



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.)

**Jun 2007**

24<sup>th</sup> – SCSC Contest/EDSF Hosting

**Jul 2007**

7<sup>th</sup> – DLG Contest  
14<sup>th</sup> – Thermal Duration

**Aug 2007**

4<sup>th</sup> – Summer Picnic  
11<sup>th</sup> – Thermal Duration



**Prez Says – Bill Sorensen**

Hello to all RC flyers and Club members. I'm sorry that some of you missed a fun evening at our June meeting. It was our last regularly scheduled meeting until October 3, 2007. We served up great Pizza and drinks, did some outdoors 3D flying, and closed with indoor micro helicopter flying. We also took care of some Club business. Every one in attendance seemed to have a good time. Hope we see more of you at our October meeting.

During our April meeting I created a committee to review our Club Bylaws and make recommended changes. I'm happy to report we are close to presenting a new set of Bylaws for the general membership to vote on. These changes will not affect day to day flying, but will clarify a few important issues necessary to operate our Club efficiently. Let me take this time to thank Mark Child, Clay Hollingsworth, Tom Shinsato, Bill Duncan, Steve Butters, Chris Myers, and John White for the time and effort they spent in this endeavor. Before these changes can take effect they must be made available to all of our members and receive a two-thirds majority vote at a Club meeting. These revised Bylaws will be published on our Club website and posted on our bulletin board at the flying field. This is something to think about in the near future, but not lose any sleep over. Thank you again to all committee members.

Our annual Club Picnic is scheduled to be held on Saturday August 4<sup>th</sup>. I will have tickets available in early July. Tickets are \$5 each and include lunch and all contests. Children six and under are free. Raffle tickets will be sold on the day of the Picnic and you must be present to claim your prize. Again we plan on having some really nice prizes. This has always been an event we all look forward too, so I hope to see all of you there. Don't forget this is a family event with lots of fun for all. Please see me to purchase tickets in early July.

I wish all of you a safe and rewarding summer. If you have any questions as always I look forward to seeing and talking to you at our flying field.

Regards.  
Bill Sorensen

**Board Meeting – May 31, 2007 – Chris Myers**

- Meeting called to order at 6:30 pm.
- Officers present: Bill Sorenson, Steve Butters, and Chris Myers John White.
- Discussion on the bylaw changes.
- Meeting adjourned at 8:35 pm.

**Meeting Minutes -- June 2, 2007 – Chris Myers**

- Called to order at 7:00 pm.
- Officers in attendance: Bill Sorenson Bill Duncan, Steve Butters, Chris Myers.
- 14 Members and 1 guest present.
- John White verified we have a Quorum.
- Minutes from May meeting were read by Chris Myers and approved by the members as read.
- The budget for May was read by Bill Duncan and approved by members.
- Clay Hollingsworth gave a report on the DLG contest at Poway and is asking for volunteers for club contest on June 24th.
- John White reported club membership up to 97 members.
- Tom Shinsato reported on the bulletin board.
- Bill Sorenson reported on bylaws progress.
- We held a 3D shoot out between Clay and Kenny.
- Club hats are available for \$15.00.
- Bill is working on a date for club picnic.
- Meeting adjourned at 8:30 pm.
- Indoor flying was held with micro helicopters.

**--- Editor's Notes --- Tom Shinsato**

First of all I would like to thank Clay Hollingsworth for taking care of the May Bulletin while I was on my two week vacation in Hawaii where I attended my nephew's wedding. Didn't have much time to think about flying my planes during the time that I was there but it felt good to hold my transmitter in my hands once I got back. I think the May Bulletin turned out pretty good for Clay's first attempt at doing the bulletin and many others felt likewise. I especially liked the great action shots which looked real neat.

