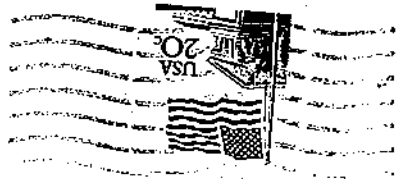


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The Society Column

Editor Ken Myers

President	John Amies 548-5140	Treasurer	Ken Myers 968-6901
Vice President	Dale Black 540-6147	Contest Director	John Krug 974-3779
Secretary	Herman Hall 637-2704	General Director	Frank Chasteler 545-2185

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

MAY, 1983 ***** VOL.20 NUMBER 05

FROM THE EDITOR

The following editorial is my own personal opinion, not necessarily that of the majority of the membership or the officers of this or any other organization I am associated with.

There seems to be a growing resentment among some of our club members concerning the amount of time spent at our meetings discussing Electric Powered flying matters ie: rules, classes etc.

I can sympathize with this feeling and respect it.

I would like to propose that we not alienate these members further, but limit our discussions to simple contest announcements.

I further propose we hold a separate meeting at a time and place chosen by the majority of interested parties to discuss various aspects of Electropower. In this way none is bored and none is forced to attend unless they feel the need to do so. These meetings could be a simple "bull session" after the normal flying activities on the weekends.

Policy making could be done by a request of the interested parties hold a formal meeting to present their "proposals", in writing, for the "group" to discuss and vote on. These proposals could then be taken to the Board of Directors for further action.

A notice of such a meeting could be placed in this newsletter, with an invitation to all interested club members to attend.

As I said, these are my thoughts. There are probably other ways to accomplish the same thing.

In conclusion I suggest we form a committee to discuss this issue and to report back to the Board of Directors before the July club meeting.

JUNE CLUB MEETING

Our meeting for June will be on TUESDAY June 7th at 7:30 PM at The Costa Mesa Consolidated Water District Office, 1965 Placentia Ave, Costa Mesa. No, I didn't make a mistake on the day, it will be on a TUESDAY this month due to a conflict with another group at the Water District Office.

JUNE THERMAL CONTEST

Our thermal contest for June will be held on Sunday, June ¹² 5th. The events will be easy and fun for everyone. For further details, come to the meeting.

TREASURERS REPORT

This report covers the period of 04/21/83 to 05/16/83.

CHECKING BEGINNING BALANCE 04/21	\$574.73
INCOME, DUES	\$51.00
INCOME CONTEST II	\$36.00

SUB TOTAL AS OF 05/16/83	\$661.73
EXPENSES AMA REGISTRATION	\$64.50
FERTILIZER	\$6.70
D. PANTZAR (SILK SCREEN T SHIRTS)	\$45.00

TOTAL EXPENSES AS OF 05/16/83	\$116.20
CHECKING BALANCE	\$661.73
MINUS EXPENSES	- \$116.20

NEW CHECKING BALANCE	\$545.53
SAVINGS REMAINED AT	+\$211.83

TOTAL AVAILABLE CAPITOL	\$757.36

GUEST FOR JUNE MEETING

John Lupperger has consented to come to our June meeting to show us some of the plans he has available from MAP. John will also provide a look at a few "new" planes he has built.

SC2 FOR JUNE

The next SC2 event will be June 26th, sponsored by PSS. A map is included in this newsletter. Carpool information can be obtained or set up at our June meeting.

CONTEST II RESULTS

NAME	-	OPEN	ADVANCED	SPORTSMAN
R. GERBIN	3000	1000	-	-
RITSCHKE	3000	1000	-	-
HEACOX	2973	-	991	-
WHITE	2867	-	596	-
F. CHASTELER	2828	943	-	-
F. BIDDLE	2611	-	-	870
T. CHASTELER	2607	869	-	-
DURHAM	2552	851	-	-
SMITH	2483	-	828	-
FRYE	2398	-	-	799
KRUG	2270	-	757	-
HALL	2219	-	-	740
SODARD	1978	-	-	659
B. GERBIN	1803	-	-	601
AMIES	1678	-	-	559
PANTZAR	1506	-	502	-
MOREY	812	-	-	271
RICHARDSON	470	-	157	-

As a result of this contest, F. Heacox advanced to the open class and T.Chasteler and J.Durham dropped to the advanced class.

MORE ON NEW FREQUENCIES

I have included an interesting article given to me by H. Hall. Im not sure of the orgin, so I hope the author forgives me for not mentioning him.

T-SHIRTS We have our first delivery of T-Shirts in stock,if you ordered one see D.PANTZAR, and if you haven't ordered yet, get your \$11.00 out and show the world what club you fly with!!

EPOXY PAINT

H. Hall also gave us a article on the dangers of Epoxy paint. I have included it elsewhere in this newsletter.

FOR SAIL

TWO OLY II COMPLETE, LESS COVERING \$150.00 EACH ONE SAGITA 900 READY FOR RADIO GEAR, \$240.00 (WITH 3 S-20 SERVOS \$360.00)

For further information contact Tom Murphy at 540-3877.

Jim Frye is selling an ASTRO-FLIGHT ASW-15 for \$65.00 (less radio) Call Jim at 530-8798.

