



AIRFOIL

LVSC Newsletter



Las Vegas Soaring Club

February 2010

The next regular meeting of the LVSC is at 10:00AM on Saturday, April 10th, 2010!



President's comments

Dave High
President

Hi everyone,

Wanted to give you an update on the Gun Club presentation on February 2nd.

First, my thanks to:

· **Doug Bush** · **Mac Crockett** · **Chris Schoenbauer** · **Paul Thiele** · **Marvin Weintraub** · **Greg Clemensen**
for coming out and representing the club. We had some nice planes, gliders and heli's there. A couple of guys took advantage of the simulators we set up prior to the meeting. We had about 11 guys from the Gun Club in attendance at the start, expanding to about 25 toward the end as they arrived for their meeting. The PowerPoint I created didn't go as well as I would have hoped. I thought there would be a projector there but there was a misunderstanding so we ended up having to put Paul's rather large laptop on a pedestal up on a table at the front of the room so not sure how well the guys in the back could see it. I created a video that included SuperFly VII footage of jets and planes to the Top Gun soundtrack, Alan Szabo Jr. crashing his helicopter to the theme from Austin Powers, and my footage using my Fly Cam One of our field to Flight of the Valkyries.... complete with the crash at the end. Got a good laugh out of the crowd with the crash footage. Always leave em laughing! <grin> They asked a lot of questions about what we do and how we do it and we even found a few guys who fly who may be interested in joining us. It was strange but a number of the guys at the gun club seriously had NO idea that we fly across the street from them so this was an eye opener to a few.

All in all it went very well, and they now know how much we appreciate being able to use their land for our hobby. Thanks.

Ode to a beautiful airplane.....

Current theory is that my battery box broke loose during a hard climb and made me very, very tail heavy, then when I was able to get the nose down, it slid forward and probably took out my receiver battery power. After that, it was all over.

Moral of the story - make sure things are bolted down and don't rely on Velcro for heavy batteries. Ya, I was that stupid.

Sticking to small planes for the rest of my life.

Happy Flying. See you all at the field!
Dave, President - LVSC - 2010.



* *****

From: "Gordon Buckland" <gbuckland@kwikkerb.com>
Subject: Soaring Las Vegas Style - very different - RC Groups
Date: Thu, 4 Feb 2010 03:26:28 -0500

Hi Mike,

Posted the story and a few photos. Let me know if I made any mistakes. I really enjoyed the day and thank you and your club members once again.

Gordon <http://www.rcgroups.com/forums/showthread.php?t=1187632>



Ray DiNoble
LSF Coordinator
LSF4096@yahoo.com



<http://www.silentflight.org>

I just came across this from Horizon Hobbies - this is a MUST read for those using Li-Po batteries. See the last paragraph!

Ray DiNoble
LVSC

<http://www.horizonhobby.com/Articles/Article.aspx?ArticleID=1555>

Discharging and Storage:

Discharging and storage really go hand in hand. For NiCd packs, you should completely discharge them, to 0.9v per cell, before you store them NiMH packs should be stored with roughly a 50% charge in them for best performance. And before you charge a NiMH pack for the first time in the day, simply drain the pack completely on a discharger or in the model and you are then ready to charge the pack for use throughout the day.

LiPo batteries are completely different when it comes to discharging and storage. Depending on the output voltage of your pack, you should only discharge your pack so far. For example, during use, a 7.4V LiPo battery (also known as a "2 series" or "2S" pack) should never be discharged below 6.0 volts under load (3.0v per cell). For storage of 2 weeks or more, LiPo packs should be stored at approximately 3.8v per cell to prevent overdischarge or imbalance from developing among series cells in the packs due to differing levels of each cell's self-discharge rate. In the case of a 2S 7.4v pack, the pack should always be stored at 7.6v. You should also store your LiPo batteries in a fireproof container or cabinet and never store your LiPo, or any other battery for that matter, in the model itself.

Perhaps no other item has quite as much effect and influence on our hobby as rechargeable batteries do. There are almost as many different theories and misconceptions out there about rechargeable batteries as there are individual battery sizes and types. Just remember that knowledge is key when it comes to batteries, as is consistent charging, discharging, and storage. Whether you are in the hobby shop or at the flying field, feel free to ask questions of those around you who may be more experienced. That is one of the best ways to learn and grow in the hobby.

California Sailplane Contest.....

There will be a mid-sized sailplane contest on Sunday April 18 in Victorville, California. It looks like about a 4 hour drive from here. Assuming a 9:00 AM first flight, the contest will probably be finished by 1:00 PM or so.

The classes to be flown are Unlimited, Two Meter, Woody and 3 channel RES. I'm going to fly RES with my blue Topaz.

