NEXT CLUB MEETING: AUG 21

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.

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JUL ‘00 EDITION
Ok this is going to be short editorial by this month. The summer is just too hard to get up for writing so bear with me.

Just a note to all of you that have sent in your dues. Thanks I do appreciate it. The only problem is that I am nagging way too much again on getting in all the late comers. Come on guys lets get with the program. I don’t have the time to remind all of you that it is Dues time. I realize that you all have other things to think about but please don’t use “Just too Busy”. Guess what? So am I! And you only have to do one, I have to run down 100 of them to either get in the money or the applications. We have made it quite simple this year. It is all electronic. So I will be dumping quite a few of our members from the roster. Sorry about that, but if you are not current I have to drop you from the rolls. And remember, you have to be a member of CASL to fly at Rodeo. So just keep your new cards in your flight box and use those on the frequency board. Do not put up any other ID. We are using the cards as a way to police who is or is not a member of CASL.

Have a nice day!
Chuck W.

A “One Year Report”
BY Jack Laird

I was talking to Bill Roberts the other day and it’s hard to believe that he and I and Adam Johnson just completed our first year with CASL. I know I haven’t been a regular at the meetings but I can say I’ve only missed 3 weekends flying at Rodeo. Sometimes I'm there Sat. and Sun. Wow, my life has changed. My first day at Rodeo I show up with an old Olympic 650 and Last weekend I'm firing off my 2nd hollow molded's maiden flight, burning axial rolls across the sky. I think I've built around 7 airplanes this year. I've even become a dedicated non-smoker after seeing that you folks don't seem to do a lot of that. Yep it only helped my flying. I finally turned off my vegetable garden and I'm concreting a pad there for some light planter Box gardening...just don't have the time to pull weeds anymore. What have you folks done to me? Anyway, I'm blaming all this change on you regular flyers because I do enjoy the fellowship as well as the flying.

Memorable events over the year:
1. Steve Willcox feels sorry for me and my high-starts and introduces me to the winch.
2. Eric times for me at my first contest and tells me all those sneaky little secrets to finding thermals during TD's.
3. My first piggy-back launch at the mud-flats with Dave Wenzlick flying the tow plane.
4. My high-start blows over into the Mesquite trees at the Mudflats.(you didn't know there were trees there did you.)
5. Me and Bill and me and Fred spend numerous sessions sitting in the desert untangling high-start lines.
6. On landing, I smack Mike Moore's foot, crippling him for life. Call him a gimp sometime, he loves it!
7. Tried to knock down the construction sign with my Easy Answer on landing approach. (I don't feel too bad now, I've seen 3 other folks do it since.)
8. Mike Moore shows me the ropes on my first composite sailplane with ailerons. What a guru! That was the last anybody did a maiden flight for me so I must have learned something.
9. Hank Caple gives me a rundown (sale pitch) of JR radio features with a bunch of Futaba guys standing around us.
10. I ask Garland Hansen how to do an axial roll after he demonstrates my Zagi's capabilities. (The answer was funny, not informative however)
11. Steve Willcox gets me out of a computer radio program problem after 3 straight days of beeping on the kitchen table. Thanks man, I needed a bath!
12. I get my chance at teaching a newbie to fly with a couple of gas-bagging sessions at Chandler Bowl. Sam, please, please be successful.
13. After 1 year of disappearing to the field every weekend, my loving wife came out with me. I even got away with showing off some aerobatics like a military defense contractor hoping for a bigger budget.
14. Southwest Classic, I didn't help much, just stood there for 2 days with my mouth hanging wide open and drooling. I felt like a young man on the beach, except it was sailplanes I was gawking over.

What's next........
This year I would like to start hitting a few contests like Sage, Flagstaff and Visalia. The open class ships are a ball to fly and I see why most people get their times. It's just those darn landings. Maybe I should try a little harder at our home contests.

Look's like there's some addition in the sloper world that I'm going to have to explore. I'll make that one of my next planes to build. I don't have an electric sailplane other than my Zagi's. When Garland starts looking like he's having a good time with his, maybe I'll get one. Doesn't he look bored flying that thing?

Anyway, it's been a ball and the year was nice and long. I'm hooked bad on this hobby and I had a lot of questions over the year. I tried to keep them few but thanks to all who gave their advice and personal time training me. It's been a blast.

