

The Eagle

Newsletter of the Northwest Soaring Society

August 2010

Why I Fly RES

By Kevin Martin

Those of you who have been around the NWSS for a while may notice that I fly only RES airplanes these days. There is a reason that starts with my beginnings in modeling back in the 60's.

I flew my first successful RC model in 1967 when I was living in Portland. Being in junior high with a paper route as my only source of income, I had to keep it simple and cheap. I built a Controlaire single channel transmitter and receiver from kits and added a pulse module. With this I could use an Adams magnetic actuator. The plane was cobbled together using the leftovers of two precious attempts at RC and powered by a Cox .049. It flew, and it flew very well and often. As a kid, I was ecstatic and still fondly remember those flights on that airplane.

In 1968 the family moved back to Minnesota and I put airplanes on hold until 1975 after I had finished college. I had a "real" job and began to think about RC again. There was an active local club in Duluth so I joined and jumped right back in. I purchased a five channel Kraft radio and flew trainers and full-house .40 size planes. There was no winter flying in Duluth because the field was buried under five feet of snow. However, one club member stumbled on to the concept of slope soaring. Duluth is like San Francisco -- built on a steep slope. Along the top of the slope was a scenic road with numerous turnouts and no trees. I built a Graupner Dandy and did a lot of winter slope flying with it (its still in my shop today). That was my introduction to gliders.

In 1976 I moved back to Portland. I was checking out the local hobby shop when I saw a contest announcement for a PASS thermal contest. I had no idea what thermal flying was so went to the contest. I was hooked. I built several RES ships that were popular at the time including a SD 100 and an Aquila. I hit all the contests I could. I soon realized that the RES ships were not going to be competitive with the Dodson planes of that era so I built a Maestro Megan which used flaperons. I flew it for four years and never mastered it. I then built a 100" plane modeled after the Dodson Camano. I didn't master it until I disconnected the flaps and went to top and bottom spoilers. In 1989 I built a ship that I designed myself. It had flaps. I flew it for several years and never mastered it.

By now I was beginning to realize that my brain was not wired to deal with flaps. My most successful personal design was a two-meter that used ailerons, but top and bottom spoilers instead of flaps. I flew it for over 20 years. By the late 90's I was convinced that I just didn't like flaps. Furthermore, I didn't like dealing with the added complications of all those extra servos and linkages needed for flaps and ailerons. Many of you also know that I don't like dealing with computer radios.

I guess my desire to fly simple airplanes dates back to my first rudder-only flights years ago. A RES ship is simple to set up, requires little programming, is easy to fly and gives me the same satisfaction I felt 40-some years ago. It also costs a lot less money. Fortunately, over the past 10-plus years RES has come into its own as a competition class. As a result I can fly against other RES pilots and we can challenge each other with our simplified airplanes.

2010 Fry Fly

Eltopia, WA

Well, what can you say about this summer? So far, the 'hot' contests have only been representative of the flying, not the weather. I know a lot of flyers probably passed on this year's contest because of marginal weather predicted for the weekend, but you have to remember that 'marginal' in the Tri Cities is sometimes 'glorious' in other parts of the NWSS.

As it was, the warm temperatures hit on Friday for the practice. Saturday showed signs of rain early, but nothing really happened, though it remained on the cool side most of the day. The winds shifted around a bit throughout the day, but running with spot landings instead of the Hunski or landing lines made it easy to adjust. Given the conditions, I thought the tasks might be stretching a bit, with flights of 3P, 5-7-10-15 ID required for the first 4 rounds (in any order, declare after flight). Some people laughed at the 15 minute task, thinking it was just a joke. But...about 70% of the pilots were able to get their 15 minute flight recorded. The remaining 2 rounds were pilot's choice of any of the tasks, but you had to declare before you launched. Most people chose to fly 5's, with some venturing out for a 7, but by the end of the day everyone was feeling fairly conservative.

Sunday had slightly stronger winds, and again started with cool temperatures. However, it warmed up as the sky cleared and lift, if you could guess right, was very abundant. Same tasks as the previous day, and same results with about 60% able to reach the 15 minute task. The last two rounds were left as a choice from 3-P, 7-10-15 ID but the pilot could declare after the flight. This enabled people to feel more comfortable trying to stretch out their flight times a bit.

All in all, 18 pilots, 25 planes completed the two days. There were no injuries ('cept to some ego's of pilots needing to walk out deep into the Timothy to retrieve their planes), and I believe only 1 damaged plane. The conditions were right, the site was beautiful, but the cold drinks were still waiting to be taken by the end of the contest. A very easy, relaxed but competitive venture.

In the end, the typical favorites stole the show, but there were some promising newcomers to the 'top dog' category. Instead of giving trophies, the top finishers received coveted tins of WSU Cougar Gold Cheese!

RES and 2-M were combined as a class was for the event, with Amy Pool sweeping away the top position, followed by Doug Coleman then Jim Pugh. The top 2 places were 2-M ships; the 3rd place ship was a RES.

Competitor class only had 4 entrants, and was swept away by Don Stewart, followed by Rex Grace then Joe Campbell.

Expert class was hotly contended, with Jim Frahm taking the honors by about 200 points, then Amy Pool sneaking ahead of Curtis Hedrick by about 50 pts.

And of course, the Thermal Wiz trophy was present. It was nip and tuck, with only about 1 minute separation between each of the 2-5 places, but stepping out on top by about 5 minutes over the rest of the field was Curtis Hedrick with 97:13 minutes of flight time, and his name on the trophy for the first time this year. The trophy is quickly gathering names as each week a different pilot seems to come into grace with the thermals of Mother Nature.

