Lee Cooper has been ill and unable to organize a club slope event.

This Saturday, Frank Schlosser will be out to work on the shade structure and needs help with bolting, and staining. Several people said they will be in Los Banos at the Scale contest.

June 26-27 is the Spring Fling. A worker's sign up sheet was sent around. There was a discussion about soliciting raffle prizes. Doug Lent donated two cases of beer from The

Sacramento Brewing Co. Jim Heffelfinger donated two tickets for The River City Otter Taxi and Jim Wright donated a scale sailplane kit.

Kip Geisler accepted the request to help Dave London with flight training.

## Old business

The road at the site is still not graded.

Neil Nolte and Mike Clancy said the Travis AFB Elementary School Demo was a success even though it was too windy to get any planes in the air. Mark Sullivan did a good job organizing the activity. Clancy said if you can get on the base, visit the museum. It is well worth seeing. The Principal at the school appreciated the effort and enjoyed seeing the picture of Ron McElliott when Ron attended the school (many years ago).

Scott Meader won the Fresno Classic and our SVSS Team did well (better on Saturday than Sunday). Scott also won the April club contest.

The club X/C contest was a huge success. Joan read two e-mail accounts of the contest.

## New Business

*Events coming up:*

- April 24-25 - SBSS Slope Scale Contest at Los Banos
- May 1-2 - SBSS California Valley

## Cross Country

- May 8 - SVSS Club Contest
- May 16 - SVSS Electric Contest
- May 21 - Demo at Abraham Lincoln School
- June 5-6 - Fresno Silver Cup
- June 12-13 - Montague Cross Country
- June 26-27 - Spring Fling
- July 17-18 - Gambler's Gala in Gardenville

After a break of satisfying our appetites on Midge's chocolate chip cookies, we were entertained by Doug Lent and Dean Aldinger. They talked about their full-size sailplane club, a history of their sailplanes and repairs, flying experiences and electric models.

George Steiner brought a plane for Show and Tell.

Tonight's raffle prizes were donated by "Electric" Bob Kampmann. Winner of the prizes were Rich Hanshu, Jim Heffelfinger, Jim Wright and Peter Dannenfelser Sr.

## Cross Country Contest Report

By Bruce Moore

I was told that this was the best day ever for XC soaring at our field.

The day started with clear skies, the clouds were way off in the distance to the east and south - nothing at the field.

Six teams entered the contest and a couple of flyers stopped by to do some test flying and LSF tasks (Mike Clancy made LSF I again).

Pilots meeting was held at 10:15 a.m., Ron McElliott layed out a excellent course and briefed everyone on the course hazards.

Flying got started around 11 a.m. and the last team left the field just before noon. No issues with leaving the field or with the course. Just a great day. What was remarkable, not one team came back for a relaunch. The air was huge and sinky. Over 150 miles of XC flying was done. There was plenty of room to find lift and every team had a great save story to tell of how they

saved the flight one or more times. It would be nice if each team would give a brief description of their save or their would've / should've / could've.

Dudley's breakfast was great and everyone loved the field and the course.

The only incident of the day happened to Jim Rolle's plane at the field after the contest. He was flying with Scott Meader, who was helping Jim trim his plane, and Jim was coming down from extremely high altitude and his plane disintegrated. Two wing panels and a flag w/servo attached were not found. Lots of kidding and sportsmanship all around. Great day maybe we can do another XC event next year.



**Dean Aldinger giving his presentation on electric motors and test equipment. Dean was SVSS' second president and is an accomplished full scale sailplane pilot.**



**Doug Lent, our fifth president gave a presentation on full scale soaring and an invitation to fly with him at Truckee.**

# President's Column

By Joan Nolte

I want to thank all the board members and chairpersons for keeping all the club activities going.

Ron McElliot and his crew (Cameron Clarke and Kip Geisler) have been doing a great job keeping our field in shape.

Rich Hanschu has been tracking down sprinkler problems while keeping the club equipment running. In addition Rich has sat in as Secretary at the meetings.

Peter Dannenfels II has kept in contact with Yolo County keeping their governing board and ours informed of progress at the flying site.

Cheryl Thompson has kept up with the club finances in addition to organizing the Spring Fling.