Someone suggested to me that it might be a good idea to have a section of the newsletter allocated for club members posting ads to buy and sell their RC type items. That's a good idea except that the newsletter is limited to a maximum of eight pages. A number of club members have opted to have the newsletter mailed to them and the eight page format is about the maximum that is allowable for mailing using the first class postage (41¢ stamp weight limit). Eight pages is not a lot of space to fit all the articles that accumulate within a month so space is at a premium. As an alternative, I think the EDSF website might be a good place to post ads by club members. Those of you interested in doing so might contact our webmaster, John White and suggest this option be implemented. The bulletin board at the field is another place where you can post your ads. There are a number of people that have done so in the past. If you have suggestions to improve the newsletter, website or the club in general, let the person in charge know about it. The newsletter or website is a good place to have your suggestion publicized so either let me or the webmaster know about it or write an article and submit it for publishing.

In order to improve the newsletter/bulletin distribution I have been thinking about sending a PDF copy of the newsletter and bulletin to interested club members via e-mail. Members opting for this service will receive an electronic copy sent to them the instant the newsletter is submitted for printing. The newsletter/bulletin will always be available in hard copy form or viewable on the EDSF website but there is a two to three day delay due to logistics. I will be sending out in a few days an e-mail to club members to see if any of you are interested in subscribing to this service (no charge). I will create a distribution list which will **include only those replying** to my e-mail, requesting the newsletter in PDF format.

A final note – If you have an article you wish to submit to the newsletter or questions, e-mail me at [edsfeditor@aol.com](mailto:edsfeditor@aol.com). I do not recognize all the club members by their screen names so to help me identify in-coming e-mail from members, please prefix your e-mail “Subject” with “EDSF member -- ....”. For example, “EDSF member – Article for the newsletter”. For articles that you submit, please limit the size to a maximum of ¾ page (when using a font size of 10 pts and single spaced).

**--- General Info and Issues ---** Tom Shinsato

**June Club Meeting**

The June meeting turned out to be a pretty exciting one with a lot of activity going on. Clay Hollingsworth and Kenny Brewer put on a 3D demo showing off their skill and mastery of stick control by performing 3D maneuvers and hovering under breezy flying condition. Kenny has not been to the park lately but keeps his delicate touch at the controls finely honed by practicing on his simulator. His plane which he bought three years ago has a few dents and scratches but is still flying. Clay has a super light weight plane weighing in at only 4 ½ oz and powered by a two cell LiPo battery. Not quite as agile as Kenny but Clay still shows us that he has the “right stuff”.

Chris Myers brought his Microgear helicopters which he bought at Fry’s for \$24 apiece. These little choppers are about 5" long and have a tail rotor to control yaw. They fly quite well for their size and are controlled by an infrared transmitter. Chris’s pup, who is a retriever, also enjoys watching the helicopter fly and takes on the challenge to see if she can snap it out of the air while Chris flies it.

Clay Hollingsworth and a number of DLG club members entered the contest held at Poway last weekend. Clay gave a report on the activities at the meet. This was an international event with about 70 participants. See Clay’s article below for the details.

Dennis Anderson brought in one of his newly built planes with a pod under the wing that housed two tubes resembling a scaled down 50 mm machine guns. Dennis explained that these are actually Pitot tubes that really work. He can take readings of the plane airspeed by clicking on his landing gear switch. His plane reaches a speed of about 60 mph when coming out of a loop.

Have you seen the new club caps? They’re Khaki in color and has our colorful club logo patch sewn at the front of the cap. Real neat looking! If you want one, see Steve Butters. They go for \$15 each. One size fits all (with adjustable band).

I’ve volunteered to build an enclosed bulletin board with clear plastic panes to shield notices and posted documents from the elements. The bulletin board will be a simple box construction, approximately 3' high by 5 ½ ' long with double sliding panes which slide past each other. It will be mounted on the east facing side of the charging station. After pricing some of the materials needed, I estimate that one can be built for less than \$150. The biggest cost is for the clear plastic panes (plexiglass, acrylic or similar type material) which run about \$75. Other materials needed are 1" x 4" pine lumber, 3'x6'x ½" plywood, tracks for the panes and wood primer and tinted paint (dark brown to match the other side). If you have any of these materials and would like to donate it to the project, let me or any of the board members know. John White has offered to donate the fiber board backing. Any usable donated material will help to reduce the cost of this project.

