

# *The Eagle's Nest*



The Official Newsletter of the Sacramento Valley Soaring Society

May 2007

## **President's Message**

By Rich Beardsley

Volume 17, No. 5

First, we all owe ED GRANGER a big "THANK YOU!!" for his generous contribution of a Spectrum DX7 Radio for the Spring Fling raffle.

Another month gone and much has happened. The fence has been put up and we've had our first contest since the fence appeared. Happily, no one found out that the fence is the airplane shredder that it was thought to be. There were a couple of close calls though. I attended the contest that was a bit "blowy". I did not fly as I had other commitments with my Mom, but while I was there, I manned the winch and watched as pilots negotiated the landings over the fence. I did see a couple of pilots misjudge the wind and come close to the fence. But, there were no reports of anyone actually hitting the fence.

The meeting was well attended and most of the concerns about the Spring Fling were ironed out. After a discussion with AMA officials, I was told that in order to maintain our AMA sanction, we will have to abide by the AMA rules, namely the 2 airplane rule.

We have purchased an add-on mower to make mowing more efficient. This doubles the swath of the cut and will take a lot less time for those that volunteer to do the mowing. And, speaking of mowing, the sheep and goats are hard at work eating the grass outside the fence. The County is also mowing beyond the fence.

The CAL VALLEY XC is coming up next month. All you XCers check the calendar and make your room reservations. I will see you there!!

We need to set a date for spring cleaning at the field. The containers need to be cleaned out and organized, and the field requires some work to get it in primo shape for the Spring Fling. Please contact me to volunteer!!!

And last of all, a note on safety. We almost had a bad accident with the tow plane. The tow plane flew way too close to the pilots launching off the winch. We need to designate a tow launch and pattern area away from the people using the winches. In the past, we have designated an electric runway. I believe that area should be used for aero tow launch and landing.

If you are involved in aero tow launch, please contact me so that we may conduct safe aero tow and landing.

Remember: HAVE FUN!!!!

## 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 - 2007

<b>President</b>	Rich Beardsley 707-455-8279
<b>Secretary</b>	Neil Nolte 916-966-0857
<b>Treasurer</b>	Stan Scharosch 919-987-1173
<b>V.P. Contests</b>	Kipp Geisler 707-693-1771
<b>V.P. Field</b>	Bob Mosher 916-487-7139
<b>V.P. Equipment</b>	Dave Finberg 919-525-1316
<b>New Member Mentor</b>	Dave London 916-944-3948
<b>Instructor</b>	Dave London 916-944-3948
<b>Instructor</b>	Cameron Clark 916-296-8771
<b>Web Master &amp; 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*



### The Fence

The reason we have that brand new shiny fence is because of a master planned community called Mace Ranch. Mace Ranch is located on the north side of I-80 and east of Mace Boulevard. It is a new residential/commercial development located within the City of Davis. Part of the Mace Ranch development included an elementary school and a City park. Those two amenities consumed 33 acres that were previously a habitat for the Western Burrowing Owl. In the State of California when a habitat is destroyed another must be created to replace it. They call it mitigation. The City of Davis didn't have a spare 33 acres lying around so in early 2004 the City entered into a series of agreements with Yolo County to establish a burrowing owl reserve at the County's Grassland Park. The City was required to mitigate for destruction of owl habitat that resulted from the construction within Mace Ranch. The County was interested in enhancing wildlife values at Grasslands Park, which had long ago, been established as a wildlife preserve. After months of discussion and consultation with DFG, the City and County entered into Master Agreement for Grasslands Regional County Park. The part of that agreement that effected us was that 33 acres were to be set aside for mitigation plus another 30 acres as a buffer area. 63 acres in all, within the Grasslands regional Park, were dedicated as a perpetual habitat for the Western Burrowing Owl.