Mike Clancy has kept our interest in flying while off the field and kept us informed about flying activities by encouraging people to write articles for the newsletter.

Neil Nolte has labeled and mailed the newsletters in addition to keeping the club raffle going.

Terry Bratton has helped select prizes for the club raffle.

Dudley Dufort has kept up the web site and scorekeeping, in addition to his regular responsibilities as Contest VP.

Scott Meader took over as CD for the April contest when the scheduled CD became ill.

Ron McElliot, Dudley Dufort, Bruce Moore and Jim Rolle organized a great Cross Country event.

Dave London and Kip Geisler are available to train new pilots. Their numbers are on the website.

Frank Schlosser is organizing work parties to complete the shade structure at the site.

Please thank these people when you make use of, or take part in club activities. Also think of ways you can contribute to our club and have activities of interest to you.

The April thermal contest found Scott Meader in first place. Our next thermal contest is scheduled for May 8. The Pilots' Meeting is at 9:45. Mark Tribes is the CD. Bring a 2 Meter plane to fly for an additional airplane class. Details are in the newsletter elsewhere.

The club Electric Contest is Sunday, May 16, 10:00. Paul Myers is the CD.

We are going to hold a sailplane

demonstration at Abraham Lincoln School on Friday, May 21, 11:00 a.m.-11:30 a.m.. Expert pilots, who are interested, contact me at jnnolte@aol.com or the number listed below.

We were able to hold our April club meeting in our assigned room. The program was excellent. Dean Aldinger and Doug Lent did a great job as expected. The next meeting is scheduled for Tuesday, May 18 at 7:00 p.m. at SMUD, 6201 S Street, Sacramento. Ron McElliot is giving the presentation on Cross Country Flying. Please bring Show and Tell to the meeting. You get a free raffle ticket.

Thank you to those who have signed up to help at The Spring Fling. We still need people to set up the raffle booth and to sell raffle tickets at the contest. Contact Cheryl Thompson if you can help with the raffle. Contact Scott Meader or Jim Thomas if you want to help with the contest. A Spring Fling Entry form is included in the newsletter and also can be found on the website. Get your entries in, so we don't have to pester you.

Questions, comments, suggestions, contact Joan (916) 966-0857.

Newsletters can be downloaded off the web site [www.svss.org](http://www.svss.org) or delivered to you by surface mail. Members who do not want a hard copy mailed should contact Neil Nolte at (916) 966-0857 or [jnnolte@aol.com](mailto:jnnolte@aol.com) to have your name taken off the mailing list. If you do want a hard copy sent monthly, no action is necessary unless you have changed your address.

Any home address, e-mail, or telephone changes for club members should be given to Cheryl Thompson at [gdsdsvr@earthlink.net](mailto:gdsdsvr@earthlink.net).

#### YOUR EDITOR

Would like to thank all the contributors who help make this newsletter a fine publication. This month especially Steve Henke, Ron McElliot and Bruce Moore for all the XC info and photos.

## Meader Wins 23rd Annual Fresno Classic

By Neil Nolte

Scott Meader overcame his Fresno Classic jinx the first weekend in April, stringing eight max times and nailing a landing each round to best forty one other Unlimited pilots.

Five other SVSS members also participated in the 23rd rendition of this annual event put on by the Fresno Soaring Society, with the respective Unlimited class placing as follows: Neil Nolte (6), Joan Nolte (19), Dave London (22), Tom Carmody (26) and Jim Thompson (39).

Although Scott was the only SVSS flier to bring home any of the hardware, we all had an enjoyable weekend of flying as the weather was quite mild and comfortable. Lift was spotty at times making it real interesting as many fliers found themselves having to work really hard to locate and exploit what lift they found. There were several big sink cycles which prevented a number of fliers from maxing out one or more of the 8-10 minute flight tasks.

In spite of the missed maxes, I believe all the SVSS folks who attended this year are planning to participate next year and hopefully we can convince more club members to compete in next year's event. The flying site is wide open and the event is pretty laid back - try it!



Scott Meader accepts his trophy for winning the 2004 Fresno Classic.