John Krug is selling a OLY II complete (less radio gear) for \$90.00. Call John at 974-3779

I'll run my standard want add, ANY Electropower items, planes, plans, kits,

PICNIC FOR JULY

Donna and Fred have asked me if the club would like to have a picnic on either the 2nd or 3rd of July at their home. The hamburger and hot dogs would be supplied by our hosts. All the member and their family would need to bring would be a dish to pass and their choice of beverages!!

This will be an event for the whole family, children are welcome to attend.

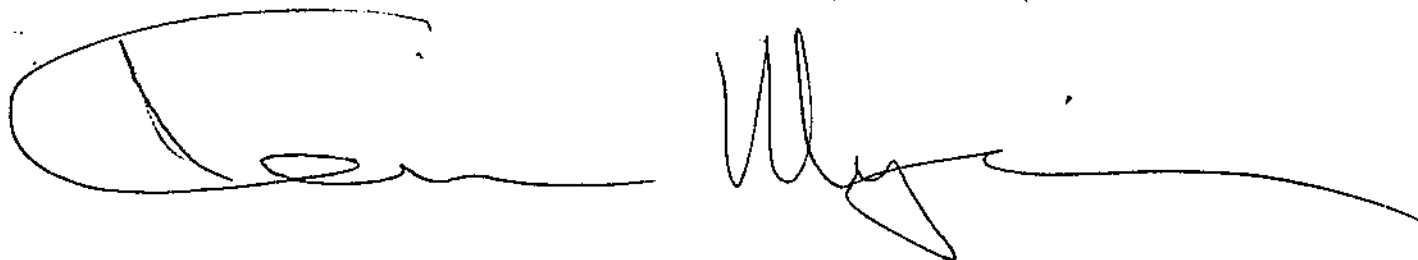
Donna will need to know how much meat to order and what date, June 2nd or 3rd would be best for the majority, so it is imperative we all R.S.V.P. to her, Fred or me BEFORE June 24th with the number of people you will be bringing. The date will be set at the June meeting. If you will be unable to attend this meeting but want to go to the picnic, call us with your choice of date and number of guests. (714-770-7725 OR 714-968-6901 after 7PM)

A map will be provided in the next newsletter showing how to get to the site.

The festivities will begin at 2pm, be there or be square!!

TILL NEXT TIME

BLUE SKIES AND SOFT AIR



NEW FREQUENCIES

In a follow-up on ~~our~~ ^A article on frequency problems, Jack Albrecht of Kraft states this information was taken out of context. The following is the complete text with notations by Mr. Albrecht.

Remember, we are now operating two channels at one-half the channel spacing that we used to have. Most current technology receivers will fly at this spacing; however, be careful! Operational checks should be made before takeoff, of both new and old frequencies, to insure that you do not cause co-user interference. A little time spent on the ground running a check for interference is worth not causing the crash of an airplane. Units that have previously used crystal swapping to change frequency and units that haven't been aligned recently are especially susceptible to being interfered with and causing intermodulation products, which is caused by two transmitters on different frequencies beaming together in a receiver mixer stage that possibly can cause interference. This can be present in close proximity under strong signal conditions. Care should be taken when setting up a Matrix for Formula 1, Quickie 500 or 1/4 Midget racing. The following channels may cause problems, as indicated, under strong signal conditions; BECAUSE

OF INTERMODULATION PRODUCTS.

Channel 38 may hit 72.080 (Brown-White)
Channel 42 may hit 72.160 (Blue-White)
Channel 46 may hit 72.240 (Red-White)
Channel 50 may hit 72.320 (Violet-White)
Channel 54 may hit 72.400 (Orange-White)

(BUT NOT NECESSARILY SO)

One other precaution should be observed when using 72.960 MHz (Yellow-White). There has always been an image problem with 72.960 and 72.080 MHz. They should never be flown together in a race. The same holds true for 72.960 MHz and the new channel 12, (72.030). Never pair them together in a race, since the image frequency could cause interference. If two or more flight lines are run at a pattern contest, the above information should also be considered in determining what frequencies are used on the different lines.

THE NAME OF THE GAME IS "CAUTION" DURING THE INITIAL PHASE-IN OF THE NEW CHANNELS AS WE GAIN MORE EXPERIENCE.

THE ABOVE CAN OCCUR ON ANY BRAND OF R/C EQUIPMENT. IT DEPENDS ON RECEIVER DESIGN, TRANSMITTER POWER, TRANSMITTER PROXIMITY, AIRCRAFT PROXIMITY TO TRANSMITTERS, CHANNELS IN USE AND OTHER FACTORS. NOTHING IS EXACT OR CLEAR CUT!

