



Website: <http://edsfclub.org>

Schedule of events (Our regular club meetings are held at Emerson Elementary School, 2625 Josie Ave, Long Beach 90815; turn North from Willow St.)

<p>Aug 2007 11th – Thermal Duration</p>

<p>Sep 2007 1st– DLG Contest 8th – Thermal Duration</p>

<p>Oct 2007 3rd – Club meeting, 7:00 pm 6th -- DLG Contest 13th – Thermal Duration</p>



Prez Says – Bill Sorensen

Wow, what a great EDSF Club picnic! For those of you who missed it, you missed a really great party. We have a great club and a great membership. The picnic is a perfect way to show our families exactly what we love to do, fly our model aircraft. We couldn't have asked for a better day, weather was perfect, contest were exciting and fun for all who participated and the food was plentiful and tasty. Our raffle was especially fun with some nice prizes. I want to thank all the members who donated interesting items and Hobby People for their donation of an ARF model and brushless outrunner motor. Thank You, to all of you who helped make it a wonderful day and fun annual Club Picnic.

See you at the Park, Bill

--- Editor's Notes ---

Delay in Newsletter e-mail Distribution – Tom Shinsato

There was a delay in the delivery of the July Bulletin last month. I'm partially to blame so I apologize to everyone concerned. It is possible to have the newsletter distributed electronically to members via e-mail the instant I send it to Clay Hollingsworth for printing. Club members would have the opportunity to view the newsletter even before the hard copies are distributed. However, the board has mandated that this task be handled by the webmaster. Passing the newsletter data file to the webmaster for e-mail distribution is done physically and not electronically. I am required to copy the newsletter computer file onto a recording medium such as a CD or flash drive, hand deliver it to Bill Sorensen where he then gives it to the webmaster. This is not the most efficient method of transferring the newsletter data file to the webmaster but it is the one in place now. The added delay last month occurred because I forgot to bring the CD with me when I brought the newsletter hard copies to the field for distribution. I didn't get a chance to deliver the CD to Bill until a week later.

As long as the newsletter data file transfer is handled physically, there will always be a delay; no two ways about it. If things go smoothly, the delay may take only a few days. Otherwise, it could be as long as a week. When done electronically, the transfer is practically instantaneous. That's the beauty of hi-tech.

One additional note – Clay Hollingsworth is changing jobs and will no longer be able to print the newsletter for the club. Bill Sorensen is trying to locate alternate sources to handle the printing for free. The cost of printing the newsletter is

prohibitively high for the club to fund. If Bill is unsuccessful, we may have to resort to just having it available on the club's website and a single hard copy posted to the bulletin board. I want to thank Clay for having printed the newsletter throughout the year. The color photos have really enhanced the presentation of the newsletter. I'm sure that all of you like myself have enjoyed having a hard copy in my hand and looking at all of those beautiful pictures.

New Bulletin Board – Tom Shinsato

The enclosed bulletin board has been on the suggestion list since Nov 05 (see Suggestion List, Nov 05 newsletter). That's almost two years ago since I originally made this suggestion and it only took two days to complete the construction. Fortunately, Clay Hollingsworth revived my suggestion at the June 07 meeting and brought it back to life. There was some bureaucratic red tape to overcome and probably the timing was right this time. Clay and Jared Stalls researched sources for the plexiglass and Bill Sorensen got the park's permission to put up the enclosed bulletin board. Grant Garrett had offered to help with the construction but due to conflicting schedules and some false starts with the delivery date of the plexiglass panes, we were not able to meet.

Like most projects or any tasks I've undertaken, I have learned that having the right tools, good design and planning is the key to success. Knowing how to use your tools effectively is also essential in turning out a good product. The bulletin board itself was not a technically difficult project to construct. I'm sure that within our club, there are members who could have done the job just as well if not better. It's easy to just slap something together with little thought or effort and say, "Here it is". Pride in workmanship is also another ingredient needed to create a worth while project that others will appreciate. In just about every thing I've undertaken, I've tried to live up to this philosophy.