### SVSS Financial Summary

Summary	January	February	March	April
Opening cash on hand	6,651.92	6,192.12	6,478.50	4,652.73
Total income		575.00	1,114.96	770.00
Total expenditures	459.80	288.62	2,940.73	3,208.66
Net cash flow	(459.80)	286.38	(1,825.77)	(2,438.66)
Ending balance	6,192.12	6,478.50	4,652.73	2,214.07

Cheryl Thompson, Treasurer



## April Contest

**C**raig Allen waiting to launch at the April contest. Note the low LSF number on his plane. He got this number when he was about 9 years old. Craig, his brother Scott and their father were all flyers and participants in LSF in the 1970's.

**B**ob Brown's new Bubble Dancer takes to the air on one of it's first flights. This is a beautiful plane due to Bob's excellent building skills. Bubble Dancer is one of the new/(old) theories of super light, wood and composite thermal sailplanes. Lighter, stronger, faster than older wood sailplanes, these new designs sport many older ideas including some from free flight models.



**J**im Rolle's Hera launches to the north. Jim is our "hard luck flyer of the month." The gremlins of soaring claimed three of his planes in April. Ouch! Jim and his flying buddy Bruce Moore have gotten quite enthusiastic about cross-country flying lately and are also chasing League of Silent Flight levels.

## *X-C Contest*

*E*d Lockhart, driver, Mike Clancy navigator and photographer, Dudley Dufort and Brian Halkett taking turns spotting and flying. We did 19 miles which was exactly one full lap around the course. Other teams did better refflying parts of the course.



*D*ave London launches "Team Weeds" new development design. Dave, Bill Rinkleib and Ken Holden have put a lot of work into their cross country efforts. Congratulations to them for their original aircraft efforts. All other entries were R&R SBXC planes.

*A*n ordinary thermal sniffer is passé for today's XC ships. Here is a system that provides audio variometer tonal information but also vocal information. I don't know much about the system but it sure seems to work well. Maybe one of our XC flyers will write us a nice article on the system, and I'm sure Ron McElliott will explain it all at the May club meeting.



# April Was A Busy Month

By Mike Clancy



**W**ow! What a busy month. Here it is May 1 and I am still working on this newsletter. The reason being I've been having a ball with SVSS activities. I retired in July and have been having a very nice time. I heartily recommend it. Including Easter, and a bit of golf and sailing...

The first thing I did in April was finishing up the newsletter. Shortly thereafter I went up to Travis AFB for our demo at the elementary school. Because Travis is an active base, there were lots of security issues to deal with; then there was the wind which prevented us from flying. Major Mark Sullivan, who is a SVSS member and a KC-10 pilot, organized the event. As a real plus, I finally got to go to the Air Force Museum located on the base.

Next came the club contest. Had a good time and flew well. Not well enough, however, as Neil Nolte is proving to be very tough to beat in Grey Cup. Bill Curry and I are working hard to change that situation - and we need some help from Weeds, Joan, Cox, Brady, etc.

The very next weekend was the SVSS Cross Country Contest. I attended mainly to take some photos and get some info for the newsletter. I started out with a very nice breakfast of pancakes and sausage provided by and prepared by Dudley Dufort. I watched the teams prepare their equipment and attended the pilots' meeting. Getting caught up in the event I asked Dudley if I could ride along with their team. I ended up navigating for their new driver Ed Lockhart. Dudley's team did the whole course and completed 19 miles. I thought that was great until we got back to the field and found out that teams Ellis, Hilliard and Gldiator had done 46, 37, and 34 miles, respectively. At the conclusion of the XC contest I made a few flights and completed my LSF Level I tasks.

The club meeting was next on the list. I have been driving to Sacramento with Bill Curry. We go to RC Country, then have dinner at Hoppy Brewery then off to the meeting where I take some pictures for the newsletter. It's a long way from Novato but having company and doing several activities makes the trip worthwhile.

On Friday, April 30, Bill Curry called and said he was busy moving on Saturday and Sunday so he was going to the field that day to trim a new airplane and did I want to go? We arrived at the field to find "Team Weeds" testing and practicing. Bill immediately attempted his second Level IV one hour flight and made it on the first try. I did a 15 minute flight and 3 landings for my Level II and then spent some time giving flying lessons to a new flyer with a Spirit 100.

When this newsletter is finished the only thing I'll be flying for a while is a hammer, saw and a paint brush.