Same time next year folks ... Hope to see you there!

CD – Les Grammer

LSF - Thermalitis 2010 REPORT

June 26/27, 2010 Woodburn, Oregon

By Tom Culmsee

An absolutely perfect contest happened at the Willamette Sod Farm flying site. The weather was warm, but not hot, thermals were strong and plentiful. The equipment worked well (for once) with only a couple of line breaks all weekend. A great turnout of pilots too. I don't even remember anyone crashing or landing out. One thing of note was the uniformly high scores posted by almost everyone. A testament to the ideal conditions and the high skill level of the pilots. Saturday evening, everyone moved over to the nearby Hollins Airfield (site of the Portland Aero Tow events) where we had a catered BBQ dinner to celebrate local flying legend Don Pesznecker and to say goodbye to Amy Pool (who is leaving the NW and is moving to Texas . . . Sob) Great food and a great time was had by all. Cash was awarded to Keith Ragsdale for the longest target time reached (17:51 in 2-meter! -- with a blown landing?!) Tom Brightbill got cash for the shortest target time (1:11 while sprinting to the landing area.)

Saturday Standings (perfect score: 5000)

R.E.S. class

1	4726	95.09	Richard Van Dijk
2	4608	92.72	Dan Fiedler
3	4589	92.33	Jim W. Gibson
4	4180	84.10	Terry Erickson
5	3749	75.43	Jim Pugh
6	3729	75.03	John Long

Expert class

1	4970	100.0	David Webb
2	4946	99.52	Tom Brightbill
3	4935	99.30	Jim Frahm
4	4924	99.07	Tom Culmsee
5	4894	98.47	Jim Pugh
6	4893	98.45	Amy Pool
7	4889	98.37	Doug Coleman
8	4873	98.05	David Portwood
9	4843	97.44	Doug Buchanan
10	4830	97.18	Dave Johnson
11	4799	96.56	Sandie Pugh
12	4778	96.14	Duane Cassidy
13	4686	94.29	Richard Van Dijk
14	4539	91.33	Ron Turner

Competitor class

1	4826	97.10	Keith Ragsdale
2	4775	96.08	Jim W. Gibson
3	4578	92.11	Ken Eaton
4	4433	89.20	Barry Kong
5	4058	81.65	Dan Fiedler
6	3203	64.45	John Long

Two Meter class

1	4946	99.52	Amy Pool
2	4925	99.09	Tom Culmsee
3	4868	97.95	David Portwood
4	4829	97.16	Tom Brightbill
5	4805	96.68	Jim W. Gibson
6	4804	96.66	David Webb
7	4493	90.40	Dave Johnson
8	4251	85.53	Keith Ragsdale

Sunday Standings (perfect score: 5000)

R.E.S. class

1	4558	92.03	Richard Van Dijk
2	3747	75.65	Jason Hood

Expert class

1	4953	100.0	Jim Frahm
2	4945	99.84	David Portwood
3	4943	99.80	Amy Pool
4	4908	99.09	Duane Cassidy
5	4881	98.55	David Webb
6	4861	98.14	Tom Culmsee
7	4853	97.98	Doug Coleman
8	4844	97.80	Jim Pugh
9	4803	96.97	Doug Buchanan
10	4747	95.84	Dave Johnson
11	4723	95.36	Tom Brightbill
12	4662	94.12	Richard Van Dijk
13	4512	91.10	Sandie Pugh
14	4426	89.36	Ron Turner

Competitor class

1	4802	96.95	Jim W. Gibson
2	4593	92.73	Jason Hood
3	4462	90.09	Ken Eaton
4	4292	86.65	Barry Kong
5	4256	85.93	John Long

Two Meter class

1	4953	100.0	David Portwood
2	4887	98.67	David Webb
3	4840	97.72	Jim W. Gibson
4	4781	96.53	Tom Brightbill
5	4731	95.52	Dave Johnson
6	4543	91.72	Amy Pool
7	4497	90.79	Tom Culmsee

34th Annual Sunfly, Eltopia, WA, July 3-4, 2010

By Kirby Parker

Prediction for Saturday: Winds 8 to 10 WSW, no rain, lower than average temps.

They predicted that pretty close. Very nice in the afternoon.

Prediction for Sunday: Winds 10 to 12 WSW , 3 predictions of 20, 35 and 43 wind gusts, no rain more sun, warmer but not hot. (like 83)

Were they ever wrong on this one? Winds were about 7 – 8 in the AM decreasing thru the day, sometimes none at all. The first gust arrived about 4:30. Most flyers were already gone.

But you didn't look at this for a weather report, now did you?

Observations from the CD's seat where he was firmly installed.

Doug Coleman, John Burke and Duane Cassidy were the main muscle in unloading the equipment trailer with Les Grammer stepping in to put all the pieces together and Amy put the turnarounds out. Art & Kathy did the landing area setup. That's 6 people out of 22 pilots signed up that helped us get started.

Many thanks to them for the effort.

3 min simple duration is not as easy as it looks.

The blue sky makes it hard to see a 2M plane when it is far away, right Tom?

And sometimes the lift here is horrendous and it could take too long to get back, like 1-1/2 min over the 9 min max. eh, Doug C.

Disappointed in the low turnout (just me) in Woody class.

It's easy to beat flyers who don't fly on Sunday.

The real scorekeeper extraordinaire, Mary Ann did her usual fantastic job at entering the scores correctly.

All the scores will eventually be added to the web site so I am only showing the top ones that received a terrific ceramic cup that can be used forever.