Bill Sorensen brought in his free flight rubber powered Piper Cub that he built over 30 years ago to explain flight dynamics. The workmanship on his plane is superb. Bill has a knack for maintaining longevity in the life of his planes. The only thing that will do him in is crunching tires.



3D Demo



3D experts -- Kenny and Clay



Microgear Helis



Neat club caps!!



Bill’s Piper Cub

### Where's "Crazy Bob"?

Bob Ross is back in the working force since his wife forced him off the public dole. He says he misses those weekdays at the field riding on the edge and buzzing everybody but he likes his new job. We'll see less of Zoie so she'll be missed.

### Don't Try This at Home

Dom Tolentino has some first hand advice to those of you charging your LiPo batteries. Don't charge your batteries in the container where you store your other batteries. The battery he was charging in his den overheated and flashed which ignited the other battery. Fortunately, he was able to extinguish the fire by dumping the charging container onto his driveway and hosing it down. A lot of dense smoke collected in the house but luckily, no damage was done. Needless to say, Mrs. Tolentino was not a very happy camper. The good news is that his home now is termite and bug free.

### Runway Mowing

The runway mowing has resumed after my four week break. Bill Pollard volunteered to help and has been at the helm of the mower for the past several weeks, doing a great job. I'm moving dirt from the gofer holes elsewhere to fill in those dug in the runway. I'm also trying to fill in the low spots to level off the runway. Anyone who wants to help, just come up and lend a hand. We can always use a helping hand. The mowing will commence when the flying activity has diminished, usually later in the morning. Those of you still flying your planes, please exercise caution when the runway is being mowed.



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## 30 Years of Flying at the Field (Part I) -- Gerry Markgraf

### Introduction

After bragging once too often about the many years that I have enjoyed RC flying at El Dorado, I was punished with the assignment to set down in writing as much as I could recall about the history of RC flying at El Dorado. I have decided this is not necessarily a bad thing as it has forced me to drag out old photo books, locate earlier copies of "The Winchline" and track down old model airplane magazines – all to help me refresh a creaky memory. Many of you will find me a bit of a pest in the coming weeks as I seek to identify people and models in photographs as well as try to determine the approximate dates of the photos. I intend to tell the story partly from my own perspective, but include as much of the people, models, technology, events and city politics as I can discover. In the end, I expect to enjoy the experience – I hope you will too.

Gerry and I have been trying to identify people in the pictures shown in this article. We got help from some of the old timers of the club -- Mark Child, Wally Beers and a few others. Dates are hard to establish since there was little documentation to go by. A good guess for most of the pictures is roughly 1985. The pictures selected for the article were chosen to show the field and the surrounding layout as it was then. The gas storage tank and the VA Hospital were situated in the area where the Long Beach Town Center now stands. The type of clothing and vehicles gives some clue as to the time frame also. Note that many of the gliders were of the balsa structure with Monokote types (pre fiberglass, carbon fiber ships). This is the first of a three part article. Tom Shinsato

### The Beginnings

The North end of El Dorado Park was a pretty bare place in 1977 when my wife, Priscilla, and I first discovered it as a good hiking venue. The park was new, the grass at the North end was generally un-mown and the few trees were still pretty small. The small trees did little to obscure the giant brooding gas storage tower that dominated the skyline to the North. We liked this part of the park because it was still pretty wild and few people found their way to this spot. As Priscilla and I set on the hill one spring evening, enjoying the view and the steady on-shore breeze, I was transfixed while watching the only other visitor in our view. He was launching a sailplane (I later found out it was a Mark's Models Windward) using a rubber catapult. When He got the Windward down low by the lake, the wind acted as a funnel and he was able to keep the plane hovering in place just over his head for what seemed like minutes. I was hooked. I had flown a lot of control line and free flight gas as a kid, but had never been able to afford to move into RC – now I was ready and so was the technology.