**SEE FENCE PAGE 6**

# May 2007

## SVSS Key Dates

5/12 - Club Contest  
 5/17 - Club Meeting  
 5/19 & 20 - Cal. Valley  
 5/19 & 20 - Int'l. Slp. Race

## Happy Birthdays

Ralph Gustafson - 5/3  
 Jim McCullough - 5/3  
 Don Doe - 5/8  
 Jim Brady - 5/12  
 Frank Schlosser - 5/17  
 George Steiner - 5/30  
 John French - 5/31

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

## SVSS Preliminary Financial Statement

April, 31 2007

<u>Checking Acc.</u>	<u>Description</u>	<u>Income</u>	<u>Debits</u>
Starting Balance			\$5,096.47
Income;			
	April Contest	\$135.00	
	Spring Fling Entries (7)	\$440.00	
	Membership fees new member (1)	\$50.00	
	<b>Total</b>	<b>\$625.00</b>	
			<b>\$5,721.47</b>
Expenditures;			
	Stamps Membership mailing		\$39.00
	News Letter Mailing		
	Trophy Storage cases		\$8.75
	Mower Fuel		\$51.13
	Porta Potty (Monthly Service)		\$123.00
	<b>Total</b>		<b>\$221.88</b>
Ending Balance			\$5,499.59
Increase/decrease in operating funds			\$403.12

# Nolte's Notes

## Minutes of the Meeting, SVSS, April 19, 2007

President Rich Beardsley called the meeting to order at 7:00 PM. Eighteen members were present, with new members Jonathan Heritage and Chris Kroschel telling us a bit about himself. Also in attendance was guest Lance Atkins who has flown primarily on the slope, but is interested in learning about flatland/thermal flying with us. The minutes of the last meeting were approved as published, and the Treasurer's report was presented and approved, with \$5364 in hand. Rich's wife, Susan, again provided some delicious treats for those in attendance along with recipe handouts.

### Old Business:

Bill Rinkleib related a safety item concerning the landing pattern used by the electric tow planes when winch lines are in use. Electric towing and landings should be done south of the southern edge of the pit area with crosswind legs accomplished south of the porta-potty. Spring Fling task groups are being finalized in preparation for the new dates of June 23/24. Kip Geisler has rounded up folks committed to working the winch/retriever line. Bob Mosher is heading up the transmitter check-in and impound. Dudley Dufort is coordinator and scorekeeper. Joan Nolte will honcho the landing officials and Dave London will keep the Road Kill Gang busy with the cooking. As reminder to all, Rich mentioned the June meeting would be at the flying field (tentatively July also) the Thursday immediately preceding the Spring Fling, so plan on showing up early to fun fly before the meeting begins.

### New Business:

Rich Beardsley suggested we always layout our landing tasks in the landing area so the approach distances from the new fence lines are maximized. Rich also indicated that we will be adhering to the new "two airplane" rule at Spring Fling, a subject arising in his communications with AMA concerning the date change for the Spring Fling sanction. The subject of canceling a monthly contest and notifying everyone was extensively discussed and it was decided we would continue, as in the past, to always try to hold the scheduled contest if possible, rather than canceling based on a weather prediction and then having it be flyable after all. A motion by Dudley Dufort for the club to purchase a 66" trail mower was approved. Ron McElliott is to arrange the purchase from a business in Elk Grove. Ron Kucera moved we also purchase a large-wheeled string trimmer - his motion was also approved. Bob Mosher suggested we establish early daylight hours of the first Saturday of each month for field work parties. He will publish a notice to remind everyone to come to the field and help spruce it up..

### Show & Tell:

Ron Kucera showed us a nice bearing/gear press made for him by a machinist friend. It incorporates a fine-thread infinitely adjustable screw quill allowing greater pressing precision than that of the more common levered-quill style press.

### Program:

Lee Cooper gave us another installment of his experience & research into LiPO batteries. His research found almost all of the explosion/fire incidents involving LiPO batteries were the result of: miscalculating the proper number of cells to be discharged/charged; using incorrect equipment to charge/discharge cells; failing to use cell balancing techniques/equipment; failing to properly set and cutoff voltage regulation for discharging; over-voltage charging; failing to use fire/explosive proof containment equipment for charging; and failing to properly monitor battery actions. In other words, most of the incidents Lee found reported have been a result of the fliers doing something incorrectly rather than a battery manufacturing defect. Lee presented some frequently asked questions and common situations followed by the answers and/or solutions. Lee is being encouraged to organize the information he's presented at the club meetings into a newsletter article for the benefit of all those using LiPO batteries. The meeting was closed at 9:20PM.