1 st	Comp	Joe Campbell	1 st	Woody	Kirby Parker
2 nd	Comp	Don Stewart	1 st	RES	Richard Van Dijk
3 rd	Comp	Sue Sayers	2 nd	RES	Kirby Parker
1 st	Expert	Duane Cassidy	3 rd	RES	Jim Pugh
2 nd	Expert	Jim Frahm	1 st	2M	Amy Pool
3 rd	Expert	John Burke	2 nd	2M	Doug Coleman
			3 rd	2M	Dave Johnson

Oh yes, the BBQ Saturday night was enjoyed and appetites were sated by all.

If you haven't noticed yet, there are 2 pictures from the Sunfly on the NWSS home page. One of them is replaced every day until I run out.

Volume 2010, Issue 5

The Eagle is the official newsletter of the Northwest Soaring Society. More information about the NWSS can be found at our website:

www.northwestsoaringsociety.org

Newsletter Editor:

Jim Pugh

syjppugh@comcast.net, 253-874-2429

Hardcopy production and mailing:

Kirby Parker

slvrfox@owt.com, 509-375-1587

Contact Jim Pugh for address

corrections, technical issues with electronic editions and information about receiving The Eagle.

Send articles, classified and photos to Jim

Flyers for NWSS contests should be sent to Les Grammer, NWSS Contest Coordinator (Les_G@verizon.net, 509-332-7406) who will proof them and forward to the newsletter editor and webmaster.

Three delivery methods are available for The Eagle: email directly to you as a pdf; download pdf file from the NWSS website (email notification when it is posted); or hardcopy.

2010 NWSS Calendar/Coming Events

- **June 1, 2010 Nominations are open for 2011 Board of Directors and Nominations for Cliff Mink Award**
- **July 29th through August 8th FAI F3J World Championship in France.**
- **August 1, 2010 Nominations Closed for Board of Directors.**
- **September 1, 2010 Publish ballots for 2011 Board of Directors in newsletter.**
- **Masters Class paperwork due for consideration for 2010.**
- **August 15, 2010 Nominations for Cliff Mink Award closed. Masters Class nominations closed.**
- **September 17, 2010 Board of Directors meeting before the Tournament at the flying field. September 18-19 34th Annual NWSS Tournament @ Eltopia, WA**

- **September 18, 2010 Board of Directors meeting reconvened after flying for election of Officers for 2011.**
- **March 5, 2011 Board of Directors Meeting at central location**

NWSS Newsletter News Letter Article and contest flyer Submission Schedule for 2010

**September Issue Articles Due August 15th
Fall/Holiday Issue Articles Due November 15th**

Soar Paradise 2010

By Jim Frahm

IEQF held their 2nd annual Soar Paradise contest July 10 – 11, 2010. We had a total of 18 contestants competing in following classes; RES, 2-Meter, Competitor, and Expert. The weather was hot and windy with scattered lift. Most pilots were able to find enough lift to get the max amount of flying time but the wind made landings a bit more difficult. Saturday's rounds consisted of 5, 7, and 12 minutes tasks with a choice of a 3P if you really wanted to live on the edge. Sunday consisted of pilot's choice of 3P, 5, 7, or 9 for the first three rounds and 3P, 7, or 9 for the remaining rounds. A total of 12 rounds were completed.

The field was in much better shape than last year and it promises to continue to improve due to the hard work of IEQF members. Everyone seemed to have a great time and plan on returning next year.

Results:

RES: 1st Richard Van Dijk, 2nd Steve Adams, 3rd Dave Moore

2-Meter: 1st Amy Pool

Competitor: 1st Alyssa Wulick, 2nd Dave Moore

Expert: 1st Jim Frahm, 2nd Duane Cassidy, 3rd Ken Lies

Tips and Tools

Do you have trouble removing tape residue from your glider especially on the nose where the Skeg is?

Try using WD-40 with a soft cloth and a little elbow grease, it works like a charm.

Soldering Help

Contributed by Kevin Martin

As you all know, soldering always seems to require three, if not four hands, to get the job done. There are some nifty devices available to provide assistance but I don't own one. One day I got frustrated trying to solder servo wires and decided I needed to assemble a helper. I started with a small block of oak (but any kind of wood will do). I stripped a section of three conductor house wires and removed a single strand of solid copper wire about five inches long. I drilled a hole in the wood block and press fit the wire into the hole. I then attached an inexpensive alligator clamp to the other end of the wire. The wire can be bent to any angle you want. A second wire and clamp can be installed to provide even more versatility. My well-used version is shown below.



Shavings from the Editors Desk

Perry White

So far ye olde newsletter editor has receive nil, nothing, Zippo on the homework assignment that was handed out in the last issue of the newsletter, namely what is your favorite tool that you use at the field. Please send your favorite tool info to the NWSS Newsletter Editor, email syjpugh@comcast.net.

Don't forget that nominations are open for the board of directors. Outgoing board members this year are Kelly Johnson, Bruce Bumgarner and Art Boysen. The term is for three years, so get out there and nominate someone, but make sure that whoever you nominate agrees that he/she will serve. Also nominations for the Cliff Mink Service Award are open, so if you know someone who has made a significant contribution to the NWSS or his/her local club, please send in a nomination. Also for both the board nominations and the Cliff Mink nomination, please sent your nomination to Les Grammer NWSS Secretary. Ballots for the board of directors will appear in the September issue of the Eagle.

The entry form and information regarding the **34th Annual Tournament** is posted on the NWSS website and a copy is in this issue of the newsletter. Preregistration is required so please send your money and registration form to **Kirby Parker, at 2304 Snohomish Ave, Richland, WA 99354.**

Safety is no laughing matter, fly safe out there.