## RC Soaring Digest Now Available Free On the Internet

*From Gordy Stahl*

You might like to post this link on your website with a note that RC Soaring Digest Magazine, "The Journal for RC Soaring Enthusiasts" is now FREE to download - IN COLOR and will include back issues as time permits.

Since RCSD is the only RC Soaring Magazine by RC Sailplaners for RC Sailplaners, and is the only non advertiser driven, but rather content driven RC Soaring Magazine in the world, everyone of us can be a contributor! ... and should be!

So get your keyboards humming and submit your tidbits of soaring knowledge and entertainment, photos too.

You'll find my incredibly insightful articles on trim, balance, landing, launching, tow hook placement, launch camber logic, thermal recognition, well just about something on every soaring related topic worth knowing about there!

<http://www.b2streamlines.com/RCS.html>

## SACRAMENTO VALLEY SOARING SOCIETY

### General Information

**SVSS** is a social organization whose purpose is to promote the efficient use of radio controlled model sailplanes.

**SVSS** is an AMA chartered club. Number 2752.

**Membership is open to the general public.**

<http://www.svss.org>

<http://modelaircraft.org>

<http://www.silentflight.org>

### Monthly Meetings

SVSS general membership meetings are usually held each month in Sacramento, CA. Our club meetings are open to the public, and visitors are always encouraged to attend.

### Club rules

1. Have fun.
2. See rule #1.

### AMA

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

### Field

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

### Contests

Monthly contests are usually held on the second Saturday of the month at 10 a.m. Beginners and spectators are always welcome.

### Training

Training is usually on the Saturday following the monthly contest.

# April Contest Report

By Scott Meader, CD

Flyers headed toward Davis with high hopes of a beautiful, calm, spring day. Well two out of three isn't bad. Northwesterly winds of 12+ were waiting for us as we got to the field. As we set up the equipment the winds dropped a little, so it was decided to run the published format for the contest, 4-7-10-13 minute tasks in any order with a 100 pt. tape landing.

Pilots that launched early benefitted from the wave and were able to knock off their 13 minute round. Wave plus

thermal activity cycled throughout the day and made for good but challenging conditions. The landing on the other hand proved to be the biggest challenge. The wind kept many pilots out of the LZ by stopping them dead in their tracks as they deployed their flaps. Only one pilot made all four times and landings.

Many thanks to Dudley for scoring and to Cameron and Corey for running the winches the whole contest. Scores are posted on the club website.




Seen at the April contest is another fine nostalgia airplane from the shop of Jim Thomas. This is a beautiful Aquila Grande. It looks great in its opaque yellow and transparent red Monocote. The plane only needs to have the fuselage painted to become a concours winner.

## CLASSIFIED ADVERTISING

### Calling S-3

Sacramento calling Reno! Where are all the S-3 flyers from the Reno, Nevada area? We miss your smiling faces down here. Lee, Jim, Bill, Ken, Dave - let's go flying.

**R/C COUNTRY**  
  
 M-F - 10:30-7:00  
 SAT - 10:00-5:00  
 6011 FOLSOM BLVD.  
 SACRAMENTO, CA 95819  
 CHET & TERRIE VAN SCYOC (916) 731-5668

  
**Sonoma R/C Hobbies**  
 Specializing in Remote Control Cars & Planes  
 20001 Broadway St.  
 Sonoma, CA 95476  
 Owner Richard Beck  
 Shop (707) 838-9705

**DOWNTOWN R/C HOBBIES**  
 www.downtownhobbies.com  
 E-Mail: downtownhobbies@rcrc.com  
 PH: (209) 889-2139 FAX: (209) 889-2887  
 7841 Inside Way Auburn, CA 95603  
 Hot & Sweet Latex/Glue/Glues

## Sacramento Valley Soaring Society Events 2004

### May

- 1 & 2 California Valley Cross Country - Mike Gervais
- 8 SVSS Club Contest - CD TBD
- 16 Electric Fun Fly / Contest - CD Paul Myers
- 18 SVSS Club Meeting - SMUD Auditorium

### June

- 5 & 6 Fresno Silver cup
- 12 & 13 Montague Cross Country - Dean Gradwell
- 15 SVSS Club Meeting - SMUD Auditorium
- 19 SVSS Club Contest - CD TBD
- 26 & 27 **SVSS Spring Fling** 2-day thermal contest