OK BILL, it's your turn for a one year report!
Central Arizona Soaring League
(Prescott Chapter)

Proudly Presents

Prescott Valley Summer Soaring Challenge #4

Sunday September 17th, 2000

First Flight 9:00a.m.
Entry Fee: $1.00

C.D. - Rick Bothell
Phone: 520-775-3865
email - rbothell@email.msn.com

Directions: West at Cordes Junction on SR69. At Prescott Valley, turn right on Robert Road(at the Circle K). Follow Robert Road and all it’s curves. At 3.5 miles turn right on Cattle Track. In a half of a mile turn right into Antelope Park, look around and find us.
SAGE Contest

It looks like we will have a contest on Saturday 5th of August at our club field in Avra Valley (Tucson, AZ). It will be a TD event with 5, 7, and 9 minute flights and an LSF1 and LSF2 landing circle for 10 and 20 pts respectively. 3 pop-offs are allowed. Pilots meeting at 8:30AM. Phillip Brister and Rich McClure built a nice veranda for shade.

For more info Contact Ray at: mailto:kostuk@ece.arizona.edu

Soaring in the Pines

August 27, 2000 – 9:00a.m.
Flagstaff-Mountainaire Park

Open Contest

$5 entry fee - All proceeds will go to promote youth flying in Flagstaff
Task: 3 - 20 minute flights in a 3 hour open window unlimited launches
Bring Hi-Starts

CD Jerry Robertson – 520-774-2471

SOAR UTAH

InterMountain Silent Flyers (IMSF) is proud to host the 4th Soar Utah on September 2-4, Labor Day weekend in Salt Lake City, Utah. The primary site for Saturday and Sunday flying will be the Point of the Mountain (POTM), one of the top R/C and hang/paragliding sites in North America. As demonstrated at previous Soar Utah's, the Point is THE PLACE to fly large scale, vintage and PSS sailplanes! Check out www.silentflyer.net to see pictures from '95 and '98. New this year is a new road, parking area and 100’ x 500’ landing zone, recently graded and seeded (let's hope it grows!).

We are also planning a couple side trips for the adventurous. On Friday, we will fly with the buffalo at Antelope Island in the middle of the Great Salt Lake. On Labor Day, we will fly from 10,000’ Francis Peak . At more than a mile above the valley floor, Francis Peak offers an unforgettable soaring experience and breath-taking views. The drive up the canyon is not for The weak of heart!

As in the past, there will be a scale flying contest and pilots' choice awards, T-shirts, Brent's thermal burgers, a banquet and one of the best raffles in the West. All the stuff you need to have a good time will be provided. Just bring yourself and something to fly!

Pre-registration for Soar Utah is strongly encouraged. Soar Utah 2000 is an AMA sanctioned event and proof of current AMA membership will be required. For registration, hotel and other information, visit our web site at www.silentflyer.net and click on the Soar Utah 2000 logo. You can also contact me, scott.marshall@ingenix.com, 800-999-4614 x1049 (days), or Soar Utah 2000 CD, Tom Hoopes.

Thanks - Look forward to flying with you at Soar Utah 2000!
Some General Thoughts on Thermal Duration

Sport Flying is fun. It can be both relaxing and heart pounding depending on what, how, and when you choose to fly. But to hold your interest “long term,” and to progress in your flying skills, you need a goal, a target, something to keep your interest focused. Something to develop your skills as a pilot. For some, that goal is to build new, and interesting ships. For some, the interest spreads to different aspects of the hobby like slope, electric, and even (Yeech!) scale ships. For some of us, that interest develops into a desire to compete…to kill the opposition…to dominate and pound our hairy chests in glee as we pound the other guy to dust in a savage fury of bloodletting…Oops, that’s combat, never mind. Let’s just say that some of us like to compete.

Thermal Duration Competition is a game. Generally it’s a very complex game. It requires a variety of skills and a certain amount of introspection. You need to be able to accurately self evaluate your abilities, your equipment, and the air around you. Above everything else, you need to be consistent. Even if you are consistently bad, it gives you a starting place to improve from as you identify individual problems you can work on as you develop as a pilot. Don’t be sucked into the plane of the month club. Thermal duration flying is 80% pilot, 15% aircraft, and 5% Murphy and luck combined. You do not need the same plane that Joe is flying this week to win. What you do need is an aircraft that you can fly well and be consistent with. When you reach the limits of your aircraft you’ll know it, and you should have a plan. Even Joe didn’t start out flying like Joe.

How to get it up. Where to put it. How to nail it down (sounds like a Viagra commercial). Self evaluation and consistency win points here. You do need to learn to launch well. Not super at first, but cleanly and consistently. As a Sportsman or Advanced flier you will not need to Zoom launch as you work your way up the experience ladder. You will need to learn how to trim your aircraft for launch. Practice “no wind” launching, “high wind” launching, “cross wind” launching and “down wind” launching. Once you can consistently put your aircraft where you want it on launch, you can work on the skill of picking up a few extra feet on a “zoom” launch.