News From the Past

From the Fall 1989 newsletter.

“Johnson Smokes the Field at Tourney”

(Editors Note: you had to be there to appreciate the irony of this headline, ask Dave or anyone who flew at that tournament for more info)

From the August 1992 newsletter.

16th Annual Sunfly, Richland WA, July 11/12 1992.

“John Burke Caresses A Tree”

“Veteran Fliers Glider Acts Like a Bird – Stays in Tree”

Classifieds

Nothing noted for sale this month, however if you have radios, servos, receivers, gliders or other equipment for sale; please send your ad to the NWSS Newsletter Editor @ syjpugh@comcast.net.

**-Info-
Aero Tow Schedule for 2010**

Please contact Art Boysen for details.

Email: Cathybum@aol.com

Phone: 509-927-8611

<u>Date</u>	<u>Place</u>	<u>Comments</u>
August 6-8	Mission, BC	
August 20-21	Prosser	
September 10-12	Skagit	Tentative Date with very high probability
October TBD	Wenatchee	

PASS Aero Tow Contest Schedule.

Please contact Jim Gibson for details. Aero Tow will be held at Hullin Field in Brooks, OR

Email: jim.gibson3@verizon.net

Phone: 503-699-7271

August 22 and maybe Sunday

September 25

October 23

**2010
NWSS Contest Schedule**

<u>Date</u>	<u>Contest</u>	<u>Place</u>	<u>CD</u>
August 7/8	Thermal Search 2010	Willamette Turf Farm Brooks, OR	K. Martin
August 7/8	SASS HLG	Carnation, WA	A. Weston
August 21/22	Dennis Otter Memorial	Carnation, WA	D. Beardsley
August 28/29	Rippin Thermals	Eugene, OR	T Culmsee
Sept. 4/5**	N. Idaho Championships	Farragut, ID	L. Urbaniak
Sept. 4	Puget Sound Silent Flyers HLG	Olympia, WA	R. McMillan
Sept. 11/12	Vancouver HLG	Mission, BC	Jason Farlette
Sept. 18/19	NWSS Tournament	Pasco, WA	T. Culmsee

*Memorial Day Weekend

**Labor Day Weekend

Board of Directors

President

Art Boysen
Cathybum@aol.com
509-927-8611

Vice President

Kevin Martin
kg7xg@aol.com
503-469-0234

Jim Pugh
syjpugh@comcast.net
253-874-2429

Kelly Johnson
kcj3@p3mc.com
509-869-9044

Bruce Bumgarner
Bcbum@aol.com
208-882-7126

Les Grammer
Les_G@verizon.net
509-332-7406
Doug Coleman
dougalert@aol.com
509-943-5203
Rex Grace
rexgrace@roadrunner.com
208-777-8533
Lee Urbaniak
lee.urbaniak@comcast.net
509-455-5129

Officers

Jim Pugh, *Newsletter Editor*
syjpugh@comcast.net
253-874-2429

Les Grammer, *Secretary*
Les_G@verizon.net
509-332-7406

Colleen Bumgarner,
Treasurer/NWSS Archivist
Bcbum@aol.com
208-882-7126

Amy Pool, *Scorekeeper*
eastwind@aracnet.com
503-381-8999

Kirby Parker, *Webmaster/Newsletter*
slvrfox@owl.com
509-375-1587

Les Grammer, *Contest Coordinator*
Les_G@verizon.net
509-332-7406

NWSS Membership Application --- 2010

New Member/Renewal

Name: _____ **AMA/MACC #** _____

Address: _____ **Phone:** _____

City: _____ **State/Provence:** _____ **Zip:** _____

E-Mail Address: _____

Can we publish your email address on the NWSS webpage? (Anti-spamming measures are taken) **Y/N**

Dues: Individual \$20.00/year Family \$25/year Junior \$12.00/year

Please select the type of newsletter delivery you want.

Please mail me a hard copy: **Y/N**

Please send me and email telling me when a newsletter is available to download from the NWSS webpage, (Acrobat pdf format): **Y/N**

Please email the newsletter directly to me, (Acrobat pdf format): **Y/N**

Use email address above: **Y/N**

Use an alternate email address: **Y/N**

Mail application and Check made out to the NWSS to:

Colleen Bumgarner, NWSS Treasurer

1020 Eid Road, #8

Moscow, ID 83843

Thermalsearch

2010

Sponsored By
Portland Area Sailplane Society

AMA Sanctioned
Saturday and Sunday
August 7th and 8th, 2010



Two One Day Contests!!

- Location:** Willamette Turf Farms, near Woodburn, Oregon
- Classes:** Open Expert & Open Competitor, NWSS Rudder/Elevator/Spoller (RES), Open 2-Meter, Novice & Woody (maximum 2 entries per pilot)
- Events:** Rounds 1 and 2 -- 5 and 7 minute international duration (one each, declare on landing) followed by Variland (modified 10 minute duration event)- as many rounds as time allows. Fifty foot landing lines and flight windows for all flights. 12v winches & retrievers with approx. 800' length.
- Awards:** Each day for Expert, Competitor, NWSS RES & 2-Meter (1st thru 3rd) plus top Novice and Woody pilot.
- Fees:** \$10.00 per day for first entry, \$5.00 per day for additional 2-Meter or RES entry.
- Times:** Registration — 8 to 9 AM both days, pilots meeting then flying starts at 9:30
- Facilities:** Overnight camping allowed for self contained RV's Friday and Saturday night. **No roaming pet please.**
- CD:** Kevin Martin — (503) 644-3287, kg7xg@aol.com
- Address:** Willamette Turf Farm 8624 Wabash Dr. NE Brooks, OR 97305