### July

- 10 SVSS Club Contest - CD TBD
- 17 & 18 SC<sup>3</sup> - Reno 2-Day thermal contest
- 20 SVSS Club Meeting - SMUD Auditorium

### August

- 14 SVSS Club Contest - CD TBD
- 17 SVSS Club Meeting - SMUD Auditorium

### September

- 11 SVSS Club Contest - CD TBD
- 18 & 19 California Valley Cross Country - Mike Gervais
- 21 SVSS Club Meeting - SMUD Auditorium

### October

- 2 & 3 Fall Soaring Festival - Visalia
- 9 SVSS Club Contest - CD TBD
- 19 SVSS Club Meeting - SMUD Auditorium

### November

- 13 SVSS Club Contest - CD TBD
- 16 SVSS Club Meeting - SMUD Auditorium

### December

- tba SVSS Annual Awards Dinner
- 11 SVSS Toy Fly

# League of Silent Flight (LSF) – Level III

By Neil Nolte

Now that you've finished the requirements for Level II and sent the voucher off (of course you remembered to make a copy to keep and included a \$2.00 check/money order), let's begin concentrating on the next set of tasks.

I'm of the opinion that this Level is really the easiest for most fliers to accomplish. While the thermal and slope duration requirements are increased, most fliers will find that their improved piloting skills and confidence gained from the earlier Level accomplishments will lead to more frequent extended duration flight times, and, consequently, an increased likelihood of achieving the required time(s).

Contest participation is again required, but the spot landing task as found on the previous Levels is eliminated.

A new task category of "goal and return," or cross country, is added to the requirements at this Level and will carry through the remaining Levels. As always, try to plan ahead and be prepared to take advantage of any opportunity encountered which might fulfill one of the requirements.

## LEVEL III REQUIREMENTS

**Thermal Duration** – 30 minutes, minimum.

- Always start a stopwatch.
- Always be looking for any thermal indicators before launching. Note that sailplanes flying in or through sink can provide almost as much valuable information (air to avoid) as sailplanes working obvious lift.
- Convince (bribe?) your flying buddies to "bird dog" for you, hunting for lift areas you can use and sink areas you need to avoid.
- Keep track of battery levels, both the Tx and Rx packs. Field charge, or replace with fully charged packs between flights if necessary. Don't deplete your batteries on that super-lift day with several successive long flights and then have a pack poop out on you at 2000' altitude and 27 minutes into a 30 minute flight – it'll ruin your whole day!
- Shoot your standard landing approach when completing each flight.
- Slope Duration** — 2 hours, minimum.
- Note that a second 30 minute ther-

mal flight may be flown in lieu of a slope flight.

- Have protective gear for the expected conditions.
- Have a repair materials kit, just in case repairs are necessary before re-launching for additional attempt(s).
- I suggest one use a 2-3 channel (RES) thermal ship, some old polyhedral type gas bag which can handle some ballast just in case, a large capacity battery pack if desired, and is fairly "hands off" stable. The more you have to move the control stick(s), the more Rx pack drain you'll have.
- Make sure the battery packs you'll be using have sufficient capacity. Consider using another Tx tuned to your Rx so you could turn one Tx off and the other on (don't forget with the computer radios there is usually a signal loss until the microprocessor loads/boots the program), switched external Tx pack, on-the-fly-replacement pack, alkalines, nickel-metal hydride cells, etc. Do some bench testing and cycling research with the packs you plan to use for this task, i.e., plan ahead!
- Convince (bribe) buddies to spend the day at the slope to help keep you entertained (this works both ways, of course) and/or help track your plane when it disappears into that suddenly formed fog bank which nobody noticed.