## Easy Glider Contest and my first Aero Tow:

Hello fellow glider guiders,

Thanks for bringing your Easy Gliders to the contest Saturday. I saw some great paint Jobs. Can you believe the number of contestants we had? Six people entered the One Design contest and all



six entered both Classes. I must admit, I found it challenging, flying in two classes and timing for someone, but I enjoyed it. Congratulations to Ron Kucera, who won first place.

I saw a few new people show up with there EZGs and I think more would have flown in the contest if it had not been so windy. I know we lost one contestant because he crashed his glider the day before the contest (and he came all the way from Nevada). He launched with his RX off (something I can relate to). Those gliders are tough but there not indestructible. Fortunately they

are inexpensive and easy to repair.

Bob Schleimer brought an Easy Glider set up for towing with his Hobby Lobby 40 size Telemaster. The EZG had a servo activated tow line release in the nose and the Telemaster had a tow line release mounted behind the wing. His Telemaster was powered by and 8000 mah 4 cell LiPo driving a 46 Eflight brushless motor. The Planes Rx was powered by a separate system consisting of two separate 2cell LiPos run through a voltage regulator (something you Xcountry guys might be interested in). With two volt meters on the outside front of the plane, it was a very slick setup. Bob gave me two tows with this setup and I can tell you it was a real thrill. Thanks Bob for my first model aero tow experience :-)

Thermals

Dave Finberg



## “FENCE” FROM PAGE 2

So, why the fence? The State of California, Department of Fish and Game is the governing authority in matters pertaining to wildlife mitigation. They call the shots. Mitigation plans must first be approved by Fish and Game. Then DFG inspects for compliance. As part of the mitigation plan, specific boundary lines were established and recorded to define the 63 acres of new owl habitat. DFG mandated that a fence be constructed on those boundary lines to identify them and to restrict access to the habitat. The intent of the fence is to keep people and dogs out of the area. Additionally, there are specific plans to control vegetation within the preserve through mowing and selective grazing.

Recently, \$170,000 was transferred from The City of Davis to Yolo County to be placed into a special 4% interest bearing account. Only the interest from that account will be used to maintain the 63 acres of Western Burrowing Owl habitat. The principal will remain intact to generate interest income in perpetuity.

While the fence isn't something we necessarily wanted, we can live with it. We're fortunate to have our flying site and our pastime is compatible with the owl's habitat. An earnest effort was made by DFG to place the fencing away from our landing area. As a concession, the fence height was reduced to three feet on the north and south borders. While it could have been better, it could have been a whole lot worse. Be mindful of the fence and be careful on your approach to the landing area.



## April Contest Report

By Kipp Geisler

Well we now have two of this year's nine contests under our belts. At the April contest we see how a little rough weather equalizes everything. "All right you imposter what have you done with Weeds?" If Mr. McGowan hadn't shown up we'd all be chanting "we're not worthy". This was one interesting contest. First, we get rained out; had to wait a week. I'm not sure when that happened last. Then we flew the next weekend in some fuse-snapping wind. Can't wait for May. Much thanks to Bob Mosher for doing a fine job as April CD.

We had a 100' landing tape but anything shy of the 100 point mark scored a big goose egg. So effectively we were flying a half moon semi-circle. Getting down safely proved more than some could handle. I can't remember when I saw more planes landing inverted. Imagine that, in the toughest of conditions, so many pilots showing off their inverted flight tricks. I'd be laughing out loud right now except I am one! We saw some carnage as well which I predicted. I saw Ron K. snap a wing bolt (I guess there's proof that nylon wing bolts work). Ron M. snapped a fuse on his last flight and Weeds' imposter double, folded that beautiful purple "Weeds One" right wing. He tells me it will be fixed. Somewhere in my surgeon like precision landings I put a crack in my fuse at the wing saddle that I didn't find until I took the wing off. Dave F. launched his ice chest before pilots meeting then must have changed his mind because he did a 180 and landed under winch power...that was cool. But it didn't keep him from contesting with that same ice chest. That's what C.A. is for.

The new flying classes seem to be working. No one has taken their ball and gone home yet. It should get exciting towards the end of the season.