Directions:

- ◆ Woodburn Exit (off I5):
From I-5 take Exit 271 (Woodburn), then go East 2.5 mi. to Hwy. 99-E, then South 6.3 mi. to Wabash Dr. then East 2.5 mi. to Willamette Turf.
- ◆ Brooks Exit (off I5):
From I-5 take Exit 263 (Brooks), then East about ½ mi. to 99-E. Then North 3.0 mi. to Wabash Dr., then East 2.5 mi. to W.T
- ◆ Oregon City Exit (off I-205):
From I-205 take Exit 9 – (Downtown Oregon City). Turn Left, (South on Hwy. 99-E), then go 26.3 mi. to Wabash, then East 2.5 mi. to W.T. (For those coming through Portland on I-205 this is 5 mi. shorter than going to I-5.)

Tom Evans Memorial
NWSS Hand Launch Glider Contest
Seattle Area Soaring Society

August 7&8 - 9:00am pilots meeting both days

Location: Camp Korey - Carnation, WA (NEW FLYING FIELD!!!)

28962 NE Carnation Farm Rd Carnation, WA 98014

Contact contest directors for details of gate access

Nearby Accommodations:

Motel 6, Kirkland: 425-821-5618

Silver Cloud Inn; Redmond: 206-746-1299; Bellevue: 425-957-9100

Days Inn, Bellevue: 425-643-6644

Country Inn and Suites Bothell 425-85-5557

Baymont Inn Kirkland: 425-822-2300

Contest Directors:

James Hohensee 253-797-1578

Adam Weston 425-260-0275

Entrance Fee: \$15 for both days

Rules: AMA insurance required; 1.5m wingspan limit

Six + rounds each day, tasks announced at Saturday's pilots meeting

FAI F3K and NWSS HLG rules apply:

F3K Rules: ftp://www.fai.org/sporting_code/sc4/sc4_f3_soaring_09.pdf

NWSS Rules: www.northwestsoaringsociety.org

Contest scored as a 2-day contest. Awards for first 3 places. Contest qualifies for F3K team selection qualification.

Scoring will be done by timers between rounds, with provided calculators. Heats sorted by score after each round (i.e. best fly against the best and every round is a fly-off!).

Food: We will be providing lunch.

Further Information: Any questions? Please contact:

Adam Weston 425-260-0275 (red@tgworks.com)

James Hohensee 253-797-1578 (hohensej@yahoo.com)

DLG Clinic and Fun Fly August 6th - 1pm

Location: Carnation Farm - Carnation, WA (NEW FLYING FIELD!!!)
28962 NE Carnation Farm Rd Carnation, WA 98014
Contact contest directors for details of gate access

Entrance Fee: HLG Clinic is Free! AMA is required to fly

Here's what we're planning:

- Meet and greet
- Introduction to DLG
- Walk around of state of the art DLG
- Launching - Learn to launch like a pro and get your individual launch evaluated
- Flying - What to look for, where to fly
- Landing - How to improve your landing skills
- Thermaling - How to find a thermal and what to do with it once you've found it
- Contests - What HLG competition is about, rules, tactics, FUN!
- Timing - How to be a good timer
- Run a couple of REAL rounds with everyone participating!
- Questions answered throughout the clinic

More information

F3K Rules: ftp://www.fai.org/sporting_code/sc4..._soaring_09.pdf

Food: Please plan to provide your own lunch. The new field is a good ways from any fast food.

Further Information: Any questions? Please contact:

Adam Weston 425-260-0275 (red@tgworks.com)

James Hohensee 253-797-1578 (hohensej@yahoo.com)



Title: *Dennis Otter Memorial (NWSS)*

When: *August 21 2010 – August 22 2010 8:00 am - 5:00 pm*

Where: **Camp Korey at Carnation Farm - 28901 NE Carnation Farm RD, Carnation, WA**

CD: **Dave Beardsley 425-931-5033 dave@beardsleys.net**

Camp Korey "contest only / Guest's" Gate Code (Call Dave at 425-931-5033)

Classes & Tasks

- Thermal Duration: **Man-On-Man** (Slightly Staggered Launches for safety)
- Open Class (*expert & competitor*), 2 Meter, R.E.S. and Novice

Awards

- 1st, 2nd, 3rd for each class

Contest Details

- We will use SASS's new, 12--volt winches and retrievers
- AMA Spot Landings – both days
- **No overtime penalty (all pilots, all classes) – equivalent points off for above or below the target time (International Duration)**
- **1 pop-off per pilot, per class, per day ☺**
- Setup and practice on Friday
- 5+ rounds Sat, 4+ rounds Sunday
- Last flight in the air at 5:00 Sat. (That's right, there will be a lot of rounds)
- Last round at 3:00 on Sunday
- No throw-outs (you get to keep all your scores ☺)
- Signup from 8:00 to 8:30 – (we build the flight groups at 8:30, so don't be late)
- Pilots meeting at 8:30 flying at 8:45
- 30 min lunch break (provided we are on time) (BBQ at the field, \$7.00 per person)
- T-shirts available for purchase at \$15.00 each
- First plane \$15/day -- second plane \$10/day
- AMA or MAAC membership required
- 1 pilot per 72mhz freq – or 2.4g unlimited (no radio impound)

NO CAMPING OR RV'S AT CAMP KOREY

- The closest campsite is about 3 miles away at **Told McDonald Park** **NO PARKING ON FIELD**
- You will drive onto the field, unload in the pit area, return your car to the parking area