**Goal & Return** — 1 kilometer (0.62 miles), minimum.

- Scope out known/identifiable markers which can define the goal, which should be the minimum straight-line distance from your planned launch point in all the directions feasible.
- For this Level, my experience is that most fliers are able to see and comfortably control an unlimited-size ship at/beyond the distance required without leaving the launch point, but I've also guided pilots the length of our field, on foot and in a vehicle, just to provide a bit better visibility.
- At our Davis site, we've used both a flag and walkie-talkie to signal from a chase vehicle on Mace Blvd. that a plane had reached the turn point (goal), allowing the pilot to remain at the launch point for the entire flight.
- The distance to the goal is measured from the launch point, which is the point at which the sailplane first

becomes airborne, i.e., it leaves the pilot's (or assistant's) hand. You must fly the plane over the launch point at some time before heading for the goal and also after returning from the goal before landing within 200 meters of the launch point for the flight to qualify.

• You may have to fly your plane a considerably farther distance than the straight-line minimum due to the conditions, the terrain features, or visibility restrictions. Again, it helps to have planned various routes out ahead of time, so you know how you expect to accomplish this task.

• Just for fun some day, try sitting in the back of a pick-up and have someone drive you along our access roads while you attempt to fly your plane. As the folks flying X-C will attest, trying to determine if your plane's in lift or sink while you're bouncing around in the back of a pick-up is a bit different perspective than that to which we're accustomed (but a whole lot of fun, and immensely rewarding).

• Have those flying buddies primed to assist if need be, driving, spotting, guiding on foot or to even save your plane if you lose sight of it, fall down, sprain an ankle or lose orientation.

**Competition Requirements** — six contests. At least ten (10) entrants. Two places (1st, 2nd, 3rd), or 4,500 points (minimum) from exactly 6 contests. Check guidelines on the voucher for the full explanation of contest characteristics. I'll not rehash all the items I've included in last month's article but encourage you to participate, don't be intimidated or afraid to ask questions if there is something you don't understand about the tasks, scoring, etc., and most of all have fun competing with your fellow fliers.

*Next installment: Level IV*

## Notice Club Contest

*Saturday, May 8*

**CD Mark Triebes**

**Pilots' Meeting 9:45 a.m.**

**Events**

**4–10 minute flights**

**100 point tape landing**

# Cross Country Contest



**Bruce Moore (left) and Ron McElliott conduct the pilots' meeting for the SVSS Cross Country contest.**



**Another XC ship takes off with a background of the most spectacular sky I've ever seen at the SVSS field.**



**Ken Holden, Dave London and Bill Rinkleib pose with their original design XC ship. The plane is one of several they are experimenting with. I got to fly this ship to 2,000 feet - according to the nice lady on the variometer receiver.**



**Dean Gradwell's plane. It is filled with interesting electronic goodies. Dean traveled a long way and did well in the contest.**



**Moving fast and looking good. This is how you win a cross country event. This crew must be very experienced as there is only a driver and a pilot. A spotter is commonly used by most teams.**



**Not what you want to see too early in the day. Wing tips off and chase vehicle heading back to the launch area. Bill Rinkleib and Kyle Frye ride here. Note fine chase vehicle. Bolted down, rotatable chairs including seat belts - required by law in California.**

# SVSS Cross Country Distance Event

By Ron McElliott

The event started with practice flying on Friday at 11:00 a.m. The sky look like someone dropped a bag of cotton balls across it, cumulus were everywhere. Two teams showed up to take advantage of the fine weather. Team Gladiator from Jacksonville, Oregon. And Team Dudley from SVSS, both teams found amazing lift on first launch. After minor adjustments to their planes both where ready for Saturday's big event.

Six teams arrived Saturday morning to compete in the event; a team came from Oregon and one from Chula Vista, California. The 19-mile course was laid out early that morning in hopes of great flying. The sky looked even better than Friday—no wind and nothing but big lift everywhere. The event started with breakfast from Dudley's House of Pancakes. Man can he cook a mean pancake and sausage breakfast. Pilots' meeting was at 10:15 with open winches immediately after. Team Ellis was the first to take to the sky and it didn't take them long to get on course, that's the last we saw of them until 3:00 p.m.

The sound of Vario's was everywhere as all six teams managed to get on course. Even Mr. Weed's team was specked out and on the move (I still can't figure how he sees it so high). I was team Gladiator co-pilot/spotter and watched Dean Gradwell skillfully and masterfully maneuver his SBXC around the course. At times the sky-panel was announcing an altitude of 1085 meters (all X/C planes need a skypanel). The plane looked like a dot in the sky. He was flying so high that the plane flew into a cloud and was gone for what seemed like an eternity.

