NEXT CLUB MEETING: NOV 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.

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

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OCT '00 EDITION
Well I am going crazy trying to get everything ready for Halloween. I was hoping to have enough time to carve some of those funky pumpkins but I am not going to have enough time. Maybe if I get home early on Tuesday I will be able to do it. My neighbors really like our creations. I think I started something that maybe just too much to continue. Those pumpkin templates are just amazing, for those of us that have no artistic abilities.

Just a reminder that our October contest has been rescheduled. Vern will be holding the contest on the same Sunday as the November monthly. By having it the same day we can make sure that the out-of-town flyers do not have to come in for an extra trip. The contest will start ½ hour early than previously published and the two will be done back-to-back. The first contest will start at 9:30am and it will be November’s originally schedule event. After the contest is over then the October event will take place. There will be plenty of flying going on that day. So make sure all your batteries are charge to the hilt. And be prepared to have a great time. Remember that November will be the last counter contest of the year. December’s will be our annual “Toy’s for Tots” event and that will be a fun-fly event. I will have a flyer in November’s newsletter with all the details. Invite all your friends for the event. All proceeds will go to the USMC’s “Toys for Tots” Christmas event. Even if you never fly in a contest come out and bring a toy for the kids that need this to make their holiday complete.

Another reminder that the third weekend in November is “Gilbert Days”. So on the 17th, 18th and 19th there will be no flying allowed at Rodeo Park. This means absolutely no one is to use the field for anything that has to do with putting a ship in the air. This also means that the entire field is out of bounds for flying even the very south end. There is enough activity going on, plus they need part of the field for parking, that it is very unsafe to be flying. Which brings up the subject of safe flying at Rodeo Park. We are very fortunate as a club to have the flying site that we do. We pay very minimal fees to use it, plus we have the luxury of being the only club that gets to fly at it. This is all dependent on that we continue to use it in a proper and safe manner. The rules for the use of the field are absolutely no internal combustion engines are to be used. We have had on an occasion people coming onto the field and flying those gas powered ships. We need to make sure that if we come to the field and see them flying that they are informed of the rules. The Town of Gilbert expects us to police the field and its use. Obviously when we see someone using the filed in this manner we just let them know it is by the Town’s direction and then invite them to try their hand at silent flight. The other thing that we need to do is use the field in a safe manner. We have had a couple of incidents where someone’s ship has gone down in the horse arena while an event was taking place. That type of flying will get us kicked out of Rodeo Park faster than anything. Because of this action the BODs will now be meeting to discuss safety rules at the field. It is obvious that common sense is not being applied when this type of flying is going on. Sorry to sound so harsh but there is plenty of room south of the field poles to be flying and it is not necessary to be anywhere near the rodeo. So if there is any activity what so ever going on at the arena there will be no flying north of the telephone poles, and no excuses about being at a safe altitude. All it will take is for one ship to either hide a horse or a person and you can bet we will lose the field. I for one do not want that to happen nor does anyone else that has worked like a dog to get the field into shape. Do not forget that when you are flying at Rodeo that you must have your CASL membership card with you. When you are flying it just clip it to the Freq. board. People that are flying at Rodeo must be members of the club. If someone is not, make sure that you give them an application and invite them to join the club. We can always use new members.

The Christmas party planning is going on fast and furious. It looks like the date for the party will be Sunday Dec 10th. Most of the weekend nights have already been taken and this was one of the few left. Actually it will work out very well. On the advice of our out-of-town members we looked into having the party on the same Sunday as the contest. This way they only have to come into Phoenix once. I hope this makes it easier for them to bring their favorite person to the party. I will have the details about the party in next month’s newsletter. So just keep your eyes open and get ready to have a great time.

If you are planning on volunteering for work at the 2001 SWC please put you name on the List server for this duty. We need to start getting a roster together for the event. Just let us know what days you can work and what area you would like to work in. The areas of interest are Winch/Launch, Landing Judges, Impound, Call-up, Gofer, Raffle and Registration. Start thinking where you want to be and let us know via the List server. Again, just another reminder that we will not be holding any open slots for CASL members. The contest entry rules are the same for everybody, first come first serve.

Well that is about it for another month. If you are in need of a key to the field, please contact me and I will send one out to you. Also don’t forget to pick up your club card when you are done flying. I am starting to make way to many duplicates.

