

EDSF Bulletin – Mar 17, 07

Meeting Minutes for March 7, 2007 – Chris Myers

- Called to order at 7:00 pm.
- Officers in attendance: Bill Duncan, Steve Butters, Chris Myers.
- Members / guest present 19.
- Bill Sorenson is out of town and Steve Butters conducted the meeting.
- Minutes from February meeting where read by Chris Myers and approved by the members as read.
- Steve Butters made an announcement -- the club was denied permission to place a portable toilet on the field but we would keep trying.
- The budget for February was read by Bill Duncan and approved by members.
- The changes to bylaws were discussed, and Mark was going to compile the changes into one book for more discussion. More to come next meeting.
- A raffle was held and two club shirts were given away.
- John Callahan gave a show and tell on his new two meter glider. Steve showed off the new Simple Stick plane.
- Meeting adjourned at 8:30 pm.



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--- Meeting hi-lites --- Tom Shinsato

Changes to the Club Bi-laws

The Board has proposed a number of changes to the bi-laws which were discussed at the meeting. Mark Child and Tom Shinsato have submitted addendums to several Sections and Articles of the proposed bi-law changes. Mark has volunteered to collate the proposed changes and format them in a way to make it easier for the reader to view the different choices. The bi-laws with the proposed changes will be posted to the website. A hard copy will also be posted to the bulletin board for viewing. These changes will be voted on by members present at the April meeting.

Runway Mowing Project

Steve Butters who presided over the March meeting gave the go-ahead to start the runway mowing project. The runway will be mowed on a weekly basis. Mike Sterling who is in charge of the operation is asking for volunteers to help with this effort so give him your support. Anyone interested in helping in any way can contact Mike, Tom Shinsato or any of the Board members. Club members with trucks that can transport the power mower to the field will be needed. We also need people to help do the mowing. Tom Shinsato will be starting it off by mowing the runway for the first four weeks. Tom Roberts currently has a heavy work schedule but has volunteered to help on a limited basis. He has pledged to help on a regular basis starting in August when he expects his work load to lighten a bit.

Editor's Notes – Tom Shinsato

As the EDSF Newsletter editor, I can say that I am pleased with the favorable feedback that I have received from our club members regarding the newsletter. Much of the credit can be given to the staff that has done a great job. None of us are professional journalists but I feel that we do possess good writing skills and have the desire to produce a quality newsletter. The cooperation among the staff and the promptness in getting their articles turned in to me has made the job much easier. I was also commenting to the staff that with the electronic and information technology that exists today, practically all of the coordination and correspondence between the staff has been done via internet. The only physical contact that was really necessary is the handling and transferring of the newsletter hard copies from Clay Hollingsworth to me. I think all this high tech is pretty cool stuff.

I feel we're on par with the goals of the newsletter but still, there are always ways to improve. As the editor, my goal will be to strive for continuing improvements to the newsletter. If you have any comments, criticisms, or suggestions to improve the newsletter let me or any of the newsletter staff know your thoughts. Your inputs are important to help the club as a whole improve. The newsletter, website, functions and activities are all integral parts of the club. If you want EDSF to be the best RC club, expect and demand the best from the Board to lead us towards higher goals and expectations. As members we also need to do our part by volunteering our time and services whenever help is needed. The work should

not be done by the same few people. Pitch in and I'm sure you'll feel great about being part of a driving force to move our club forward.

The newsletter had been printed in the past by Ron Beighle who works for Minolta but he has been away on numerous business trips lately. I was unable to reach him for the past newsletter and bulletin. Fortunately, Clay Hollingsworth works for Ricoh, a manufacturer of copiers and fax machines, and has been able to do the printing for the club. So, thanks to Clay, we have had uninterrupted service in handling the printing task.

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Health Emergencies at the Field – Gerry Markgraf

Bob Reynolds, one of our members, was feeling ill at the field recently. He finally decided to take himself home and maybe see a doctor. Ed Baxter and others, concerned at Bob's general appearance and behavior, offered to drive Bob to the hospital where he was admitted. Bob has a new pacemaker and is doing fine now, but he was very fortunate to have some good flying buddies who immediately gave up their flying activities to make sure he was escorted to receive prompt medical attention.