When I brought the bulletin board case to the field, a number of people quickly volunteered to help with the installation. I'd like to thank all of you who helped. With the help we were able to install it in about a half hour.



Our old bulletin board



The new bulletin board

A Visit from an Old Timer – Tom Shinsato

Here's someone we don't see often enough – Jim Barnhart. Jim was the club secretary back in the days when Wally Beers was president. He was also one of the club's pioneers that was instrumental in acquiring our field back in the 70's. Because of health reasons, he has not been able to come out and fly for five years. Even though he has not held a transmitter for a while Jim shows us that he still has the touch and can handle the stick like in the good ol'e days -- just like riding a bicycle.



Jim at the controls as Ed watches. Jim Barnhart, Bill Sorensen and Brad Teeters.

Summer Picnic – Tom Shinsato

Gerry Markgraf has written a terrific article covering the summer picnic. Clay Hollingsworth covered the event and has taken some great pictures. Due to the amount of articles that were scheduled in this month's newsletter I have decided to feature the picnic in the September bulletin.

Comments, Suggestions? – Tom Shinsato

Again, I'd like to remind members that the newsletter is open for you to voice your opinions. If you have anything to say, good or bad let the club members know what you think. If you have good or bad experience with a product that you purchased, things that you like about the club, areas where improvements could be made, or whatever's on your mind, write it down on paper and give it to me or send it via e-mail at edsfeitor@aol.com.

Donated Walkie-Talkies – Tom Shinsato

The San Gabriel Valley Radio Control League(SGVRCL) holds a float fly once a month at a pond situated away from the main runway at Whittier Narrows park. To avoid transmitter channel interference between the pilots at the pond and the main runway area, two way communications has been established using walkie-talkies. Ken Meade, a SGVRCL member who maintains the main runway area, clips specially marked pins on the frequency pin board indicating that a particular channel is being used at the pond and removes the clip when the channel is free. This two way communication avoid having any disasters which may be caused by channel conflicts when flying at the pond or the field. I believe we have a similar situation when the DLG pilots are at the south end of the field, having their contest or practice sessions. The method used by the SGVRCL seems to work effectively and I think something similar can be done at our field too. I have donated a pair of walkie-talkies to our club which have an effective range of about three miles. I presented the walkie-talkies to Mark Child during the SC2 contest that was hosted by EDSF on June 24th thinking it might be of use during the contest. The walkie-talkies are in Mark's possession and hopefully he and the DLG pilots will be able to implement some procedure to communicate with our electric pilots at the north end of our field. If no procedure is implemented or the idea is deemed to be impractical, I would like the walkie-talkies passed to the Emerson School as a gift since they have given us the use of their auditorium for our club meetings.

30 Years of Flying at the Field (Part III) – Gerry Markgraf

A true crisis erupted for the club in 1995 when we were notified that the City of Long Beach planned to take over our field and the entire North end of the park to create a large Sports Complex. The project was planned in conjunction with the planned removal of the Long Beach Naval Hospital and the creation of a Shopping Center in that area. The Sports Complex and the Shopping Center were intended to generate much needed revenue for the city and it appeared all but certain that we would lose our beloved field. Our club leadership was told that we would be moved to a new (undetermined) location, but we were not to protest the new development in any way or our new field would not be forthcoming. For over a year, the club faced eviction; sometimes we were told we were only a few weeks away. Maintenance and watering on the field ceased and the gophers took over the field. At one time I remember comparing the surface of our field to the backside of the Moon. It was a depressing time. A ray of hope appeared in the spring of 1996 as various local groups began to get word of the project and organize opposition. 5th District Councilman Les Robbins was determined that the Sports Complex would be built, but local groups and the Sierra Club were just as determined that park land would not be destroyed to build the Sports Complex. On March 31, 1996 a Save the Park picnic was held in the park. EDSF members felt that it was important to show our support for the park, so we participated by bringing lots of airplanes for a "Show and Tell" at the picnic. The eventual result was the park was saved to the great relief of us all. Councilman Robbins honored us with a visit to our club meeting and declared that we would probably be able to use the field indefinitely. He doubted that any other attempt to change the park would ever meet with success.