Within a few days, I found myself the proud owner of a 2 channel 2 stick Cox-Sanwa radio and an Airtronics Super Questor sailplane kit. A 3 month work assignment in Sweden kept me from completing the Super Questor right away, but it was a priority when I got back. The wings were my first experience with Monocoat (wonderful stuff), but good old Pactra dope helped me finish the fuselage in a nice yellow green. The first glide test was disappointing (I had the controls backward) but soon the model was gliding and showing promise. Almost simultaneously, I was building number 2, a Mark's Models Windward to fulfill the dream of hovering over my head in a good breeze. At work, modeling became the



primary focus of my conversation and soon, I had 2 converts from work at the field. My Douglas co-worker Mark, built a Mark's Models Wanderer and another engineer, Larry, had a beautiful Airtronics Aquila as well as a Mark's Models Windfree.



**Gerry Markgraf displays the latest in 1970s sailplane design as well as polyester leisure wear**



**Leo admires Gerry Markgraf's collection of Elipstick Wings in the days when electric flyer's flew from the hill.**



**The EDSF canopy and banner provided shade during hot contest days.**



**Geoff Drought on winch. Myrtle Hallaway timing.**

We concentrated on learning to fly while gradually becoming aware that other people were using the field and most were at about the same stage we were. Weekends would find 5 or 6 fliers trying to make successful flights and we quickly learned to share High-starts to avoid tangles. There were only a few channels available (pre-1991) but it was OK with the limited number of fliers. One individual seemed to be there every weekend when we arrived. He was a great flier and more than willing to share his knowledge with all of us. Joe was a mentor to us all. I later learned that he had been the first to negotiate with the city to get permission for modelers to fly at the field. Eternally cheerful, patient, knowledgeable, helpful, it was several years before I knew that "Joe's" full name was Joe Richert. At one time there was a suggestion to name the field after Joe Richert in honor of his pioneering activities for fliers at the field. Apparently, the city discouraged this, but Joe will always be in my memory for the help and encouragement he gave me and many others. He is sorely missed at the field.

We flew primarily from the North end of the field, but if the Santa Anas were blowing, we packed up and moved to the South end. Less frequently, we flew at the East side near the lake when the evening breezes were blowing. More than once, I set up my High-start and unloaded my planes at the North end, only to find out I was outvoted and everyone wanted to move to the South end because of the wind. A successful flight was one with no crashes that landed somewhere in the vicinity of the starting point. A truly successful flight (and an early goal for us all) was to catch your airplane on landing. Modest aerobatics were tried and mastered, but a major focus seemed to be modifying your airplane. My co-worker, Mark and I both converted our airplanes to a "V" tail using a primitive sliding servo mixer. We built larger and better airplanes (I built an Oly II, A 2 meter Wanderer, an RO-8, Challenger, Aquila and several other sailplane designs). I moved from Cerritos to Hacienda Heights in 1980, which considerably increased the drive, but El Dorado remained the only place to fly. Gradually, the field became more populated with fliers, particularly on the weekends. Perhaps it was better and more affordable radio technology coupled with the availability of good kits, but the sport was becoming popular. I was