This event can be used as a heads up for the rest of us that we need to take a moment and think about ways to handle similar situations should they arise again at the field. Most of us are of an age where medical emergencies occur a bit more frequently than they do for the younger set and it behooves us to be ready the next time such a problem occurs.

First off, it is probably always a good idea to not fly alone. I have enjoyed occasions when I was the only person flying at the field, but it could be a long way to get to medical attention if I was cut badly by a propeller or experienced symptoms of a heart attack. A simple first aid kit in your field box is good insurance for yourself and others. I carry a small zip up first aid kit in my field box and another in the trunk of my car. I was recently attending a large electric meet where one of the attendees received a bad propeller cut. The meet organizers were not prepared and in the event, I was the only one there who could supply a band-aid and first aid crème.

Most of us have cell phones and 911 is a good all-in-one emergency number, but it's best to make sure that you have a good flying buddy like Ed Baxter to help if you are unable to make the call or give yourself first aid. Also, if you don't have a good first aid kit at the field, stocked with whatever special medications that you might need, now is a good time to add one to your to-do list.

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Simple Stick Contest Flier – Tom Shinsato



Here's an inexpensive plane that you will have fun flying. The Sports Flyer Simple Stick is an ARF foamie which has a wingspan of 43", wing area of 378 sq in. and has a flying weight measuring between 20 to 25 oz. This is a fairly durable plane with an EPP foam core wing which you can reinforce with the decorative colored tape that is included in the kit. Steve Butters purchased a kit and is in the process of doing flight tests. He is planning to have club contests such as pylon racing, aerial combat, spot landing and numerous other fun events using this plane. Steve is currently testing the plane to determine the optimal configuration (motor and battery) for these contest events. To even the playing field, all contest participants will need to use this plane and have it meet the entry requirements. Steve is now evaluating the plane's performance to formulate the entry requirements. This plane is available at Hobby People for about \$21 including tax (sale price). Joe Ballasch will be putting a power system package (motor, speed control and battery) based on contest requirements for sale to club members.

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Viking Soaring Club – Tom Shinsato

Mark Child currently flies a Pike Superior, a high-performance thermal-duration glider, and an Arrow Pro DLG. He competes in as many glider events as his schedule permits, including those sponsored by the Southern California Soaring Clubs (SCSC). When EDSF hosted the SCSC contest last year Mark, was the Contest Director for the event. He is also an experienced builder and has built many planes throughout the years that he has been involved with the hobby.

Mark teaches college-prep freshman and senior English at Downey High School and has formed a glider club for the students at his school. This is a new club (Viking Soaring Club) currently with four members (two freshmen, a junior and a senior). The club's field is at Griffith Middle School, which is restricted to flying non-motorized aircraft only (district policy). Currently, the club is building an Olympic II two-meter sailplane, which they hope to have finished by late May. With an anticipated increase in membership, the club's future goal is to purchase another glider kit and build it during the next school year, providing that there are sufficient funds to cover the cost.

As EDSF members we can help this club with cash donations. Building and finishing supplies such as Monokote, CA, Epoxy and other materials are also in need. The club needs a radio system with buddy capability and some building boards for the glider construction. All contributions and donations are tax-deductible, so show the Viking Soaring Club your support. If you would like to help with their club activities, contact Mark Child.

Soaring Notes – Clay Hollingsworth (Director of Glider Operations)

Both of our soaring contests held since the last newsletter were affected by park closures that came after we had published our contest schedule for the year. Our first monthly Thermal Duration (TD) contest was to be held on Saturday, Feb.10th, but the park was closed to fliers until 10am that morning for a charity event. Since we basically have to close the field to electric flight during these contests, we decided not to have the contest so the electric guys who were forced into a late start to the flying day could enjoy the rest of their morning at the field.

Our March 4th hand launch contest was moved to Griffith's Middle School in Downey due to the EDSF field closure that day. This is the first contest to ever be held at that site. Conditions were challenging to say the least. Apparently the thermals move quickly thru the site at the low altitude where the Discus Launch Gliders (DLGs) are flown, so there seems to be a lot more sink than lift for most pilots. The field is also challenging in that it's not as open as El Dorado – more trees near the launch area and surrounding the field. There are also homes very near by, so let's just say one must stay on their toes when flying there.