This is the final of a three part article. Anyone who has missed parts I and II, check the EDSF website on the club History page. Each released segment of Gerry's article will be appended to the previous segment and posted on the website. A collection of club photos from the past are also available for viewing on the website. – Tom Shinsato



Gerry Markgraf



Bob Peters and ??



Joe Richert and Mark Child look on doubtfully as Gerry Markgraf prepares his electrified Klingberg wing for its first flight.



A contest takes lots of volunteers. Anyone know these guys names?



Mark child on the winch.



Mark Child launches a polyhedrial sailplane. We flew from the south end of the field when the Santa Ana winds blew.



Launching at dusk.

Unfortunately, our fellow fliers at Mile Square were soon faced with a similar problem and the outcome was not as good. The city of Fountain Valley determined that 2 golf courses in Mile Square Park were insufficient and a 3rd one was required. This was land given to the city by the government as park land, but ignoring the protests of modelers and other organizations who had used the land for decades, the city created yet another urban desert (golf course) for the sole enjoyment of those able to afford the city's green fees. The fliers who had enjoyed Mile Square as a world class RC model site were forced out with no alternatives and many chose to join us at El Dorado. This created a bit more crowding than we were used to, but we made many new friends and the end result has been good for all



Nick Nickopolis (Vice Pres) was a frequent flyer with his Leisure Amptique.

Park flyers (or schoolyard fliers) started innocently enough. In the late '90s and early years of the new millennium, Hobby Lobby and others began to import some very lightweight slow flyers patterned loosely in pre-1914 designs. The intention was to create a very lightweight, slow flying airplane that would be suitable for flying in a small, confined area. Other companies followed suit, including an upstart company from Taiwan called GWS (Grand Wing Servo) who produced a simple lightweight knockoff of the ubiquitous "Ugly Stick" design. The Lightstick's IPS motor, coupled with the appearance of lighter and more powerful batteries (NiMh, Li-Ion, and finally Li-Po) as well as lighter radio components produced a revolution in new electric designs intended to fly quietly in parks and other small places. ARFs and kits of all types followed. Brushless motors had been around for awhile, but generally they were very powerful and expensive. Modelers of smaller aircraft resisted going to brushless because of the high cost relative to brushed setups. The creation of the "outrunner" type motor produced a smaller lighter type of brushless motor that didn't require a gearbox. CD ROM motors became available in kits for less than \$10.00 and were popular just long enough to demonstrate how simple these motors really were. Within a very short time, a brushless motor and controller could be had for the equivalent or less than a comparable brushed motor/controller. Radio components (Receivers, servos, and transmitters) became available individually instead of in sets and were far lighter, cheaper and more reliable than had previously been imagined. All of this new

technology has sparked a great interest in electric RC flying that can be evidenced on any good Thursday or weekend at the field when upwards of 30 cars can be lined up in the parking area.

The layout of our flying field has changed and evolved over the years. Unfortunately, we have lost some of the flexibility that allowed us to chase the wind back in the early days. Until recently, electric fliers had always been constrained by the lack of a runway. Back in the '90s, a couple of our members mowed a runway in the grass on the top of the hill east of the field. For several years, the electric fliers flew from the top of the hill and it was a grand place to be. Our backs were generally to the sun so vision was perfect and the elevated position gave a much better perspective for flight. Alas, the approach for the sailplane landing area came down the crest of the hill and the occasional shadow and whistling sound of a large sailplane going over your head was not for the faint of heart. It made the sailplane fliers nervous too and by mutual consent, the flight line was joined back into one. Improvements to the field layout clearly designated the flight line and pit areas. I suspect that many of our electric fliers don't miss the job of packing themselves and their planes up to the top of the hill and I doubt they would be willing to go back. Still, every once in awhile, I go up there to test out a new plane and remember again how truly great it was. Today, through the courtesy of Bill Sorenson, Tom Shinsato and others, we have a very serviceable mown runway which has opened up flying for all manner of scale and sport aircraft that couldn't operate on the field before.