Accommodations

There are not many hotels in Carination. Expect to stay in Redmond or another larger city close by. **Please visit the SASS web site <http://www.seattleareasoaringsociety.com/> for more detailed information on this contest.**



Rippin' Thermals In Eugene

Presented by **The EUGENE GLIDER GUIDERS** and

The PORTLAND AREA SAILPLANE SOCIETY

AUGUST 28th & 29th, 2010

REGISTRATION: BEGINS AT 8:30 AM SATURDAY

FLYING: STARTS ASAP ON SAT. AND at 9 AM on SUN. NO NEW ROUNDS after
2:00 PM on SUNDAY

EGG BUST: SUNDAY AM (special optional Egg Bust Event)

CLASSES: EXPERT, COMPETITOR, NOVICE
2-METER, NWSS RES & WOODY

AMA SANCTIONED - AMA OR MAAC MEMBERSHIP REQUIRED (can join at field)

AWARDS: PLAQUES 1st THRU 3rd EXPERT (each class awarded for both days combined)
Beautiful Photo >>> PLAQUES 1st COMPETITOR, NOVICE, WOODY
PLAQUES 1st THRU 3rd 2 METER
PLAQUES 1st THRU 3rd RES

ENTRY FEES: \$10.00 - FIRST AIRPLANE, \$5.00 - 2ND AIRPLANE PER DAY

TASKS (both days): 3P, 5, 7, 10 ID - CD'S CHOICE (at start of each round, he's nice though)

WINCHES: 12 VOLT WITH 180# TEST LINE, 300 METER LAUNCH LENGTH RETRIEVERS: Std. Design

Launch Windows NWSS LANDING Lines both days

PLEASE BRING EXTRA BATTERIES IF YOU HAVE ANY

ANNUAL CORN COB FEED: SATURDAY EVENING at Scott Goodman's
(MAPS at field)

CONTEST DIRECTOR: Tom Culmsee (503) 667-4532, TECulmsee@gmail.com

FLYING SITE: IN EUGENE, OR AT I-5 (EXIT 195) DRIVE W ON BELT LINE HWY. TO THE
END. TURN R ON WEST 11 [HWY 126]. DRIVE TO NIELSEN RD. (JUST BEFORE THE RAILROAD
OVER-PASS) AND TURN L. FOLLOW NIELSEN TO THE CONTEST SITE. (Near Corner of Nielson
and Cantrell Road.) THERE WILL BE A SIGN TELLING YOU WHICH FIELD THE CONTEST WILL
BE ON. THE SIGN WILL LOOK LIKE A BIG OUTHOUSE.

And OMG THOSE THERMALS!

MOTELS:

Shilo	800-222-2244
Pacific 9	541-728-8286
Holiday Inn	800-748-8471
Gateway Inn	541-728-1212
Motel Orleans	541-748-1314
Motel 6	541-741-1105
Doubletree	541-728-8181
Hawthorne Inn	800-527-1133
Best Western	541-728-4789

**North Idaho Soaring Championships
Inland Empire Quiet Flyers
Farragut State Park
Athol, Idaho
September 4, 5, 2010**

Thermal Duration

Open (expert and competitor), Two-meter, R.E.S.

Tasks: 3p, 5, 7, 9 or 10 min

All rounds will be flown as CD's choice

Pilots limited to two classes

Equipment:

12 volt winches and retrievers, 50 ft. landing lines

Times and Entry Fee:

Pilots meeting at 9:00. Fly at 9:15

AMA or MAAC membership required

1st plane \$15 Saturday, \$10 Sunday

2nd plane, \$10 Saturday, \$5 Sunday

Last round will be 3:00pm Sunday Awards 1-3 each class

Other Stuff:

Potluck Saturday after flying.

BBQ at the field available Saturday and Sunday for lunch

Fun -Fly on Saturday evening. Bring your electrics or scale gliders.

Everyone pays Park Usage fee at entrance

CD-Lee Urbaniak 509-455-5129

lee.urbaniaak@comcast.net

PSSF Hand Launch Glider Contest

Date: Saturday, September 4th

Format: One-day contest,

Saturday - 6 rounds or last round is the one underway at
4PM

Time: Registration at 9:00AM, Pilots meeting at 9:30, First round 9:45

Entry Fee: \$10

Rules: NWSS rules (<http://www.northwestsoaringsociety.org>). 1.5-meter wing span limit.

Tasks: Tasks announced at pilots meeting and chosen from the F3K tasks.

Sanction: AMA sanctioned event and AMA (or MAAC) membership required.

Lunch: BBQ Polish Hot Dogs will be provided!

Host Club: Puget Sound Silent Flyers

CD: Russ McMillan (306) 456-2811 or cell (360) 701-6918 russmcmillan@comcast.net

Location: PSSF Field, Lister Rd NE & 22nd NE, Olympia - Web Link & Directions:
http://pugetsoundsilentflyers.org/Site/PSSF_Field.html

RV's: Fully self contained campers can stay at the flying field.

Restrooms: Porta-John on site.

