NEXT CLUB MEETING: OCT 16th

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:
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wehofer@concentric.net

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

CASL OFFICERS 2000-2001

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P.O. BOX 3028
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SEP '00 EDITION
Well the cool weather will start any day or at least by Thanksgiving. That is what I have been told. So with the advent of the fall season our monthly contests have now resumed. Darwin Barrie hosted September’s contest and I was assured that all the pilots had a great time. I have included the contest report in this newsletter. Also you will see that the Yearly Standings have been updated to reflect September’s scores. Now if you are wondering where the results for the May contest are, well I still do not have them. So as soon as they are given to me I will post the scores. Until then you will have to stay in suspense until such time they are made public. Remember, the CDs have to send me the results because I am not in the habit of making up the scores for reporting. Just way too much trouble.

You have heard the old say that “good things come to those who wait”. Well it is true. We have been discussing the last few months about getting our own name as a URL because the present one is just too hard to remember. The only problem has been that all the combinations of www.casl.whatever have been taken. Well I did some investigation on the different variations and found out, in July, that casl.net had expired and was already coming up sixty days past due. I called up the company that registered the name and they told me that we would have to wait until at least the ninety day past due mark before they would start the clearing procedure. So I waited until September 6th, the ninety day mark, and then I would go in everyday to see if it was up for sale again. Well last week it came up for sale and CASL is now the proud owner/leasee of www.casl.net. In fact, to make sure that we have the use of our name for a long time I registered the name for ten years. So at least for the next decade when some asks you what our web address is you will never have to try to explain what a tilde is. That is the little squiggle just above the accent mark next to the numeral one. I can count the number of times people asked me where in the world on the keyboard that little item was. So as soon as Erich can get all the technical pieces put together just use your bookmark to the current address. But try to get to our web page in a couple of weeks using the new name. At least we can say that perseverance does pay off. Plus the fact that someone let their account go past due and we were “Johnny on the Spot!” It is kind of interesting that the two other casl pages are for soccer leagues. I guess we will just have to be the odd team out.

You will notice that I have included the entry form for the 2001 SWC in this newsletter. Now is the time to get your entry in for this big contest. CASL does not give any preference for its own club members when it comes to assigning frequencies. The rule of First Come, First Serve will apply for this contest. If you are planning on flying in this contest I would suggest that you get your entry form in ASAP. That way you will be assured of getting your desired spot. We are expanding the contest from 175 to 200 participants. The contest is running smoothly enough and we are getting a lot of people trying to enter past the fill-up point that the BOD felt that we should try for an expanded contestant list. Of course with this increase in participants it will behoove us to make sure that the contest runs as smoothly as possible. So I will now start my yearly begging/nagging /cajoling for helpers and workers. The contest does not run itself but it does do a lot better when we have committed workers. For those of you that are new to the club the contest is not difficult at all to work at. In fact the more people that we have the easier it becomes. So next month I will be getting a list out of all the different spots that will need workers. Now of the jobs are to hard to learn and in fact some of them are quite fun to do. As in the past years if you are planning on flying we will make every effort to give you the time necessary to fly your round but we will need as much help as possible. There just are not enough club members that only just work. We will need the help of the flyer/worker to round out the duty roster. So start your mind a going and start thinking where you might want to help. For all you new club members this is a great way to meet the flyers from all over the country. This contest is now considered the best run contest that is put on in the USA and it is the second largest one. So let’s keep up the good work and keep our reputation in tact.

Well that is about it for another month. Remember is you need a copy of the latest club roster just give me a holler and I will shoot a copy to you. Or if there has been a change to any of your personal info just let me know so I can update the club database. Until next month “keep them gliders up as long as you can”!
SOUTHERN ARIZONA GLIDER and ELECTRIC

FALL SOARING CONTEST

Sage invites you to a

Thermal Duration Event

starting at 9:00a.m. on Sat Oct 21st, 2000

Open and 2Meter

Multiple Rounds of T.D. using a 12v winch w/retrievers

ENTRY FEE: $5.00 per Class

This is an AMA Sanctioned event.

C.D. - Jack Finn 520-572-4885

Contact Philip Brister 520-394-2121 philipbrister@netscape.net for more info.

