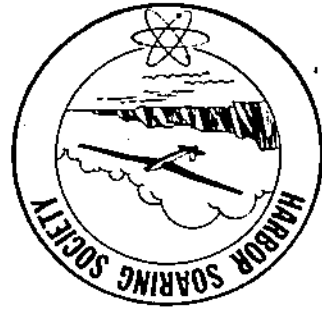


COSTA MESA, CA. 92628

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15
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The Society Column

Editor Dick Rash

President	Dale Black 540-6147	Treasurer	Herman Hall 637-2704
Vice Pres.	Al Mitchell 838-2101	Contest Directors	Tom & Frank Chasteler 545-2185
Secretary	Dick Rash 848-2181	General Director	Morry Smith 548-5353

"The Oldest A.M.A. Sanctioned Soaring Club In The World"

April 1984

Vol.21 Number 4

MAY CLUB MEETING

The May meeting will be held on Wednesday, May 2, 1984, 7:30PM, at the Costa Mesa Consolidated Water District Office, 1965 Placentia Avenue, Costa Mesa.

JUNE CLUB MEETING

The June meeting will be held on Wednesday, June 6, 1984, 7:30PM, at the Costa Mesa Consolidated Water District Office, 1965 Placentia Avenue, Costa Mesa.

TREASURERS REPORT

Income:

Check balance as of 3-30-84	\$788.91
April Income	<u>80.50</u>
	\$869.41

Expenses:

Expenses 3-30-84/4-25-84	<u>109.70</u>
Checking balance as of 4-25-84	\$759.71

Savings:

Net Cash Balance as of 4-25-84	<u>211.83</u>
	\$971.54

ROSTER CHANGES

Please welcome and add to your membership roster:

Robert J. Bradnoy
Wayne Bradnoy
31951 Paseo De Tania
San Juan Capistrano, CA 92675
661-3477

H.S.S. April 1984 Contest IV

	<u>Points</u>	<u>*Master Expert</u>	<u>Advanced</u>	<u>Sportsman</u>	<u>Awards</u>
1. R. Gerbin	3273	1000			(1-E) moved to Mast
2. F. Chasteler	3251	*993			
3. White	3183		973		(2-E) moved to Expe
4. B. Gerbin	3102		948		(1-A)
5. Biddle	3087		943		(2-A)
6. Amies	3084		942		
7. Mitchell	3066			937	(1-S)
8. Durham	2994	915			
9. Neverdosky	2994			915	(2-S)
10. Smith	2939		898		
11. Beckman	2919			892	
12. Salisbury	2875			878	
13. T. Chasteler	2814	860			
14. Ritschke	2660	813			
15. Childs	2466			753	
16. Poulsen	2454			750	
17. Frye	2449		748		
18. Anderson	2358			720	
19. Richardson	2307		705		
20. Hall	2175		665		
21. Grimm	1660			507	
22. Cron	1343			410	
23. Sodaro	507			155	

H.S.S. 1984 YEAR-END STANDING
After 4 contests

	<u>TOTAL NORMALIZED SCORE</u>
1. F. Chasteler	3941
2. R. Gerbin	3826
3. Durham	3813
4. Biddle	3781
5. B. Gerbin	3773
6. T. Chasteler	3660
7. Ritschke	3654
8. Mitchell	3582
9. Smith	3535
10. Hall	3363
11. Frye	3330
12. Anderson	3064
13. Cron	2872
14. White	2843
15. Amies	2774
16. Pantzar	2431
17. Grimm	2130
18. Rash	1937
19. Salisbury	1690
20. Richardson	1631
21. Childs	1498
22. Poulsen	1494
23. Neverdosky	915
24. Beckman	892
25. Root	879
26. Pomo	655
27. Lee	606
28. Myhre	302
29. Sodaro	155

COMING EVENTS

MAY	2-Wed.	Club Meeting
	6-Sun.	Club contest - C.D.-Charles
	12-Sat.	1st Electric contest - C.D.-Chasteler
	20-Sun.	SC ² Contest at PSA
JUNE	3-Sun.	1st Annual R/C Hand Launch Glider Contest - I.S.S.
	6-Wed.	Club Meeting
	9-Sat.	Club contest (2nd Sat. contest)
	17-Sun.	2nd Electric Contest - C.D.-Chasteler
24-Sun.	SC ² Contest at PSS	
JULY	4-Wed.	Holiday
	11-Wed.	Club Meeting
	22-Sun.	SC ² Contest at H.S.S. - C.D.-Chasteler
AUG.	1-Wed.	Club Meeting
	4-13	AMA Contest - Reno
	26-Sun.	3rd Electric Contest