The proximity of our flying field to the Long Beach Airport and its approaches has always created a certain amount of friction between some of our fliers and those who fly the real aircraft. We have had periodic visits from the authorities over the years following reports of model aircraft in the path of aircraft approaching Long Beach. This writer can personally remember the local Sheriff's helicopter landing to warn fliers to restrict their altitude. The Sheriff at that time was flying a Bell model 47 (remember MASH) which gives the reader a good idea of how long the problem has existed. EDSF members generally have respected the altitude limitations in the areas, but occasionally, especially when contests are held and competition is stiff, outside fliers have been known to "speck 'em out". Unfortunately, following a contest about

a year ago, the local authorities were upset at the altitude infringements and let the club know in no uncertain terms that we faced closure if something wasn't done. Today, we operate under a strict 400 foot altitude restriction which is the same as other clubs in the proximity of airports (Apollo Field at Sepulveda Basin (near van Nuys Airport) is another example). All EDSF members are committed to this rule, not only because we face closure of the field if we do not, but because the club is committed to the safety of everyone on the field, above the field and in the surrounding area.

Just as technology has made it possible for us to fly lighter, cheaper and safer electrics, the technology of sailplane and soaring has created a new class of hand launch glider that is far more popular than the first generation of hand launch glider. This is the Discus Launch Glider, which is thrown by grabbing a hard point on the wing tip and swinging the glider around and up, much like a discus. As with any new technology, the improvements are already revolutionary and the cost of a competitive glider, while not as much as its unlimited cousins, is still pretty high. If you can master the swing technique and the scoring system, Discus Launch Gliders appear to be a very fun way to fly and compete without breaking the bank (or the altitude limit). DLG enthusiasts have organized several contests at the field and the contests are well attended and fun whether you are a participant or just watching. The DLG flying uses a section of the flying field that is little used, thereby retaining the club's claim on that section of the field, and is enjoyable for non-flying visitors at the park to watch and enjoy. The DLG pilots have made a great contribution to multi-use flying at the field, by using yellow frequency pins to inform other fliers when the frequency is in use. DLG fliers will relinquish the pin after a reasonable interval when asked by another flier and expect that they will get the same consideration in return.



John Claire was an active flyer for many years.

We seem to be enjoying a pretty nice time at the field these days. The grounds are kept in reasonable shape and the addition of a mown runway has greatly enhanced the usability of the field. Hopefully, other club members will continue to support Tom in helping to bring and use the mower so we can retain this important feature. The club has become recognized as an asset to Eldorado Park – indeed, we seem to be one of the largest and most consistent user groups in the park – particularly during the lean winter months. The addition of the long sought-after “Glider and Electric Field” sign was an important symbol of recognition from the city that we have “arrived”. The charging station is a truly outstanding feature and much appreciated. Alas, the need to rigidly enforce the “glass ceiling” of 400 feet has made it difficult for the unlimited sailplane fliers to compete. Hopefully, they will find ways to fly and compete with this limitation. The DLG seems to offer an attractive alternative although some (me included) probably will not have the physical prowess to make an adequate launch and be competitive. Hopefully, alternate techniques are being found so that all can continue to enjoy our field.

After 30 years of flying at the field, I still enjoy reflecting on our good fortune in being able to enjoy our hobby in such a beautiful spot. I've visited many other flying fields over the years and have never seen another site that offers the space and beauty of ours. I once brought an English friend to the field. He remarked that it was “pretty enough to build a castle on the hill. It certainly is that and hopefully, we will be able to enjoy this wonderful place for many more years without any castles or shopping malls or sports complexes or anything else intruding on our beautiful flying field.

Gerry has done a great job in writing this article, I'm sure everyone will agree. The old timers as well as the more recent members will think back and have a greater appreciation of our club, the people who started it and the officers and members who have kept the club active, progressing and improving through the years. The ever changing technology has constantly brought us new and exciting products. Where will it end? Our hobby itself covers a wide spectrum of interest to everyone involved, from non powered gliders, to electric motor driven planes, IC engines and even turbine jets. Planes can be designed and built by the more ambitious hobbyist, built from a kit, or picked from an endless selection of ARFs. How can anyone not find anything that will of interest to himself? Thank you, Gerry, great job!!