Several others have asked about flying in a contest away from Las Vegas. Check your calendar. If interested please get with me in the next few weeks. We can car pool or caravan.

Ray DiNoble
LVSC

From Greg Clemensen: The president of the Propnuts, Greg Thomas, announced at the monthly club meeting that Cutting Edge Hobbies was burglarized. Detectives are hot on the trail of an individual or individuals who drive a white Dodge Caravan. Be on the look-out at the field, and on Craig's list. Remember, purchasing stolen property puts the purchaser in possession of stolen property. If the deal is too good to pass up, then passing it up might be the best deal. Electric Greg



LVSC meeting minutes:
Frank Drake - Secretary

My thanks to Dave High for taking meeting minutes. I was unable to attend.

Meeting called to order at 9:56 by Dave High .

- o No new members
- o No visitors

• **Treasury Report**

- o Introduction of Doug Bush our 2010 Treasurer
- o Announcement of lifetime membership for Allen Gottlieb for his over 9 years of service as the Treasurer.
- o Due to the low earnings (less than \$8.00 last year) and the hassle of maintaining our Money Market, it will be closed and the money put with the rest of our club treasury in a regular bank account.
- o Treasurers report was approved and seconded

• **Old business**

- o Dave and other club members will be presenting to the Gun Club on 2/2/2010 at 6:00
- o Dave will have two laptops with flight sims
- o Marvin will bring a laptop with a flight sim
- o Dave will create a Power Point about the club
- o Marco and Dave will be creating a video that shows the flying field from an aerial perspective
- o All members were encouraged to join us at the Gun Club that evening

• **New Business**

- o Dave discussed the reason for being an AMA member. Insurance is the most important piece of it
- o Discussion of the winch equipment challenge
 - Do not want to store at Gun Club due to our desire to keep a low profile with them. Also, that does not really solve the problem of having to have someone bring it to the field each week.
 - Building a small bunker may be an option, but then there is the issue of battery charging.
 - Not really a good solution at this time. Will continue to discuss and look for a solution
- o Discussion on whether or not it is okay to fly anything over the road looking for thermals
 - Answer after discussion was “no”. We have to respect the flightline. The winch line, while behind the flightline, is only to be used for launching. After that, it is required that all gliders move North so they are over the desert and North of the flightline and not behind it
- o Minor discussion of where we could put a heli pad for training. Will look at the feasibility of creating a pad to the West of the parking lot for hovering training only. Would need heavy equipment to create a pad.
 - Marco discussed that the family business has the ability to do a “topo” study to determine what would need to happen to make this work.
- o Mentioned to the members that we have moved the PO Box closer to the field
- o Asked if everyone was “happy” with the club. Everyone is ☺

- Changed gate code to ****. Current members were notified via email

- Meeting adjourned at 10:30

The next QUARTERLY meeting is on April 10th, 2010.

Submitted by Frank Drake, Secretary



From the Editor's Desk:
Frank Drake

At the flying field.....

At the AMA Convention in Ontario, CA. in January, Greg Clemensen was presented the Distinguished Service Award. This award requires the approval of the Executive Council. It is AMA's second highest award for individuals. For long service, voluntary in nature. The Academy's way of thanking someone for contributions, efforts, and time spent serving and working with others. Greg was one of two individuals in District X to receive this prestigious award. Greg said, "I was completely surprised and humbled". The president of the AMA, Dave Mathewson presented the award in the presence of the Executive Council, AMA staff, and many AMA members who were in attendance. **Congratulations Greg.**

With the weather being what it has been for the past month or so and other things going on, I have missed a few flying days. But I made up for them when I got to fly. My old Easy Glider now has a new nose. Those of you who saw what it was, will now see that when you save "stuff" that you have no reason to save; there may be some way to reuse them. For me it was the wings that got destroyed twice. I cut them up and reshaped and glued them as a new nose for the plane. It did not affect the balance and is much stronger than the original. Now it should "bounce" a few times better without caving in. The plane with the Vista 78" wing has a lighter wing loading and "floats" really well now. I have considered buying a 100" wing and seeing what that does when put in the Easy Glider body. THAT should float forever. I just love doing things that seem strange and getting good results. I have even been able to land on the runway pretty consistently now. Will miracles never cease? LOL Until next month, fly safe and land happy.

Frank

Newsletter deadline for the March issue is Mar 6th, send submissions to: sirdrakejr@AOL.com



LVSC Field Safety Officer
Marco Barajas

Transmitter Safety

I don't think it's out of the realm of believability to say that everyone has at one time or another, switched on your transmitter before your airplane or helicopter or turned on your transmitter without pulling the frequency clip from the board. The results of this can be devastating to you, your airplane, and sometimes the people around you. In the recent years, equipment manufacturers have come up with a solution to this problem. For those of us who fly 2.4 GHz, we generally don't have to worry about stepping on someone's frequency or starting the motor without warning, but we still need to be aware of our surroundings and the safety of those around us.