LEAGUE OF SILENT FLIGHT

By Jim Gray, LSF No. 872

A slim, graceful long-winged craft arcs upward smoothly and steeply into the summer sky, accompanied only by the faint whistle of air accelerating past its gleaming surfaces. All eyes focus on the machine as it dwindles with each passing second — a surging aerial trout playing out yards of taut singing line. A tiny 'chute blossoms and gently returns a shining nylon filament to earth. Someone hurries to pluck the blossom before it touches and soon another, then another sailplane seeks the sun. Little sound or movement is evident among the small group of pilots whose gaze pierces the sky. Yet there is tension and keen anticipation; all are alert for the tiny, almost undiscernable lift of a wing that signals a bubble of rising air. Now a turn, and a tightening sweep into the lift. The pilot curves his ship upward, betraying satisfaction by just the hint of a smile and a noticeable relaxation. Minutes, perhaps an hour later the sailplane reappears at lower altitude and is electronically grooved to a perfect landing on the grass at the feet of its once remote master. Such a scene is repeated and re-created thousands of times during the soaring season all over the world.

Who are these people, what are they doing — and why?

They are R/C Soaring Enthusiasts: imaginative individuals who prefer to do their thing by piloting sleek, radio controlled model sailplanes. Why? A million answers, yet no answers. To ask is to miss the point; to do and to be is enough, while sharing a carefully kept secret. They know a close fellowship, companionship with the birds and the wind, and a supreme challenge.

In these frantic times which seem, more than ever, "full of sound and fury, signifying nothing" there is an oasis; cool, clean, quiet and very personal. The serenity of soaring is available to each of us — just for the asking. Those who pause to refresh themselves at the spring always return or, having found it, never depart.

The League of Silent Flight was formed to accommodate pilots of like mind and interest; to codify and give voice to the soaring spirit; to provide a framework within which each soaring pilot may share an easy camaraderie with another while sharpening flying skills in a world wide accepted discipline of growth and achievement. Members of the League, or LSF as it is known, have "been there"; have tasted silent flight and the sense of belonging. But to know is not always to say — for fear that speech and proclamation of one's innermost feelings may sever the tenuous bonds. And so LSF prefers a quiet program wherein its members, at their own pace, may acquire soaring skills through self-imposed discipline, perseverance and a search for understanding. We seek to know our environment, to probe its secrets by attempting increasingly difficult tasks. By so doing, we begin to discover ourselves.

Do you fly? Can you launch a motorless craft, keeping it aloft for an hour or more by seeking out lift — wherever it may be? If so, you're LSF! Can you land unerringly, say ten times within five feet of a spot chosen by someone else? If you can, you're LSF. Have you the patience and the stamina to brave hours of biting wind and squint into the blistering sun while trying to navigate a tricky slope in turbulence? You have? Then you're LSF. Competitive spirit? Can you accumulate several thousand points in flight competition with your peers in six contests; against others of your kind who try as hard — or even harder — to win? Thought so; you're definitely LSF. Do the names Harris Hill, Torrey Pines, Die Wasserkuppe create that wanderlust feeling? Aha! You are LSF.

And how shall you be known, one to another? By your deeds and sportsmanship — and by a small, white soaring gull intertwined with the sky-blue letters "LSF", proudly worn over your heart and displayed on the wings of your timeless machine.

We won't try to find you, but if you're our kind, you'll find us.

To: League of Silent Flight
P.O. Box 647
Mundelein, Ill. 60060

I, _____ (please print), will support the philosophies, concepts and criteria set forth in the Bylaws of THE LEAGUE OF SILENT FLIGHT and give notice herewith of intention to attain Level I of the LSF Soaring Accomplishments Program, and by so doing, earn full recognition and privilege of membership.

(Signature)

Mailing Address: _____

AMA (or other FAI Affiliate) License or Membership No. _____

FCC (or other) Radio Operator's License No. _____

NOTE: ALL CORRESPONDENCE TO THE LSF MUST INCLUDE AT LEAST 50 CENTS IN STAMPS FOR RETURN POSTAGE.

LEVEL II

Now you've gotten the bug, a new number and a new record sheet. It's time to make things harder and add another task to the level I task. Now you're to thermal for 15 minutes, an hour slope or another 15 minute thermal, 10 spot landings in a 1.5 meter circle and start entering contest to earn points.

The thermal shouldn't stop anyone, but 10 landings on a dollar, you're crazy. These landings will sharpen your skill as will contest hopping. Most of us enjoy beating others, whether your friend or your un-friend. In any contest you'll really have to screw up to finish last and who knows you may win. In level II you don't have to win, just earn enough points using the ratio factor times how many persons you beat. After at least 6 contests and you're still short of points then keep competing till you've enough.

