NEXT CLUB MEETING: MAY 20th

Club meetings are held at 7:30pm on the third Monday of the month, except for legal Monday holidays, at the Pyle Adult Community Center, at the southwest corner of Rural & Southern in Tempe. Contests are held on the second Sunday of every month at Rodeo Park at the southeast corner of Ray & Val Vista Roads in Gilbert.

Wingtips is CASL’s monthly newsletter and as such always encourages members to submit articles for publication. All material must be given to the editor no later than the monthly contest. The editor also encourages other clubs to use any material from this newsletter, provided proper credit is given.

CHANNELS #16 & #17 have experienced problems at Rodeo Park. Use at your own risk.

Editor:
Chuck Wehofer  480-777-9733
chuck@wehofer.com

A.M.A. CHARTER #2133
FOUNDED IN 1985

CASL OFFICERS 2001-2002

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www.casl.net

LSF
P.O. BOX 3028
Muncie, IN  47302-1028

APR ‘02 EDITION
CENTRAL ARIZONA SOARING LEAGUE
MONTHLY CONTESTS

MAY 11, 2002
RODEO PARK
RAY & VAL VISTA RD’s in GILBERT
SATURDAY
ADD-EM-UP
OPEN & 2METER

START TIME 8:00a.m.
ENTRY FEE:
$3 FOR ONE  $5 FOR BOTH
AMA '02 RULES APPLY
AMA CARD REQUIRED
LAUNCH DEVICES: 12V WINCHES
WITH “BIG WHEEL” RETRIEVERS
AWARDS
1st - 3rd
C.D.: IAIN GLITHERO
PHONE: 480-831-1905

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# Open Class

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Central Arizona Soaring League

Membership Form for 2002 / 2003

Please fill out the following form, even if you are a Life Member, any changes in your status need to be updated. Frequency usage should be filled out in the order that they are used. Comments can have anything to do with the running of the club, from contests to meetings to the way the club spends its money. If you have any special requests for tech topics, types of contests please include those. **Dues must be post-marked no later than June 30, 2002 to keep your records current.** This will be the only Dues notification that you will receive. **Dues are $20 per year for all current AMA members.** Family memberships are $30 per year and for members, 16 years or less, dues are $10 per year. Life memberships are $250, which can be paid over a five-year period. If you have paid the full amount after November 30th your dues are at half the normal rate.

Name: _____________________________________________________ AMA#:___________ LSF #:__________

Address: ___________________________________________________________________________________________

City: _____________________________________ ST: ______ ZIP:__________ H Phone:___________________

W Phone: _______________________________ E-Mail:___________________________________________________

Frequency: ________________________________________________________________________________________

Comments: ________________________________________________________________________________________
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SEND TO: CASL  P.O. BOX 2472  CHANDLER, AZ.  85244-2472

Please fill out this form when you send in your dues, do not just send in your dues. I need to have a copy for my files as I refer to it during the year for periodic reference. Just a reminder the club year is from June 1st – May 31st. Your Dues may now be paid at [www.Paypal.com](http://www.Paypal.com) just go to the link and use my email address as the reference point: chuck@wehofer.com
The cry TIMER is heard constantly at sailplane contests and most of you have responded to that plaintive cry at one time or another. It seems to be a simple task, but maybe it would be a good idea to review just what support you really can give when you answer: I can time for you.

One of the beautiful things about RC soaring is the degree of sportsmanship and honesty that prevails in our sport. This is especially evident when a timer joins the pilot in what can be a team effort to help the pilot maximize his flight effort. Some might say that the timer has no other duty than running the stopwatch and measuring landing points. Well, I have been involved in this sport for a lot of years and, to me, there should be much more than just being a human clock. Even though the pilot and his timer may be two competitors in a fierce race for first place, there is no reason why a good timer should not do his best to assist the pilot in any way he can. There is no place in any soaring contest for a contestant who thinks he can improve his position by doing a sloppy job of timing for another pilot. If you offer to time for a pilot, do a good job! Our soaring fraternity grows because of this kind of cooperation; so, let's take a look at the many ways a good timer can help the pilot have a safe and productive flight.

**Getting Ready:**

1. When you tell a pilot that you will time for him, be sure that you have sufficient free time before you will be called to fly. Few things will delay a contest more than having pilots called to fly and finding them out at the landing circle with a watch in their hand.
2. Do you have a working stopwatch? Check it out now. If you are using an unfamiliar stopwatch, BE SURE that you know how to start, stop, and reset it - it's your responsibility, but the pilot will be penalized if the timer does not know how to operate the stopwatch!
3. Find out how soon the pilot will be called to fly. Get with him several minutes before his launch and study the sky together for signs of lift. Find out what his plans are.
4. Find out how the pilot wants his flight times called out. If he wants a countdown to landing, i.e. time to go, and you are uncomfortable with the mental math required, tell him NOW.
5. Ask if he has his scorecard and frequency pin. If not, offer to get them for him.
6. Get a pencil or pen. It is embarrassing to have to ask the pilot what his landing score was when you get back to the scoring table. After all, YOU are the timer, aren't you?

**The Launch:**

1. When the launch line is retrieved, go and get the launch bridle and bring it to the pilot. Be sure the line is clear and not fouled with the retriever and that the swivels and slide rings are not tangled. If you have any doubts about the integrity of the hookups, notify the winch operator immediately. Failure to do so might result in a launch malfunction, a crash, or worse yet, injury to a bystander.
2. When the pilot is ready, hold out the ring and be sure you are holding all the line tension and giving the pilot a slack tow line. When the pilot hooks on, release the line slowly so that any tension remaining in the line doesn't jerk the plane out of the pilot's hand.
3. Look around the immediate area and ask anyone close by to step back if there is a chance that they might be in the way, or might be bothering the pilot.
4. Start, stop, and reset your watch one last time. Say: Timer ready.
5. If you haven't seen any signs of control movement, it is a good idea to ask the pilot if he has wiggles. There are very few pilots out there who can honestly say that they haven't launched or seen a launch with the radio off.
6. Take a quick look at the pilot's transmitter antenna to see that it isn't entangled in the retriever line. I recently saw the new altitude and distance record for transmitter launch by a very experienced pilot. It was truly impressive!
7. Look at the winch operator and ask him if the winch is clear. Do not let the pilot release the aircraft until the operator says he is clear and ready! Double check to make sure that an adjacent flier isn't launching also.
8. Scan the launch path and warn the pilot if there is any aircraft that might be in or near his launch path.
9. Stand behind and to one side of the airplane at launch. Be sure that you and the pilot can converse easily for any last pre-launch updates. Do not engage the pilot, or anyone else in any non-essential conversation.
10. Keep your eyes on the plane for the entire launch. You will be expected to start your watch at the instant you see the flag or chute drop away from the plane. At the moment of release, yell OFF and look at your watch to see if you got a start. Say clock running or something similar so that the pilot will know that the watch has started.
11. Have the pilot move away from the winch area as soon as he is comfortable with the airplane. Guide him quickly to the landing area if necessary.