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Hopefully there will be more pilots scrapping for points with their classmates in competition for one of the 16 or so trophies. We have given away two Easy Gliders as raffle prizes thanks to our newsletter editor for organizing that. And do not let me forget to thank our Road Kill Kafe cooks. So Dave did I spell that right? What a treat following a rough day of flying r/c gliders. Lastly, regarding the issue of cancelling a contest for bad weather, we have heard from many of you on this topic. We want to do our best to give the long distance commuters early notice of cancellation so they won't be making the drive in vain if the contest is going to be called due to weather. We will notify you all by "Doneen" and "SVSS1" at 7:00am on contest day if it is reasonably certain there will be no clearing in the weather.

At our last board meeting and club meeting this topic was put through the ringer. It was decided that we will not send out an email stating the contest is "on". Contest day is contest day and every effort will be made to make it happen on that day. If there is a question as to whether the weather will clear enough to fly the contest, we will not call it early. There have been times where we had to stand around waiting to see if fog will lift, and there have been contest that were called off after a couple of rounds were flown when the weather worsened. This is nothing new to r/c pilots. My biggest fear is that we could call off a contest too early, and then have flyable weather at start time.

One thing that I find that really excites me is the enthusiasm over the 2007 season. Our first event brought out 50 contestants which may well be a record. And there's the energy in the air. I see just a little intensity in our pilots which is good in my opinion. What fun is a contest if ones knees aren't shaking just a little at landing; or when scrapping for just a little good air to make your time. Sometimes I get too excited and start pushing buttons on my radio I don't even know what they do. When this happens you know you're a contest flyer.

## May Contest Format

By Joan Nolte

The club contest is scheduled for May 12. The tasks will be a 4 round 20 minute "Addem-up." The goal is to fly exactly 20 minutes by adding 4 flight times together. Between now and May 12, you may want to practice adding 60 seconds when carrying seconds to minutes so you don't accidentally carry 100 seconds to equal a minute. The pilot is responsible for knowing what the target time is on the last flight so all 4 flights add to 20 minutes. Don't laugh, many pilots (and/or timers) have added or subtracted using the decimal system instead of 60 seconds and come up and flown the wrong target time on the last flight.

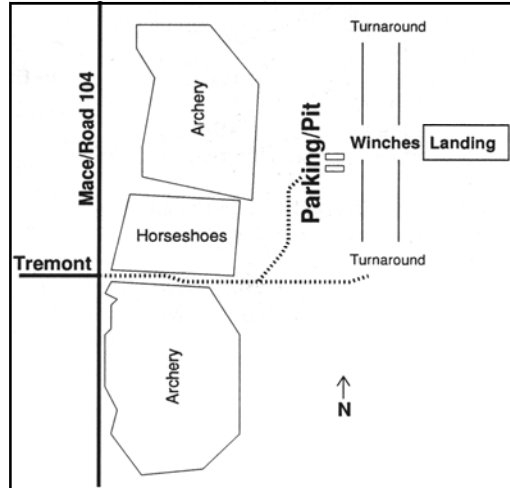
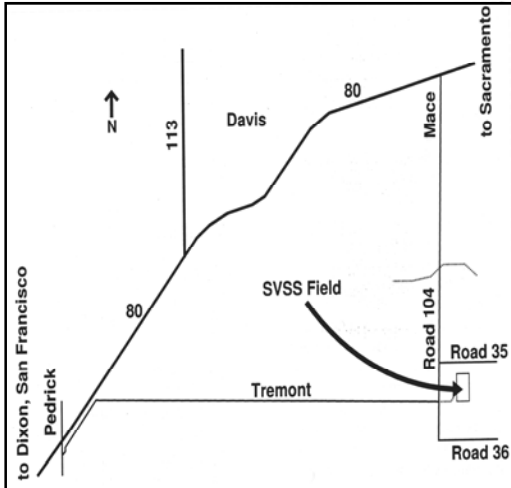
The landing will be an in/out landing. Landing anywhere within the 25 foot landing tape will equal 100 points.

Any questions, contact the CD, Joan Nolte [jnolte@sbcglobal.net](mailto:jnolte@sbcglobal.net) or our Contest VP, Kipp Geisler [crkipp@sbcglobal.net](mailto:crkipp@sbcglobal.net)

## Special on EZ Gliders

R/C Country has a special deal on the Multiplex EZ Glider for SVSS members. The price is only \$65. R/C Country has been a strong supporter of SVSS for more than a decade. Shop locally. They deserve our business.





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

**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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