After a few contests, who knows, you may like them and get really hooked. If you're part of a club then it works to both clubs advantage to participate. The longer you fly the better you'll know your plane.

LEVEL III

This level doubles the thermal time to 30 minutes, slope to 2 hour and a few more contest points. Now it's time to add another far-out task, a goal-and-return of 1 km (.62 mi.). You ask, how do I fly 1 km. and back from where I launch? That's the easy part, get in your car and chase the little bird.

As the thermal times get longer, the flights should be higher. Fly as high as possible, just keep your eye on it. One look away and that's it. With your witnesses to aid, you'll make it ok. Almost any thermal flight can be had at your regular flying sites, since you know it better. In the levels III and above, you'll need to get two witnesses. Consider getting together a group and always participate together, serving to witness for each other. After all these flights you must land within 200 meters of the launch point!!

The longer slope durations require a lot longer lift periods and wind. This makes it necessary to ballast your ship and add more battery power. Most radios only last 3-4 hours so a different pack is necessary. Your usual ni-cad's won't do. When you reach level V, each task is unique and requires some extra consideration in time and thought.

LEVEL V

As you're reaching the top, things get real tough, a 2 hour thermal, 8 hour slope (no alternate), 10 km goal-and-return and a must, three first places with at least 20 contestants. The tough requirement of at least 20 flyers makes it necessary to travel quite a distance unless you've a large club. Winning the firsts won't be given freely.

Now that you've read this, are you encouraged or discouraged?? The very thought of having some purpose for going flying appeals to everyone. Just putting around the sky isn't very exciting and until there's a purpose to flying you're not taking advantage of a great program. As a result of this article I'm hoping to see more of you participating and displaying the LSF decal and I'll be happy to sign any of your forms if you succeed. Good lift.

LEAGUE OF SILENT FLIGHT

In the January issue of the Fresno Soaring Society's publication, "Hot Air", I read a delightful article explaining the League of Silent Flight. This article was written by their editor, Stretch Collins, LSF 1746. I hope you will find it educational and enjoyable, as I did.

Stretch Collins
LSF 1746

Have you seen the LSF decal on any model planes? Ever wonder what these letters stand for? Well this is my chance to put you straight.

Many of us who started in soaring were introduced to LSF (League of Silent Flight) and encouraged to participate. As I understand, its inception was by SBSS in Santa Clara in 1970. The LSF has its own set of rules, bylaws and officers who oversee the organization and record keeping of over 5100 flyers. Their goals are created and set to encourage improvement in your flying sessions. As you progress upward through the five levels of achievement you are acknowledged by proudly displaying the LSF decal and your accomplished level. You must earn your way through LSF, no money will buy your number.

To date approximately 31 flyers have achieved the top level of V. As you read the hobby magazines the names of John Baxter (the very first level V), Fred Weaver, Neil Nolte and others are among the illustrious group of flyers. Many of the top flyers have gone on to full scale flying or quit due to "what do I do after I'm on top, no competition?). Even though I'm getting close, I still enjoy the hobby more due to LSF.

To get started you must sign a declaration of intent, enclose .50¢ for postage and handling; after all they're non-profit and its your club-away from home. When the form arrives, read it thoroughly. Each task will require one or two witnesses. Yes, this is an honorable event, and there's to be no cheating. All thermal flights where towed must be from a tow line of less than 900 feet, and the flights must terminate within 200 meters of the launch point.

Let's now get to the real meat and describe each level and the accomplished tasks. Each level must be tackled in order, no skipping. If you fly regularly then a year between each level is sufficient although a level V may take three years. That's not long if you're serious about soaring.

LEVEL I

After you've accomplished all the required task for level I you'll be assigned your unique number. Level I is your starting and since its something new, you'll think its hard. The tasks are one-five minute thermal flight and a 15 minute slope flight or if you've no slope than a second five minute flight is ok, but not on the same day. The second task is 5 spot landings in a predefined landing area of a 3 meter circle.

Most of us flat landers know about thermal flights and they should seem easy, but as a novice that will take concentration. The flying on a slope is different but not to the extent of skipping this part. Later on you'll require a lot of slope time. There are usually more than sufficient lift at slopes and a whole new world of planes and speed.

SOUTHERN CALIFORNIA SOARING CLUBS

PSA-PSS-HSS-ISS-NCC-SULA-TPG

President-Rick Norwood

Publicity-Chuck Beeman

Past Presidents-Mike Fox, Rick Norwood, Chuck
Beeman, John Brown, Craig
Foxgord

The SC(2) year is getting under way this month with the contest put on by SULLA April 29th at Dominguez College. The tasks are;

ROUND #1-3 min precision duration--900 flight--100 landing

ROUND #2-5 min Man-on-Man triathalon-800 flight-100 precision-100 landing

ROUND #3-7 min Man-on-Man triathalon-600 flight-200 precision-200 landing

Lets have all the clubs represented in great numbers. I am sure we can have #100 contestants if all the clubs will promote the day.