Driving Directions:

From the North

- Take I-5 Exit 109 (Martin Way), turn right
- Turn right on to Sleater-Kinney Road
- Proceed 1.5 miles to 26th Road, turn left
- Turn left on to Lister Road
- Turn right on to the first gravel driveway
- Proceed to field

From the South

- Take I-5 Exit 108, then Sleater-Kinney North (108B)
- Proceed 1.6 miles to 26th Road, turn left
- Turn left on to Lister Road
- Turn right on to the first gravel driveway
- Proceed to field

Lodging: Area Code 360 (roughly increasing order of cost)

943-4710 Quality Inn Olympia, 1211 Quince St SE, Olympia

459-8888 Super 8 Lacey, 112 College St SE, Lacey, I-5 EXIT 109

456-6300 Comfort Inn Lacey, 4700 Park Ctr Ave NE, Lacey

412-1200 La Quinta Inn Lacey, 4704 Park Center Ave NE, Lacey

459-8866 AmeriTel Inns-Olympia, 4520 Martin Wy E, Olympia

407-5400 Candlewood Suites Lacey, 4440 3rd Ave SE Lacey

2010 2-Day Hand launch Contest

Sept 11 & 12, 2010

OAKALLA HAWKS, VANCOUVER B.C.

Anderson's Turf Farm, Mission, B.C

Contest Director: Jason Farlette
jfarlette@hotmail.com
Phone No. (604) 879-4249

Format: Two day contest
Times: 8:30 am Registration. 9:30 Pilots Meeting, 3:00 pm last round
Tasks: Tasks announced at pilots meeting and chosen from F3K Tasks
Rules: MAAC rules will be followed. MAAC sanctioned event.
Entry fee: C\$20.00 or US\$20.00 for both days
Membership: MAAC or AMA membership proof required.
Radios: All AMA/MAAC frequencies, narrow band and ISM band equipment only.
ALL EQUIPMENT MUST BE CHECKED FOR RANGE & CONTROL FUNCTION PRIOR TO FLYING.

Equipment: Please bring stop watches and calculators. Portable toilet at field.

Lunch: No food service. Half-hour lunch break between rounds around noon.

Location: Follow "R.C. GLIDER" signs starting at intersection of Sylvester Road & Highway 7, 4 miles east of Mission, B.C.

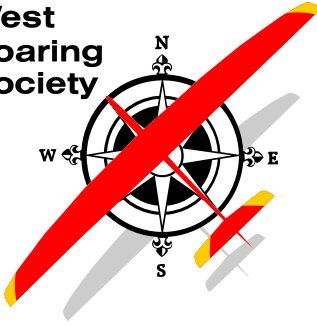


Motels: Best Western Mission City Lodge (604) 820 5500
Best Western Regency Inn, Abbotsford (604) 853-3111

Camping: Self contained units may be parked on harvested areas.
Contact Jerry Anderson @ (604) 826-2383 for details.
Nearest non-self contained camping is: Sun Valley Trout Park
31395 Silverdale Ave. Mission

**ATTENTION: DRIVING/DAMAGING THE TURF IS STRICTLY FORBIDDEN.
ALL TRASH AND EQUIPMENT MUST BE REMOVED AFTER THE CONTEST**

North
West
Soaring
Society



34th NWSS TOURNAMENT 2010

September 18th & 19th

Tri-Cities, Washington

by the Northwest Soaring Society

AMA or MAAC license required

OPEN Class Competition

Entry Fees: Individual - \$50.00, Team - \$5.00

Pilots meeting: held at 8:20 am each day.

Qualifying Rounds: One throw-out round at end of preliminaries. First round each day 5 min ID. All remaining rounds 8 minute ID 8:30 am to 4 pm Saturday and 8:30 to noon Sunday. Landings scored via standard 50' landing lines (radius allowed at far end). Flight groups will be used.

Championship Rounds: Top twelve qualifiers will fly off Sunday afternoon. Two rounds of 3 min. precision and Three rounds of 10 min. ID, MAN-ON-MAN scoring for duration flights. Landings scored via 25' dia. graduated spot landing circle.

Team Event: Sign up on the entry form. Qualifying round scores only will be used. Teams of 3 pilots will be announced at the pilots' meeting. Expert and Competitor first place pie trophies will be awarded.

Registration: **Pre-registration by mail, e-mail or phone is required.** PayPal can be used. E-mail entry ok. Field registration and check in: 3 - 5 p.m. on Friday evening or 7:30 am Saturday at the flying site.

Frequencies: Limit of six pilots per channel on the 72 MHz band. No limit on 2.4 GHz.

Officials: CD – Tom Culmsee (503.358.8421) TECulmsee@gmail.com

2607 SW Linneman Dr. Gresham, OR 97080

Asst CD – Kirby Parker (509.375.1587) slvrfox@owt.com

2304 Snohomish Ave. Richland, WA 99354

Fun Fly & Check-in: Friday September 17th, 2010 at contest site.

Location: Basin Sod Farm Eltopia, WA

From Pasco on Hiway 395 to Spokane. Go North about 8.6 miles from the Kartchner road overpass (near King City truck stop) to Sagemoor road.

From the North go about 14.3 miles south of Hiway 17 intersection to Sagemoor road.

Turn East on Sagemoor and go about 3 miles to bridge over canal and follow NWSS and/or SOARING signs.

Facilities: Porta-potty at field, no running water. Self contained camping allowed. No food service available.

Banquet Site: Tony Roma's 8551 W Gage Blvd Richland, WA

Saturday Dinner:

When: Saturday, September 18th, 2010

Where: Tony Roma's 8551 W Gage Blvd Richland, WA

How much: Pay for what you get when you get it.