1. Check the frequency board to make certain your frequency isn't being used.
2. Announce that you are turning on your radio and the frequency number you're transmitting on.
3. Be sure that spectators and your body are clear of all moving parts.
4. Airplane/ Helicopter are secure.
5. Next, turn switch on.

These steps (or the one's you've already implemented) should be adhered to every time you reach for your transmitter. There's nothing more devastating than hurting yourself, your friends, or your family. And there's nothing more embarrassing than, "Stepping on" your friend's plane and being the cause of a crash. The frequency board is at the field on all organized flying days. If you are using the field any other time, it's your responsibility to implement your own safety precautions.

Fly Safe!

Marco



Treasurer's Report

Doug Bush
Treasurer 2010

See this months minutes report.

If anyone has any questions about this report please contact me at the field or phone 702-580-9937. "E" to: cdbush@cox.net or mail to Doug Bush 2719 Chokecherry Ave. Henderson, NV 98074.

Doug Bush
LVSC Treasurer

This from Ray DiNoble: Our club's first ever Swap Meet was an overwhelming success! Based on the number of parked cars - well over 30 in the lot - I'm sure this was the largest turnout for any field event since our first Electric Fun Fly in 2001.

Probably like any swap meet/garage sell, most of the guys went home with more 'stuff' then they arrived with - just different items from the large array of modeling items being offered for sell/swap/trade/bartered by LVSC members and several invited friends.

Most of my planes went quickly and one was even flying later that day with Marco at the controls. Batteries, battery chargers of all types and ESC were hot items. I saw more than a few members walking back to their cars/trucks with 'new' airplanes under their arms. TD sailplanes and hot slope planes were moving pretty fast to new owners.

Didn't see much action on radios, receivers or servos. There were several outstanding buys available but no takers. Looks like any type of canned motors are relics and could be 'tossed' without anyone missing them.

I'm thinking of an indoor 'Valley Wide' swap meet before summer. This would open the fun to all local modelers - gas powered, boats, cars, indoor types, etc. Such an event might allow modelers to meet with others, talk about 'their' version of the hobby and generate new interests all in a 'neutral' location. Maybe at the North Las Vegas Airport??? No commitments yet.

Ray DiNoble
LVSC

This is from Marvin Weintraub:

Ever hear this story?

The Cornfield Bomber

In 1970, while assigned to the 71st FIS at Maelstrom AFB, Montana, a pilot ejected during an inflight emergency. The pilot somehow got himself into a flat spin -- considered generally unrecoverable in an F-106 -- and he did what the flight handbook said to do -- get out of it, i.e., eject.

After the pilot did just that, 58-0787 recovered itself from this "unrecoverable" situation. In a vain attempt to break the spin, the pilot had lowered half flaps, rolled in takeoff trim, and throttled the engine back to an approach power setting.

After the ejection, the aircraft recovered from the spin on its own, and established a wings level low rate descent under reduced power to the ground. Ground effect broke its rate of descent, and it settled into a near-perfect gentle belly landing in a farmer's snow-covered cornfield.

When the local sheriff came upon the scene, the engine was still running. The aircraft was situated on a slight incline, and was creeping forward slowly under the thrust of its still-running engine, as the snow compressed to ice under it. Concerned about where it might be headed, the sheriff didn't think he could wait for the recovery team to get there from Malstrom which, was about 50 miles away; so he got himself connected to the aircraft's squadron for engine shut down instructions before he entered the cockpit to secure the engine.

The attached photos show pretty much what the sheriff beheld on that fateful day. A depot team from McClellan AFB recovered the aircraft and it was eventually returned to service. When the 71st FIS was disbanded in 1971, 58-0787, now famously known as the "Cornfield Bomber", was transferred to the 49th FIS, where it finished out

Pilots of the 49th FIS would occasionally run into ex-71st FIS guys at William Tell and rag them unmercifully about the "emergency" so dire that the plane landed itself. 58-0787 is now on permanent display in its 49th FIS markings at the USAF Museum at Wright Patterson AFB, where its story is told in the exhibit. While the 49th FIS Eagle jocks are reportedly glad to see their squadron immortalized in this way for millions to see, they would prefer to see it made more clear that it was the 71st, and not one of theirs, who jumped out of this perfectly good aircraft.



Welcome these new members to the soaring club:



Greg Druckerman with SuperCub



Martin Druckerman with Ascent

Seen at the flying field.....



Ed with V-tail sailplane



Jack with Easy Glider



Marco with an electric

LVSC 2010 Contact Information

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Visit us at: www.lasvegassoaring.org