The PSS Rose Bowl contest was a very challenging contest. In order to do well in the contest you had to be able to handle all conditions. The contest was well run. The raffle was excelent and the food was excelent. The winner this year was Larry Jolly in the unlimited, Alex Bereczky in the 2 meter. CVRC was the team winner. The Junior fliers were excelent and some of the old timers could take a lesson from them. If you missed the contest you missed a great time. There were #100 contestants in the contest.

CONTESTS TO FLY IN:

(1) Dr Pepper Classic- Fresno Soaring Society April 14 and 15th

(2) PSA SC(2)--May 20th

(3) Santa Maria Crosscountry Race--June 2nd and 3rd

contact Dean Clark 756 Calvin Ct Grover City, Ca 93433

(805) 481-0789

(4) R-C Hand Launch Contest--ISS sponser June 3rd

contact John Lupperger (714) 536-4973

Torry Pine Gulls held there Build and Fly contest on Feb 11 and if you have not seen or competed in an event like this you should !!

The ARTICLE OF THE MONTH was by Harbor Soaring Society on their new frequency control on the field. All members are given a frequency clip with their name and frequency color. When at the field the fliers personel clip is placed on the field frequency board and the boards frequency clip is placed on the fliers radio. This swapping makes it possible for all to know who is flying on the frequency at any given time. If the flier goes to the field and the frequency pens are not there, then the fliers personel clip is placed on the club sign for all to know what person is flying and what frequency is flying. The idea is great and I think it lends to good frequency control.

SULLA is going to make a proposal to the AMA to hold the F-3B nationals in Calif. If they ask for our help lets all try to give as much time as possible.

Starting at the April SC(2) contest, the best looking Senior glider and the Best looking Junior glider, will receive a \$5.00 bill. This prize is being donated by Beemans Pharmacy. If any other businesses would like to sponser a special prize, let me (Chuck Beeman) know.

The SC(2) News letter is getting lots of coverage, Besides all the SC(2) clubs and the different magazines, I received a requist from the Contest Bulletin To Sailplane Clubs to send the news letter to them. This organization is from San Juaquin Soaring Society.

Lets get a team together and go to crosscountry meet on June 2 and 3

See you all on APRIL 29TH AT SULLA. Make it a big one !!

H.S.S. Electric Contest - Saturday, May 12, 1984
C.D. - F. Chasteler

This contest was originally scheduled for Sunday, April 22nd. Since that date fell on Easter, it was decided to change to Sunday, May 13th, Guess what! That is Mother's day - don't forget!! So, the date finally agreed upon is Saturday, May 12, 1984.

For those of you who may have forgotten the rules, here is a repeat.

1. Sign up at 8:30am.
2. Pilots meeting 8:45am.
3. First round starts 9:00am.
4. A single charge event.
5. Each round is a flight of 6 minutes and includes motor run.
6. Flights in excess of 7 minutes will lose time from 6 minute maximum.
7. No landing requirements.
8. No motor run requirements.
9. Fly by rounds.
10. Add up all flights.
11. A flight of less than 2 minutes ends flying for contestant.

Thermal Contest - Sunday, May 6, 1984
"Poker Run" - C.D. - Mike Charles

1. Three rounds of soaring at 1,000 points per round.
2. Flight time for each contestant, each round, will be determined by a blind draw from a standard deck of cards. The denomination of the card will be the contestants' flight time in minutes. Face cards are 10 minutes, Ace is 1 minute. The deck will be shuffled only between rounds, by the C.D.
3. There will be a 10 point penalty per second over/under target time.
4. Open Flight order, fly when your frequency is clear. All contestants must finish a round before the next can start. Cut off time for the end of the contest is 12:00 noon.
5. In the event of a tie, the winner will be determined by a landing on a standard 25' AMA tape. The plane must be hand launched and describe a 180° arc (minimum) before the landing counts. One try only. The plane need not be launched by the pilot.
6. Sign up starts at 8:00am. Fly as you want. No pilots meeting. Cut off time is 12:00 noon.

4th OF JULY GET-TOGETHER

We are looking for someone to host a social event on or near the 4th of July. Do we have any volunteers? I'm sure there are several volunteers who will offer to assist the host. If interested, please contact Dale Black or Dick Rash to get the information out. We would like a volunteer prior to our next issue so we can spread the news.