The day came to an end at around 2:30 p.m. with a few raindrops falling and the air-cooling down. The last team came in (Team Ellis) at 3:00. I thought I was at a fishing convention - big lie's everywhere. The awards where given out to the top two teams. Total miles flown for the day was 163 - not bad! The results are as follows:

<b>1st</b>	<b>Team Ellis</b>	<b>46.8 miles</b>
<b>2nd</b>	<b>Team Hilliard</b>	<b>37.6 miles</b>
<b>3rd</b>	<b>Team Gladiator</b>	<b>34.4 miles</b>
<b>4th</b>	<b>Team Dudley</b>	<b>19 miles</b>
<b>5th</b>	<b>Team Rolle</b>	<b>14.2 miles</b>
<b>6th</b>	<b>Team Weeds</b>	<b>11 miles</b>



*First you program your transmitter, then you program your variometer - computers, computers everywhere! CD Ron McElliott (left) assists Dean Gradwell who had a long drive to fly with us.*



*Here is Mark Hilliard's R&R SBXC. This plane seems to be the state of the art in manufactured planes. SBXC's were flown by 5 of the 6 teams.*



*Unidentified helper launches Mark Hilliard's plane. This is one of the better launches I saw this day. Takes a skillful and strong person for a good launch of these heavy planes. Note again, the dramatic sky this day.*

All in all it was a great day and a fantastic contest. With any luck next year, same time, same channel, more teams.

Special thanks go to Bruce Moore, Jim Rolle (sorry about your plane) and Dudley's House of Pancakes (Hey Dudley, IHOP's looking for a cook).

# Spring Fling 2004

## June 26 & 27, 2004

The **Sacramento Valley Soaring Society** is pleased to announce its 13<sup>th</sup> annual two-day thermal duration soaring event. Spring Fling is the biggest event of its kind in Northern California.

**Location:** SVSS flying site in Davis

**Schedule:** **Thursday:** The field is open for practice and fun flying. Club winch availability is possible, but not guaranteed.

**Friday:** Club winches will be available all day for practice and fun flying.

**Saturday:** The field will be open for fun flying until 8:30 a.m.. The pilots' meeting will be at 8:45 a.m., and first contest flight at 9:00 a.m. The first task will be 5 minute duration, all others will be 7 minute. The round in effect at 3:30 p.m. will be the last of the day. After the last round, there will be fun flying and a Bar-B-Que.

**Sunday:** The field will be open for fun flying until 8:30 a.m. The pilots meeting will be at 8:45 a.m., and first contest flight at 9:00 a.m. The first task will be 5 minute duration, all others will be 7 minutes. The round in effect at 1:30 p.m. will be the last of the day. After the last round, awards will be presented and the raffle will take place.

**Landing task:** The landing task will be a graduated rectangular box for Unlimited, 2 Meter and Grey Cup, and an in or out circle for RES.

**Food:** Available from The Boy Scouts of Sacramento, The Order Of The Arrow, Eluwak Chapter. Breakfast, Lunch & Dinner on Saturday & Breakfast & Lunch on Sunday. Menu on request.

*If you want dinner, please pay in advance.*

**Raffle:** Follows the awards on Sunday.

**Arrangements:** The flying site is easy to find, and there are several motels within 4-5 miles. Camping is allowed at the field, but there are no hookups.

**Classes:** **Unlimited, 2 Meter, RES** (A plane without wing trailing edge control, i.e. rudder, elevator and spoilers only. There will be no restriction on materials of construction.) & **Grey Cup**, 60 & over, any plane type is eligible.

**Each pilot is limited to entry in two classes. There will be a limit of 4 entries per channel.**

Sign up early to be assured your first choice of frequency.