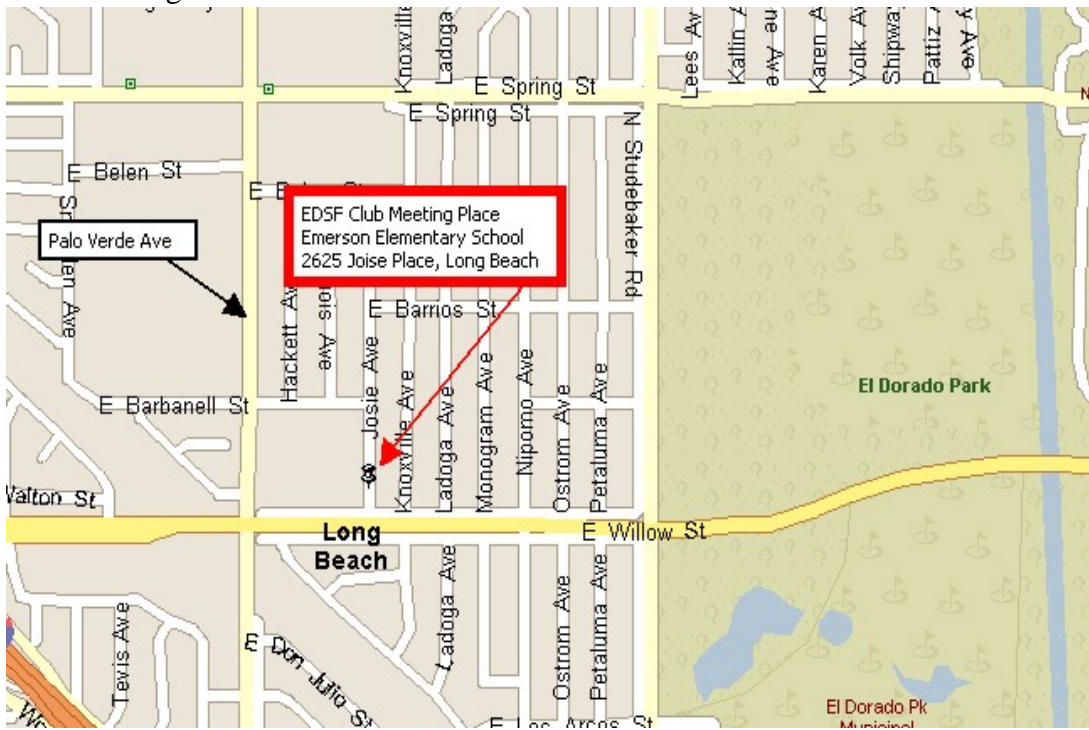
Flying Over the Field on my Computer – Gerry Markgraf

I took the attached photo last night while flying over our flying field in my Gloster Meteor T7. You can see our flying area on the right upper middle of the photograph along with the whole of El Dorado Park and surrounding areas. I confess that I am not a licensed pilot, but the photo is a good example of what you can achieve with a not so new computer, a 3 year old flight simulation program and a few add-ons. Microsoft's Flight Simulator 2004 (FS9) has been supplanted recently by Microsoft Flight Simulator X (FSX), but FS9 works well with current and older computers while it will be a few years before most of us have computers that can run FSX well. In the meantime, FS9 is a very good low cost simulation, especially when you add some of the free airplanes that are available for download (the T7 is a good example). The photo realistic scenery is from Mega-Scenery's Southern California package and includes satellite and aerial photographic scenery from the Grapevine area down to the Mexican border. Its great fun to just fly around doing sightseeing and if you want to get truly involved, you can learn to fly an airliner from coast to coast under air traffic control and using all of the navigation aids and systems. So next time it's raining or windy or the field is closed for a movie shoot, fire up your computer and become a PC Pilot.



Craftsmanship at its finest. Gerry Markgraf's fleet of WWI flying machines.

EDSF Club Meeting Site



El Dorado Silent Fliers
Long Beach, CA

