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The Society Column

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

AUGUST 1984

Vol. 21 Number 8

SEPTEMBER CLUB MEETING

The September club meeting will be held on Wednesday, September 5, 1984, 7:30 PM at the Consolidate Water District Office, 1965 Placentia Ave., Costa Mesa. Blain Rowdon will be our guest speaker. He will be providing us with the straight scoop on aerodynamics.

OCTOBER CLUB MEETING

The October club meeting will be held on Wednesday, October 3, 1984, 7:30 PM at the Consolidate Water District Office, 1965 Placentia Ave., Costa Mesa.

** This is the meeting where you do the nominating of your Officers for 1985. Let's have a big turnout and a lot of participation!

EDITOR'S NOTES

1. The last issue was necessarily short. However, in my haste, I left something out which should have been included. This is the club participation at our SC-2 contest in July. For the first time in recent years, we managed to break even, in spite of lower than anticipate turnout. This was due primarily to the efforts of our wives in running the concession stand. There were enough hot dogs and soft drinks for all. The Board would like to thank everyone involved, throuhout the day, for their efforts in making this a successful event.
2. I wish to thank Frank Chasteler for having the Club's By-Laws re-typed. I will have copies available for anyone wanting them at our General Meetings and at the field.
3. There are a number of new members who have not received their name badges. This is because you have not provided us with your AMA number. If you are one if these people, please advise me or Frank Chasteler, who will then have the name badges made.

TREASURER'S REPORT

Income:

Checkbook balance as of 7-31-84	\$ 824.64
Income(cash on hand),7-31-84 to 8-31-84	+ 12.00
	<u>\$ 836.64</u>

Expenses:

Refreshment stand	\$ - 57.79
Newsletter	- 15.00
3 club batteries	-114.54
Checkbook balance as of 8-31-84	<u>\$ 649.31</u>

Savings:

Net cash balance as of 8-31-84	<u>\$ 211.83</u>
	\$ 861.14

COMING EVENTS

- SEPT. 5-Wed. Club meeting. Guest Speaker, Blain Rowdon.
9-Sun. Thermal contest. C.D.-Tom Chasteler.
30-Sun. SC-2 contest at ISS.
- OCT. 3-Wed. Club meeting. 1985 officer nominations.
*13-Sat. Thermal contest. C.D.-Herman Hall. Note date change.
21-Sun. 4th Electric contest.
28-Sun. SC-2 contest at NCC.
- NOV. 7-Wed. Club meeting. 1985 Officer elections.
11-Sun. Thermal contest.
18-Sun. SC-2 contest at TPG.
- DEC. 5-Wed. Club meeting.
9-Sun. Open date for a rain-out contest.

SEPTEMBER THERMAL CONTEST

C.D. - Tom Chasteler

DATE: Sunday, September 9, 1984

TIME: Sign ups 8:30 AM.

Pilot's meeting 8:45 AM.

Starting time 9:00 AM.

TYPE: 3 rounds, man-on-man.

1st flight - 5 minutes.

2nd flight - 7 minutes.

3rd flight - 7 minutes.

SCORING: 900 points per flight, 100 points per landing.

OCTOBER THERMAL CONTEST

C.D. - Herman Hall

DATE: Saturday, October 13, 1984.

TYPE: AMA TASK T4 plus 100 point runway type landing. Runway is 50 feet. Scoring will be from the center line of the runway. More details in next month's issue.

H.S.S. August 1984 - 3RD Electric Contest

C.D. - Frank Chasteler

3-7 min. flights with total motor run

(13+ cells = 2:15; 12 or less = 3:00; 537 class = 3:45)

	<u>OPEN</u>	<u>MOTOR</u>	<u>CELLS</u>
1.	Smith 3000*	Keller 35/12	18
2.	F. Chasteler 3000	Keller 50/24	21
3.	Manell 2978	Keller 35/16	20
4.	Vivaa 2932	Keller 80/	24
5.	Mitchell 2820	Keller 35/16	12
6.	Durham 1495	Astro-Cobalt	7

* won fly-off.

IRON MAG 537

1.	Amies 3000
2.	Stemen 2916
3.	Myers 2844
4.	T. Chasteler 2822
5.	Black 2702
6.	Heacox 2000

CARBON FIBER

by K. Rolin

I am frequently asked to explain why carbon fiber is such a desirable thing to add to the construction of our RC aircraft. The best way to explain what makes carbon fiber so strong is to explain (vastly oversimplified, believe me!) how it is made.

Carbon fiber starts out as nylon thread. The thread is held in a very precise tension, and is passed through a series of ovens which then heat the thread to the exact point at which it chars, and thus turns to carbon. Just as the thread begins to char, the carbon strand is pulled into a predesignated tension, which yanks the individual carbon molecules into alignment. This alignment of the molecules is what gives carbon its strength. (continued at bottom of next page.)

H.S.S 1984
YEAR TO DATE STANDINGS
(Best 5 of 6 Contests)

	<u>Contests</u>	<u>Points</u>
1. F. Chasteler	6	4941
2. Biddle	6	4692
3. Durham	6	4686
4. T. Chasteler	6	4660
5. Ritschke	6	4536
6. Smith	6	4483
7. Mitchell	6	4475
8. Amies	5	4444
9. Hall	6	4266
10. Frye	6	4164
11. Cron	6	4050
12. Anderson	6	4000
13. R. Gerbin	4	3826
14. White	4	3820
15. B. Gerbin	4	3773
16. Rash	5	3722
17. Pantzar	5	3687
18. Poulsen	4	3273
19. Richardson	3	2582
20. Grimm	3	2130
21. Lee	3	1904
22. Salisbury	2	1690
23. Root	2	1513
24. Childs	2	1498
25. R. Bradney	2	1351
26. Rosenberg	2	1341
27. W. Bradney	2	1284
28. Neverdosky	1	915
29. Beckman	1	892
30. Randolph	1	884
31. Pomo	1	655
32. Myhre	1	302
33. Sodaro	1	155

CARBON FIBER (continued)

As you might suspect, these individual carbon threads still behave like carbon; they are still very brittle and extremely fragile. To make the material useful, the threads are then arranged into some given form. It can be chopped into bits, stacked lengthwise, stranded into a "tow" or woven into a fiberglass-like cloth. We now even have a cloth available (Carbvlar) which is a combination of carbon fiber and Kevlar (the same stuff Aramid tires are made of) which is totally unreal as far as strength and price. Once the threads are arranged as desired, they are encapsulated in resin, (this is the part we do during construction) which holds the fibers in alignment, hence the strength.

How much strength? Carbon fiber in the correct configuration is as strong as Hi-strength steel, lighter than aluminum alloy and stiffer than titanium. Not only that, carbon fiber can't burn (it already has!) or melt; it isn't damaged by solvents, doesn't fatigue with age, and is insensitive to temperature variations even at extremes. Best of all, it can be painted with ANY kind of paint.

(Reprinted from Cincinnati Soaring Society Newsletter, Tim Doyle, Editor, courtesy of DARTS Newsletter, Ken Allen, Editor)