Go north of Tucson on I-10
Exit at AVRA VALLEY RD
Head west past the airport
Turn Left on Clayton Rd
Turn Right on Twin Peaks Rd
Just before dead end turn right
(at SAGE sign) onto dirt road
Go 1/4 mile or so we are on your right

Go south from PHX on I-10
Exit at Marana Rd
Go west 1 mile
Turn left on Sanders Rd
Turn right on AVRA VALLEY RD
Turn Left on Clayton Rd
Turn Right on Twin Peaks Rd
Just before dead end turn right
(at SAGE sign) onto dirt road
After 1/4 mile or so we are on your right
CENTRAL ARIZONA SOARING LEAGUE MONTHLY CONTESTS

OCT 08, 2000
RODEO PARK
RAY & VAL VISTA RD’s in GILBERT
SUNDAY
PRECISION/DURATION
OPEN & 2 METER
TASK: 3 rounds
LANDING: Tape
START TIME 9:00 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
PHONE: 480-945-1957

NOV 12, 2000
RODEO PARK
RAY & VAL VISTA RD’s in GILBERT
SUNDAY
PRECISION/DURATION
OPEN & 2 METER
TASK: 4 Rounds Best 3 9 min max
LANDING: Tape - double score
START TIME 10:00 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. Mike Moor
PHONE: 480-497-5785
## Central Arizona Soaring League
### Club Contest Placement
#### 2000 Calendar Year

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This was the first contest of the fall season. We had 15 in Open and 8 in 2Meter. We need more 2Meters out there!!

Before I give the report I'd like to thank all those who helped set up. I got there at 7 am and one winch was up and going. No sooner had I parked and Dave drove up with the other winch and necessary equipment. Erich took care of the LZ's. Alan Metzger also helped set up and ran a winch all morning. Fortunately we decided to use two winches and everything went smoothly. At the end, the cooperation was evident too with everything getting torn down quickly. Made my job easy. Almost forgot, John Hatlelid brought some Cop food, two boxes of Krispy Kreme donuts!!!! Thanks.

The format was add-em up, 3,5,7 minutes. The LZ was half circles with the 100 point for a 4 footer, 75 for an 8 footer and 50 for a 12 footer. Anywhere on the grass was 10 points. Open winches and either class could be flown as desired. The first round set the stage for a competitive battle in Open. Jim Stidham logged a perfect 3 minutes and a 100 landing. Darwin had a 2:59 and 100. The times in the following rounds were not tough to get if you got in the right spot. Jim landed short, Darwin skipped out of the 100 and John Cyr posted a 75 landing. The last round Jim got a 50 and looked like the winner. John Cyr nailed a 100 and Darwin skipped out again.

Several had a good showing but had landing troubles. Joe Hitzel posted good times as did Skip Richards. Tim O was back and flying well as was Jack Laird. The next few contests will be up for grabs. Two meter had 8 contestants. As you can see the scores were fairly tight. The slight down wind conditions were not helpful for landing. Times were a little tougher to get. Only one incident was noted when Craig encountered interference to the east and his plane went down east of the houses. Fortunately his plane was not damaged. Skip Richards had a frequency analyzer and noted a signal on 19. We'll have to keep an eye this situation. It got hot quick. We opted not to fly a fourth round and were done flying by about 10:30.

Open
1. John Cyr 1064
2. Jim Stidham 1054
3. Darwin Barrie 1003
4. Joe Hitzel 990
5. Skip Richards 910
6. Tim Onyfryton 909
7. Garland Hanson 865
8. Jack Laird 839
9. Sean Plummer 839
10. Horace Bounds 834
11. Mark Russel 1742
12. Craig Trout 698
13. John Hatlelid 641
14. Adam Johnson 410

2 Meter
1. Darwin Barrie 1062
2. Jim Stidham 948
3. Adam Johnson 932
4. Sean Plummer 930
5. Joe Hitzel 705
6. John Cyr 593
7. Philip Brister 560
8. Craig Trout 539
CENTRAL ARIZONA SOARING LEAGUE
PROUDLY PRESENTS THE
THIRTEENTH ANNUAL SOUTHWEST CLASSIC
FEBRUARY 3rd & 4th, 2001
FIRST OF THE 2001 TRIAD SERIES

TASK:
- 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 ’01t-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

SOUTHWEST CLASSIC, FEBRUARY 3rd & 4th, 2001

Name: Phone: (               )
Address: City:
State: Zip: AMA # Frequency: #1 #2 #3
Team Name: Email Address:

RES CLASS: YES NO (circle one) Gray Cup YES NO Size Golf Shirt ($20) T-shirt ($15)
2 Meter Class: YES NO (circle one) Junior Cup YES NO Large
Entry Fee: $ 35.00 X-Large
BBQ: x $15.00 $ XX-Large
Shirt Order (fill in form) $ XXX-Large
TOTAL ENCLOSED $
Thermal Lift
Garth Warner

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 (yech!), scale ships. For some of us, 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 its 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 flyer 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 HandiLaunchee guys for help. Failing that, you might volunteer to time for some of our more successful pilots. Ask questions, (before or after around), 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

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