CHUCK W.
CENTRAL ARIZONA SOARING LEAGUE MONTHLY CONTESTS

NOV 12, 2000
RODEO PARK
RAY & VAL VISTA RD’s in GILBERT
SUNDAY
PRECISION/DURATION
OPEN & 2METER
TASK: 4 RNDS Best 3 9 Min Max
LANDING: Tape - Double Score
We will Fly October’s too
START TIME 9:30 a.m.
ENTRY FEE:
$3 FOR ONE  $5 FOR BOTH
AMA SANCTION
AMA ‘00 RULES APPLY
AMA CARD REQUIRED
LAUNCH DEVICES: 12V WINCHES WITH “BIG WHEEL” RETRIEVERS
AWARDS
1st - 3rd
C. D. Vern Poehls & Mike Moor
PHONE: 480-945-1957 480-497-5785

DEC 10, 2000
RODEO PARK
RAY & VAL VISTA RD’s in GILBERT
SUNDAY
TOY’S FOR TOTS
OPEN & 2METER
TASK: Hand Tow 3 person teams
LANDING: Circle In/Out
START TIME 11:00 a.m.
ENTRY FEE:
Toys Toys Toys
AMA SANCTION
AMA ‘00 RULES APPLY
AMA CARD REQUIRED
LAUNCH DEVICES: 12V WINCHES WITH “BIG WHEEL” RETRIEVERS
AWARDS
1st - 3rd
C. D. Mike Moor
PHONE: 480-497-5785
CENTRAL ARIZONA SOARING LEAGUE
PROUDLY PRESENTS THE
THIRTEENTH ANNUAL SOUTHWEST CLASSIC
FEBRUARY 3rd & 4th, 2001
FIRST OF THE 2001 TRIAD SERIES

TASK:
forcements.

 Saturday, Feb. 3rd, 2001
Four Rounds of Add-Em-Up

 Sunday Feb. 4th, 2001
Three Rounds of Add-Em-Up

LANDINGS: To Be Announced at the Pilots Meeting

CLASS: Unlimited - 444(D)

SITE: Schnepf Farms – Queen Creek, AZ

A.M.A.: 2001 AMA cards will be required at registration. One pilot per plane. One plane per pilot with a backup on same frequency allowed if primary plane determined unflyable by the C.D. All 2001 AMA rules apply.


AWARDS: ADD-EM-UP 1st-10th, will be awarded, 1st-3rd place RES and 1st place Team Trophies for the top four members of a previously declared team, 1st-3rd 2Meter and Gray Cup (62+ yrs) and Junior Cup (16 yrs or less). You may enter more than one event but you will use the same ship for all of them.

BBQ: Saturday evening at the field, steak & chicken, drinks, good spread - $15 ea.

T-SHIRTS: CASL will be taking pre-orders for SWC ’01 t-shirts, cost $15 for T-shirt, $20 for Golf style shirt w/pocket. Sizes in adult are L, XL, XXL, XXXL. There will be a very limited selection at field.

RAFFLE: Great Hobby Items!! Sunday, immediately after the contest.

C.D.: Dave Wenzlick: 480-345-9232. For info contact Erich Van Sanford at www.erich@asu.edu

Make all checks payable to: Central Arizona Soaring League.

Mail to: CASL 3519 W Oakland Chandler, AZ 85226

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FIFTY WAYS TO WIN AT GLIDERS

by Randy Reynolds
NSS 81-3024
Extracted from Sailplane Jul-Aug-Sep 89

When I first started down the road to competitive glider flying, I couldn't make the connection. I had always been pretty good at most things, but this business of glidering had me baffled... and hooked. I read Thomburg's Rules and lots of other stuff. I talked to all of the local gurus. Yet, I still made every mistake possible. Today I am a wiser man, significantly better, but not the best that has ever been. You can learn a lot from me because I proved every one of the following truisms... the hard way. Just a word of warning, there is not a lot of room for supporting arguments. Some are self-evident. Some are cryptic. Many are borrowed and all are perceptions. Go thou and do likewise.