**Entry Fee:** \$30 for one class and \$45 for two classes.

**For further information contact:** CD: Jim Thomas 916 984-5123 jamesathomas@att.net  
OR  
CD: Scott Meader 916 660-9080 td23sam@yahoo.com

Please make checks payable to **SVSS** and send to:

**Cheryl Thompson, Spring Fling Coordinator**  
23464 County Road 102  
Woodland, CA 95776  
gsdsvr@earthlink.net

**ALL ENTRIES SHOULD BE IN BY JUNE 18, 2004--Confirmation by e-mail**

Name: \_\_\_\_\_ AMA # \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail: \_\_\_\_\_ Club: \_\_\_\_\_

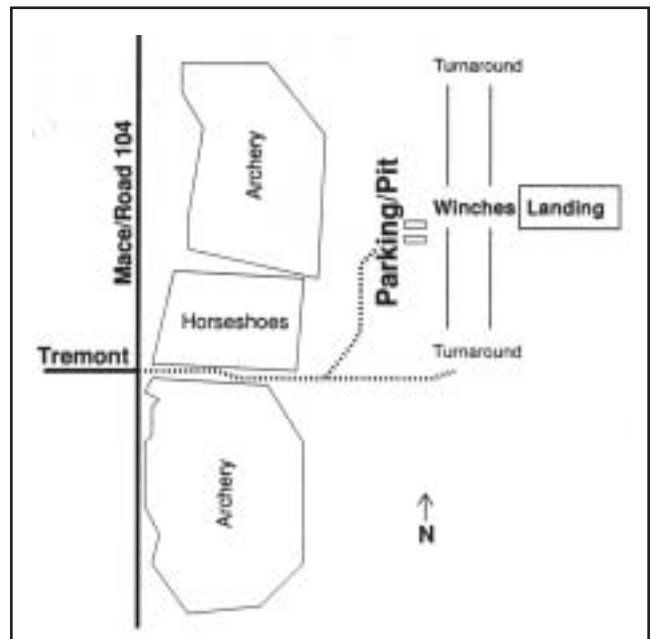
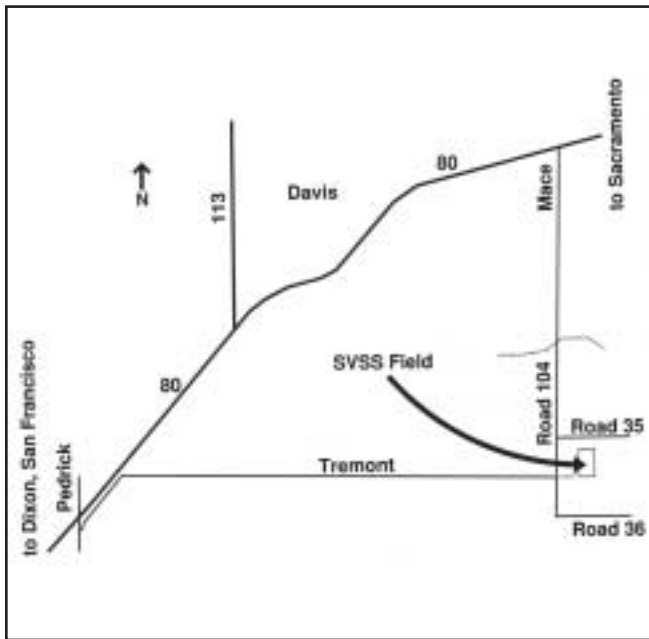
Class(es) entered: Unlimited \_\_\_\_\_ 2M \_\_\_\_\_ RES \_\_\_\_\_ Grey Cup \_\_\_\_\_ Freq: 1 \_\_\_\_\_ Freq 2: \_\_\_\_\_

T-Shirts: \$20.00 Med. \_\_\_\_\_ Large \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_

Dinner: \$6.00 Chicken \_\_\_\_\_ \$7.00 Tri-Tip \_\_\_\_\_

Total \_\_\_\_\_

Timer's Name: \_\_\_\_\_ AMA # \_\_\_\_\_



**SVSS flying site** is located at Yolo county's Grasslands Regional Park south of Davis, CA.

**Directions:** From I-80, take the Mace Blvd. exit. Follow Mace south 4.0 miles. The gravel driveway entrance is directly opposite Tremont Rd. Follow it into the park for approximately 200 yards past the horseshoe and archery areas to the field.

**Shortcut for eastbound I-80:** From I-80, take Pedrick Rd. exit. Follow the frontage road eastbound on the south side of I-80 for 0.8 miles. Take Tremont east for 5.4 miles.

**Sacramento Valley Soaring Society**  
 Editor  
**Mike Clancy**  
 2018 El Dorado Ct.  
 Novato, CA 94947