As you might expect, knowing when to launch is really, really, no I mean really….important. If you don’t know how to read air, then ask the Handlaunch guys for help. Failing that, you might volunteer to time for some of our more successful pilots. Ask questions (before or after a round), or just listen as they spot lift for other pilots. Before you launch, have a plan. Know where you are going, and have a pattern worked out in advance. Never fly through the same (sinking) air twice. Always have a timer that can spot for you. Not to watch your plan, but to watch EVERYBODY else. That way you have options if your primary plan fails. As a last resort you can always piggyback with a proven flyer. Note: this can be dangerous. If you are flying a TG-3, you are not going to be able to follow someone who is flying an Emerald. If you have the time, interest and money, fly a handlaunch. No other aspect of the hobby will teach you more about thermals than handlaunch flying. No more on this, as it will be a topic for another column.

This can win contests, pay attention! Once everyone learns how to thermal, and making your time is no longer a problem, then landing ON THE SPOT, ON TIME wins the contest. For beginning pilots, establishing some sort of pattern is always helpful. More experienced pilots all have their “favorite” technique. There are no great secrets here, just learned behavior. Ya gotta practice this over and over and over and over and…well, you get the picture. Get a short bungee and go out and practice 25 landings a day, any type of conditions and as often as possible. In a month, you will increase your landing score by 50%.

DON’T BURN OUT. Vary your practice sessions. Keep it interesting. No Whining.
So, you’re a now RC pilot? You’ve been to the thermal field and watched the graceful light of the open class thermal contest planes, maybe even got to fly one for a minute! You got bitten by the RC bug and bought your own plane. After laboring for weeks assembling all those balsa sticks and breathing CA glue fumes, then applying a hopelessly wrinkled “Monokote” covering to the plane, you try to fly your new creation. If you were lucky (or smart, lucky is better), George Joy or another instructor taught you to launch safely and fly in nice lazy circles while climbing in air that is rising faster than your collection of balsa and polyester is descending. Otherwise, you probably crashed on your first launch, and now have a new kit of more balsa sticks and pieces of Monokote! Either way...endless boring circles or trash bag of balsa splinters, you need a FOAMIE!

“Nerf Plane Fun”

A “foamie” or RC plane constructed of expanded polypropylene foam, (EPP) may be the greatest new development in our hobby since the discovery of trees. RC planes made from this stuff have very good flying performance at the slope (some also thermal quite well, but this is a SLOPE article) and the big bonus is that they are NOT BREAKABLE! There are various semi-scale kits like a P-51 Mustang, Corsair, Messerschmitt Me109, or Me163 flying wing rocket plane. Also available are conventional planes like the Ruffneck or the Foaminator. These are designed to have improved performance over the warbirds, but in practice fly about the same. There are also a few flying wing type planes: Boomerang (mentioned last month), ZagiLE, and many homemade designs similar to the Zagi. All of these make excellent slope flying planes, are fun and durable, and may be used for combat flying, too! Some other foamie planes which are easier to fly than the combat planes (which all have aileron control) are the Schweizer TG-3 and 1-26 from Dave’s Aircraft Works.

Also in this category but a little more time consuming to build is the “2 meter beater” from Trick RC (maker of the Zagi). These three may be built with polyhedral or aileron wings, and fly great both ways.

Basic Construction

Most EPP planes are built in a similar fashion. The kits come with all the primary airframe components cut to shape, the wing cores have the airfoil shape already, and the tail pieces are normally precut. Using “household goop” or hot melt glue, or 5 minute epoxy, the wing Spars and sub trailing edge pieces are glued into place, followed by the ailerons or trailing edge stock. The radio gear is installed by carving or cutting holes in the fuselage and then glueing or just press fitting the servos, battery and receiver into place. Then the fuse is rounded to shape and strapping tape is applied for reinforcement to the wings and fuse. 3M77 spray contact cement is used on the EPP to help the tape and covering material stick to the foam. A light mist coat of M77 is all that is needed. The wings and tail are assembled to the fuselage and everything is covered with your choice of iron-on covering material. Goldberg Ultrakote and Coverito 21st century film are the brands that work best. Monokote and most other covering brands do not stick well to EPP. When covering, be sure to stretch the film very tight before ironing down the edges, and don’t shrink the covering until the WHOLE part is covered. This prevents “creep” of the covering and allows it to stay nice and tight. Most of the planes can be built in a week of evenings, the Zagi can be built in as little as 4 hours! All of the planes except the flying wings may be controlled with the most basic non-computer radio. The flying wings have what is called “elevons” which act as both ailerons and elevators and need either a small onboard electronic or mechanical mixer, or a transmitter with elevon mixing capability.

These instructions are only a basic overview of EPP plane assembly, refer to the instructions in your kit for a more detailed description of construction. The best instruction manuals, in my opinion, are the ones from Dave’s Aircraft Works. Why, you ask? He gives many helpful construction tips and hints beyond the minimum needed to build the plane, and the TG-3 manual even has a basic aerodynamic lesson and first flight instructions.