becoming friends with fliers like Mark Childs, Wally Beers, Jim Barnhart, Walt Lewis, Bob Peters, Dan Wilson, George Cayer, Geoff Drought, Ron Howell, Merle Holloway, John Bickle, John Callahan and many others. Some were more experienced than I was and others were just learning. A popular plane at the time for beginners was the Goldberg “Gentle Lady”, but soon the “Gentle Lady” wasn’t providing enough challenge. About the time that the first electric winches appeared at the field, the more aggressive fliers began appearing with the Midway Models “Gnome” sailplane. The “Gnome” was quite a bit heavier than a “Gentle Lady” or any of the other low wing loading polyhedral designs that had been favored by the more sedate fliers. The “Gnome’s” advantage was that it coupled an efficient polyhedral wing with a spar that was built like a tank. The “Gnome” could be “zoom-launched” off the winch and generally gain an extra 100 feet or so compared to the lighter designs. By the mid-‘80s, friendly competitions were the norm as fliers practiced their new skills. An organization seemed to be in order to help regulate activities at the field, organize contests and promote safety. In the mid-1980s, Mark Childs, Bob Peters and several others applied for an AMA charter and organized the beginning of the El Dorado Silent Fliers. We received AMA charter no.2523. Mark Childs was elected the first President of the club.

Parts II and III will be presented in the Jul and Aug issues.

### --- Soaring News ---



Clay Hollingsworth (Director of Glider Operations)

#### 2007 IHLGF

**Poway, CA** – The Torrey Pine Gulls hosted the 14<sup>th</sup> International Hand Launch Glider Festival on June 1-3. A field of 70 pilots from all over the US, as well as pilots from England, New Zealand and Japan came together once again for what many consider to be the most prestigious DLG competition in the world. Among the competitors were Joe Wurts, many time World Champion in several soaring disciplines, Paul Anderson, last years IHLGF champion, and Oleg Golvidov and Phil Barnes, both past champions of this event.

This year four EDSF members spent the weekend testing their handlaunch skills against this very competitive group of fliers. Andy Shearon, Tom Knudtson, Mark Child and I represented our club proudly for the full 3-day event. Three of us have competed in this event in years past – for Mark, however, this was his first IHLGF. We had all been practicing as much as our busy lives would permit in hopes of improving our finishing positions from previous IHLGFs.

Weather in Poway this year was a little different than usual. Saturday had cool, overcast conditions until about 3pm, at which time the onshore breezes really kicked up. Sunday on the other hand was about as perfect as we could hope for, with early overcast clearing to gorgeous skies for the day. As usual for Poway, there was lots of lift mixed in with challenging winds.

For those who don’t understand the tasks and scoring in this type of event, here’s a brief summary. Each pilot will fly in ten rounds over the two days of flying. The flight tasks might be to fly the three longest flights you can achieve, maximum flight time of 3 minutes in one flight, typically to be completed within a 10 minute flight window. So, ideally a pilot would try to make three 3-minute flights during this round. Note that that only adds up to 9:00 of flying, so there could be 50 seconds of “working time” during the round that gives the pilot time to look around for lift before launching. Using this time wisely is critical to success in achieving a perfect score. Another type of task is called a Ladder round. In this task all competitors must fly 0:15, 0:30, 0:45 up to a possible 2:00 flight in progressive order. If you fly on 0:29 on the 0:30 task, you have to launch again to complete the 0:30 task before you can do the next task in the progression. This task emphasizes quick “turnarounds”, the time it takes you to catch and re-launch your plane. The more seasoned pilots can perform these turnarounds in 2 seconds by catching the plane by the wingtip and immediately spinning to launch again.

All scores are normalized for the heat. That means that if 10 pilots are competing in one heat, that the top scoring pilot that round will receive 1000 points for his effort, and the rest of the pilots in that heat will get a percentage of his score based on their performance. This way regardless of the changes in the weather, you only compete against the guys in your heat. Unfortunately, you may have a heat in which you are competing against 4-5 of the top pilots in the world! Good luck scoring 1000 in that round!

There were times during the weekend when lift was easy to spot and you'd have 10 pilots all in the same thermal. Other times the wind blew so hard that one would just launch and point the plane into the wind until landed since making a single turn could cost you 30 feet in altitude. The weekend goes pretty quickly since the flying goes on non-stop from 9 am to 4pm each day. Each pilot must have a timer who records his flight times, so if you weren't flying you were probably timing for someone, or grabbing a quick drink to keep you going. Although we all wanted to perform at our best, the event is really about enjoying the camaraderie of your fellow pilots, making new friends, and exchanging thoughts about this hobby we enjoy so much. The EDSF crew all had pretty good showings, most of us improving over last years' performance.