BE AWARE

EPOXY PAINTS

North Central Airlines (which is now Republic Airlines) publishes the "*Ungathered Wind*." A recent issue contained an account of an employee's experience with an epoxy-based paint used to finish a model glider. As he tells it, he spray-painted the bird in his heated garage workshop. He sprayed a tack coat and stepped out. Twenty-five minutes later, he stepped back in, sprayed a finish and stepped out again. Total time in the spray area was less than 4 minutes. He then proceeded to clean his spray gun. About one-half hour later, he noticed a strong smell of algae — like a stagnant swamp. An hour and a half later, he was experiencing pains in his lower rib cage. The pains spread throughout his chest cavity; and in short order, he found himself in a coronary care unit. Here's what he says about it:

"Even though I suspected possible poisoning from the epoxy and took a can of it to the hospital with me, an educational program followed which should be shared with everyone: (1) There is no antitoxin (as in the case of a snake bite) or reversing-type chemical to render the effects of the epoxy formula harmless. (2) If you are going to live, you live; if not, the staff just has to watch you die. (3) The resins and hardeners inflame the tissues in the lungs and surrounding areas near the heart; the effect is like a coronary, but no traces can be found later. The moral is obvious: if you are going to spray epoxy, do it outdoors or in a vented spray booth. If you are going to dry-sand epoxy, wear a carbon-activated face mask — the powder or dust is as dangerous as the wet spray. Final note: the effects are cumulative over a period of time; and when your tolerance has been reached, there is no reversing the process."

Designee Newsletter — August 1982



PASADENA SOARING SOCIETY

PRESENTS

S.C.S.C. R/C SOARING CONTEST

JUNE 26, 1983

CONTEST DIRECTOR:

GREG NIKOLA

(213) 893-4619

AMA SANCTIONED NO. (pending)

EVENT: 3 ROUNDS OF SOARING WITH A DE-EMPHASIS ON THE LANDING
LOCATION: 17 ACRES OF GROOMED GRASS ADJACENT TO THE WORLD-FAMOUS
ROSE BOWL, SECO ST. AND ROSEMONT AVE., IN PASADENA CALIF.

TASKS: 1st ROUND WILL BE A 3 MINUTE PRECISION, FLIGHT VALUE
900 POINTS (TIME PENALTY OF 20 POINTS PER SECOND OFF
OF 3 MINUTES), LANDING VALUE 100 POINTS (STANDARD SPOTS
WITH 25 FOOT TAPES). OPEN FLIGHT ORDER, CUT OFF TIME
IS 10:30 am.

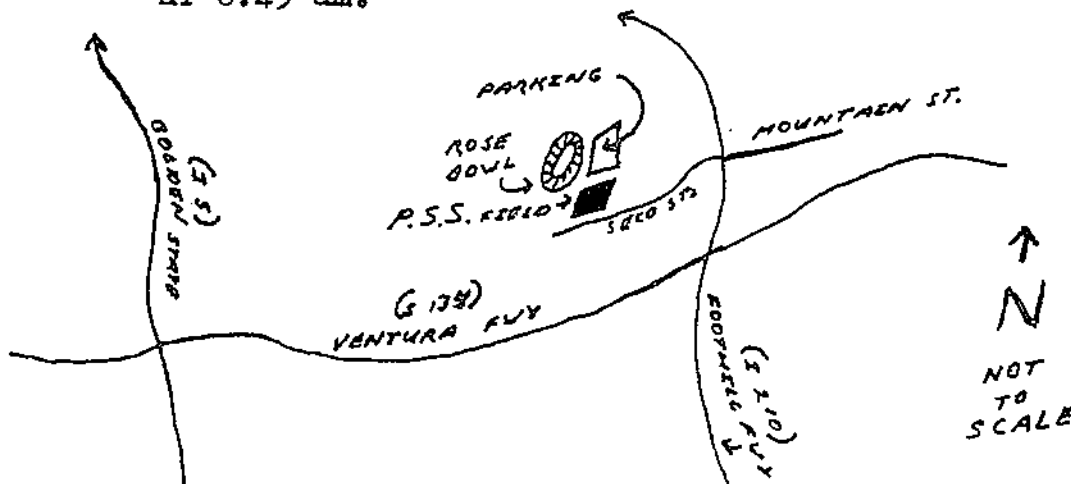
2nd ROUND WILL BE A 4 MINUTE PRECISION, FLIGHT VALUE
900 POINTS (TIME PENALTY OF 20 POINTS PER SECOND OFF
OF 4 MINUTES) LANDING VALUE 100 POINTS (STANDARD SPOTS
WITH 25 FOOT TAPES). CALLED FLIGHT ORDER.

3rd ROUND WILL BE A 6 MINUTE PRECISION DURATION MAN-
ON-MAN, FLIGHT VALUE 900 POINTS, LANDING VALUE 100
POINTS. CALLED FLIGHT ORDER.

WINCHES: 6 VOLT AND 12 VOLT WINCHES AND LINE RETRIEVAL PROVIDED
BY P.S.S.

AWARDS: 1st THROUGH 10th PLACE, OPEN CLASS, WITH P.S.S.
TRADITIONALLY FINE TROPHIES AND PLAQUES FOR THE TOP
4 FINISHERS OF THE TOP PLACEING CLUB TEAM.

REGISTRATION: SIGN UP OPENS AT 8:00 am., PROOF OF AMA AND FCC WILL
BE REQUIRED. \$ 5.50 ENTRY FEE AND PILOT'S MEETING IS
AT 8:45 am.



Food
Available!