With five pilots making the trip to fly at our alternative site, there was plenty of time to enjoy a nice day of flying. Tom Watson, Jun C and Tom Knudson placed first thru 3rd, respectively. Andy had an incredible fiasco in getting his errant model out of the top of a tree. He wrote of the adventure, which you can read about a bit later.

The contest schedule for upcoming events is:

- TD contest – March 10th – 11:30 am – EDSF
- DLG contest – April 7th – 10:30 – EDSF
- TD contest – April 14th – 11:30 am – EDSF

Southwest Classic Results – Clay Hollingsworth

Several of our club members participated in the first leg of the 2007 Western States Triad Series, called the 19th Annual Southwest Classic in Phoenix, AZ on Feb 10th and 11th. This is the first big soaring event of the year in the country and many people fly in from all over in order to enjoy the camaraderie and good weather. 118 competitors competed in the Open Class.

- Edgar Vera – Open 5th, RES 8th, 2 meter 3rd
- Mark Browning – Open 32nd, RES 11th
- Andy Thonet – Open 40th, RES 25th
- Jim Sneed – Open 60th
- Merril Brady – Open 71st, 2 meter 7th
- Phil Lutz – Open 101st

March TD Contest -- Clay Hollingsworth

March 10th -- Six pilots showed up for what turned out to be a beautiful day of TD soaring. We were able to fly four rounds of 3, 4, 5 and 4-min. tasks with landings on standard 200 inch landing tapes. Since it was the first TD contest of the year we had a casual affair, with a couple of new entries TD pilots joining us. In the Open Class, I took the top spot with my proven Supra, followed by Mark Browning flying a new Pike Perfect and Mark Child who took third place with a new Pike

Superior. In all fairness I had a huge advantage as Mark and Mark were still trimming their new planes for the correct settings for their landing modes, giving me an edge in the landing category which accounted for 10% of the total score.

John Callahan took the trophy mug home in the two-meter class. His performance was outstanding considering how far he stood from the landing tape. After the first two rounds his flight time scores were nearly perfect! John had some competition from Tom Shinsato until Tom's TX batteries gave out half way up a tow. Tom had less than a minute to get his plane on the ground, and the Oly 650 sustained some minor damage, so Tom couldn't fly out his fourth round.

We hope to see more pilots at the next monthly. We may likely be adding an Easy Glider class that will be launched off of a low powered winch; that should be a hoot to see.

Friday before the TD contest, I noticed that the battery voltage on my Spectrum DX6 was low so I decided to charge it. I grabbed my charger and plugged it into the wall outlet then stuck the charging jack into the transmitter socket. Forgetting that I had my transmitter on charge, I didn't check on it until about 18 hours later. Hoping that I didn't over charge the battery, I flipped the transmitter switch on – blank screen. I pulled the charge transformer from the wall socket and noticed that it was the one for my Hitec transmitter. **Bad mistake!!** The polarity on the charging socket is reversed to that of the Hitec. Hoping that by a miracle I didn't fry my transmitter, I got the Spectrum charger and plugged it into my transmitter. After waiting a few minutes with the charger attached, I flipped the switch to ON and to my relief, the screen came to life. I guess the designers decided to put a protection diode into the charging circuitry to protect dummies like me. With not much time before the contest, I let the transmitter battery charge for about 3 hours hoping that it would get me through the contest. The transmitter held up during some practice launches thru the second round of the contest. The transmitter did start beeping as I landed on the last flight. Thinking it might have enough juice for a five minute third round, I decided to chance it. **Second bad mistake!!** A couple of minutes into the third flight, the voltage warning beeper started to go off again. I quickly steered my plane back to the landing zone as I watched the voltage display drop rapidly. At about a hundred yards out and fifty feet altitude, the signal was too weak for the receiver to pick up and the plane nosed in. No sooner that the plane smacked the grass, the liquid crystal display on my transmitter went blank. The moral of the story – quit while you're ahead. This example will also answer the question people ask me as to why I don't get competition type planes. – Tom Shinsato



Preperation for the TD contest.



John hits a good landing.



Myrle winds up for the delivery.



Trophy guys -- John, Mark, Mark, Clay.
Empty handed -- Myrle, Tom.