Clay Hollingsworth - 26 <sup>th</sup>	Tom Knudtson - 50 <sup>th</sup>
Andy Shearon - 32 <sup>nd</sup>	Mark Childs - 55 <sup>th</sup>

Thanks go out to Mark and Tom for getting all the shade. Thanks to Mark and his wife Kitty for the snacks too. All and all it was another great weekend and we are already beginning to make plans to return next year!

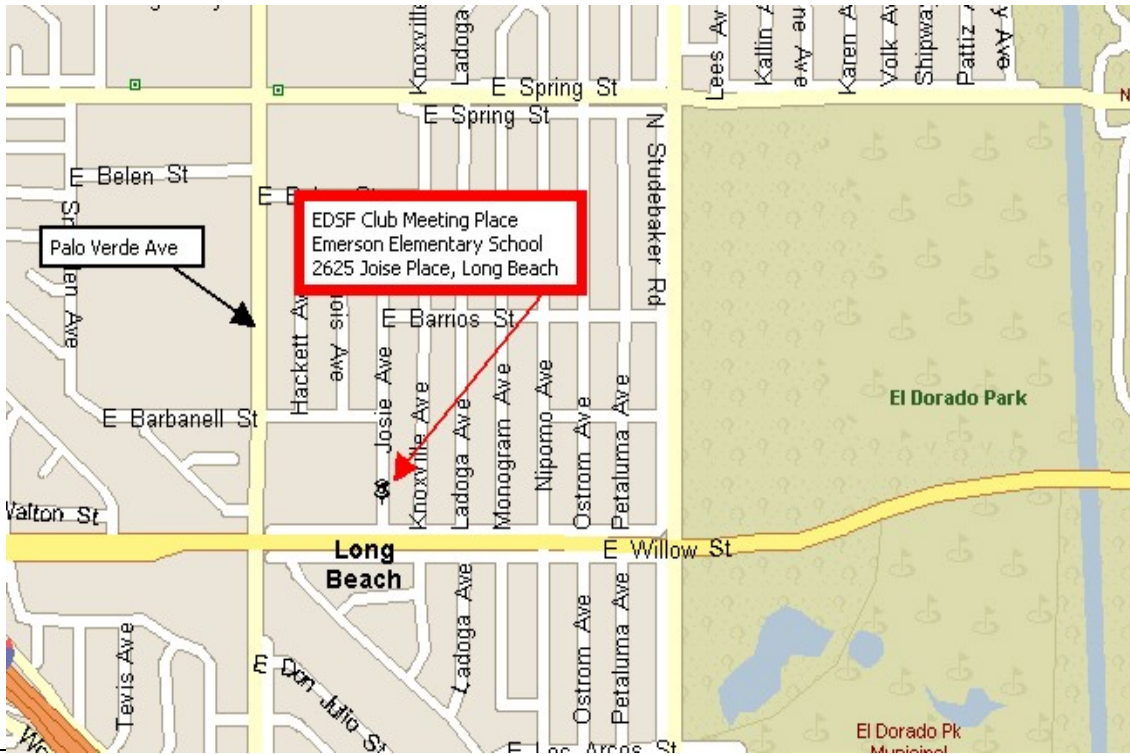


**June SC2 contest – Hosted by EDSF**

We are still looking for volunteers to confirm their support for our SC2 event on Sunday, June 24th, to be held at the ISS flying site in Riverside. We need 10-12 guys to make this event go smoothly. Even if you've never participated in a contest, we'll find a place for you to help out. We need helping the transmitter impound, running the winches, landing/scoring and even a hotdog cook. If you have any questions, please call me at 714-307-1172 or 714-740-2459.

Thanks,  
Clay

EDSF Club Meeting Site



El Dorado Silent Fliers  
Long Beach, CA