THE GLIDER:
- Pick any reasonably competitive proven design and don't chase theory or "Demon Tweaks" excessively.
- Make a commitment to fly this ship until you reach your competition objectives over several seasons.
- Build it straight, flat, and clean. Be a fanatic about this.
- Use quality radio gear, especially servos.
- Get to know your batteries; they are your glider's best friend.
- Flying surfaces should always return to precise neutral.
- Be knowledgeable about C/G and towhook location. Talk in percent of wing chord, not "two thumbs behind the left spar."
- Develop a checklist for finding problems in the workshop. Inspect before every flying session.

THE PRACTICE SESSION:
- Fly with a purpose... set objectives.
- Fly with someone timing you as though in a contest.
- Always use a landing tape and practice right and left patterns.
- Participate in LSF, it will help you. Help others, it will also help you.
- Try to fly twice per week during contest season.

THE LAUNCH:
- File a mental flight plan.
- Before launching... think "PPSS" which means "PLane OK?, Settings in trim?, Stick moves the flying surface?"
- Planes launched with radics off are caused by an abnormal happening while you are preparing to launch. Repeat "PPSS."
- First 1/3 of launch for height. Go nearly vertical at medium winch speed. Now aren't you glad you know where your CG is?
- Second 1/3 of launch is to build speed and direction to flight plan area.
- Final 1/3 of launch is for a mild zoom. Save some of the zoom for L/D towards the search area.
- Flying through lift on the launch can be identified by the high tension in the line. Continue launch and return to the lift.
- Practice downwind launches. Tip: Go fast!
- The best launchers in wind-win.
- Don't release early. Try to finish the launch over the turnaround, as it will give you more time to fly a

From HARBOR SPARROW SOCIETY
thermal downdwind. Get help.

THE THERMAL:

- Thermal search at a medium/high speed, hopefully at your best L/D.
- Since you determine when your ship is in good air by visual indications, it follows that a minimum of commands from you will help avoid "stick lift."
- Don't turn immediately upon detecting a thermal; explore it instead.
- Thermals drift with the wind. Keep that in mind if you lose the lift. Try searching down wind from where you lost it.
- Watch which side of the circle has the strongest lift...go there.
- Thermals exist in wind. Be aggressive with ballast and technique.
- Don't sell yourself a thermal your glider won't buy.
- Wind shifts go toward the thermal.
- Ask the local expert what the thermal patterns are. Also ask why.

THE LANDING:

- Communicate to the timer about countdown, watching others, and tape direction. Make him part of your team through participation.
- Get to the landing circle at least two minutes before landing.
- Attain desired checkpoint positions at one minute (75' altitude) and again at 30 seconds (30' altitude).
- At 30 seconds, you should be entering a set 'U' shaped landing pattern at about 30' altitude with medium-slow airspeed. The sailplane should be flown very close to you at this point to establish a landing "sense." The airplane should be very stable. Time the altitude and speed properly so that you feel in control, not rocketing about the sky at too high an altitude.
- At 30 seconds, stop thinking, visualize the landing and DO IT!
- Most bad landings are caused by improper altitude control against the time slope. Practice with a familiar airplane for the cure.
- Any competitive glider is a good landing machine, provided it has medium weight, glide path control, and landing spikes (Shark's Teeth).

THE CONTEST:

- Make sure of tune. No changes since the last practice flight.
- Know the task rules and pay attention at the pilot's meeting.
- Consider the important aspects of the tasks, site and weather.
- If possible, find a buddy to team up with for timing and line retrieval. This is good for moral support.
- Evaluate the thermal search possibilities. Watch where other gliders locate lift.
- Monitor one or two competitors in an effort to learn technique.
- During the contest, try to preserve some perspective by utilizing some periodic quiet time to relax and observe.
- Take care of yourself and you'll do a better job. Avoid dehydration during hot weather. Use sunscreen and protect your eyes with good UV sunglasses.
- Set some attainable goals during a contest...it will help your self-esteem. Off to a bad start? Reset your goals for the day.
- Don't give up. When you are a victim of bad luck or your own "no brainer" or even if you are in a comfortable lead...don't lose your concentration. Do your best on every flight. If you "tank" the remnants of a poor contest effort, you will feel even worse later.

Bobby Fischer said that "Chess is life." Flying R/C Sailplanes is a sport that can be as compelling to some of us as Chess was to the former American World Champion, but it probably shouldn't be. Remember your perspective when bad luck bites...this is for fun!