Motels:

547-3475	King City Truck Stop Motel	hiway 395 / Hillsboro road	Pasco	
546-2010	Motel 6	1520 N Oregon,	just South of 395 / I182 intersection,	Pasco
736-6888	Super 8	626 N Columbia Center Blvd.,	Kennewick,	800-800-8000
943-3101	Bali Hi	1201 Geo. Wash. Way,	Richland	
943-4611	Days Inn	615 Jadwin,	Richland,	888-329-7466
586-0541	Quality Inn	435 Clover Island,	Kennewick,	800-628-7458
547-0701	Red Lion	2525 N 20th Ave	Pasco	800-325-4000

Presentations:

Saturday Dinner Presentations

- NWSS Open, 2M & RES Season Points Winners
- Steve Yerchevich Most Improved Pilot
- Cliff Mink Service Award
- Silver Cup

Sunday Presentations at Field

- Team Trophies
- Highest Placing Competitor
- Highest Placing RES
- NWSS Tournament Winners

2010 NWSS Tournament Preregistration Form

Name: _____ AMA (MAAC) : _____
 Street: _____ Phone: _____
 City: _____ State: _____ Zip: _____
 Frequency Choice: _____ Alternate: _____

Enter me in the team event: **YES NO** (circle one)

Birth Date: _____

Enter me in the Silver Cup event **YES NO** (circle one)
(age 62 or over):

JOBS I CAN DO (check one or more)

- | | | |
|---|---|-------------------------------------|
| <input type="checkbox"/> Retriever operator | <input type="checkbox"/> Flight control | <input type="checkbox"/> Winch boss |
| <input type="checkbox"/> Scoring | <input type="checkbox"/> Impound | <input type="checkbox"/> Crew |

E-mail address: _____

Can we publish it on the NWSS Website? **YES NO** (circle one)

How would you like to receive your NWSS newsletter?

- a) Please send me an email when I can download it from NWSS web site (Acrobat pdf format)
- b) Please email the newsletter directly to me (Acrobat pdf format)
- c) Please send me a hard copy via USPS. **(circle one: a or b or c)**

ALL FEES IN US DOLLARS **Entry fee \$50. Team entry \$5**

Make checks payable to N.W.S.S.

Send to: Kirby Parker	Entry Fee: _____
2304 Snohomish Ave.	Team Fee: _____
Richland, WA 99354	Total Owed: _____

OR log in to PayPal, send total to kirby.parker@gmail.com as a gift. Then e-mail this page to the same address.

Season Points Standings as of 7/21/2010

HLG Season Points Standings

<i>Name</i>		<i>Days flown</i>	<i>Days counted</i>	<i>season pts</i>	<i>% of perfect for all days</i>	<i>seas pts avg for all days</i>
Hohensee	James	1	1	100.00	97.68	100.00
Johnson	Tim	2	2	100.00	97.07	100.00
Bryan	Jonathan	3	3	93.48	90.93	93.48
Pearson	Phil	3	3	92.90	90.37	92.90
Coleman	Doug	2	2	92.34	89.63	92.34
Lies	Ken	2	2	90.42	87.77	90.42
McMillan	Russ	1	1	88.48	86.43	88.48
Doan*	Lawrence	1	1	79.76	77.92	79.76
Adams	Steve	1	1	72.85	70.73	72.85
Stewart	Don	1	1	71.85	69.77	71.85
Pool	Amy	2	2	63.89	62.02	63.89

2-Meter Season Points Standings

<i>Name</i>		<i>Class</i>	<i>Days flown</i>	<i>Days counted</i>	<i>season pts</i>	<i>% of perfect for all days</i>	<i>seas pts avg for all days</i>
Pool	Amy	E	15	6	96.66	89.57	91.98
Brightbill	Tom	E	4	4	96.21	93.33	96.21
Johnson	Kelly	E	2	2	95.31	91.01	95.31
Portwood	David	E	4	4	93.57	90.90	93.57
Culmsee	Tom	E	10	6	91.42	77.72	79.81
Webb	David	E	8	6	90.49	85.85	86.95
Johnson	Dave	E	8	6	90.08	82.01	84.48
Coleman	Doug	E	10	6	86.78	78.43	80.98
Kong	Barry	C	2	2	81.15	80.80	81.15
Thrams	David	C	2	2	35.15	33.88	35.15

RES Season Points Standings

<i>Name</i>		<i>Class</i>	<i>Days flown</i>	<i>Days counted</i>	<i>season pts</i>	<i>% of perfect for all days</i>	<i>seas pts avg for all days</i>
Portwood	David	E	2	2	96.18	91.03	96.18
Van Dijk	Richard	E	10	6	92.51	84.08	86.90
Pugh	Jim	E	4	4	82.34	80.50	82.34
Adams	Steve	E	2	2	81.48	78.73	81.48
Martin	Kevin	E	2	2	75.66	71.53	75.66
Pool	Amy	E	2	2	72.49	68.34	72.49
Ochs	Harold	E	1	1	70.84	69.83	70.84
Boysen	Art	E	7	6	67.03	60.21	62.66
Sayers	Sue	C	3	3	60.89	59.03	60.89
Parker	Kirby	E	5	5	59.67	57.25	59.67

Season Points Standings as of 7/21/2010

Open Season Points Standings

<i>Name</i>		<i>Class</i>	<i>Days flown</i>	<i>Days counted</i>	<i>season pts</i>	<i>% of perfect for all days</i>	<i>seas pts avg for all days</i>
Frahm	Jim	E	16	8	99.72	95.65	98.14
Beardsley	Brendon	E	2	2	99.46	99.07	99.46
Cassidy	Duane	E	16	8	99.18	93.70	96.09
Portwood	David	E	2	2	98.95	98.18	98.95
Grammer	Les	E	12	8	98.21	93.54	96.33
Johnson	Kelly	E	2	2	97.87	93.36	97.87
Pool	Amy	E	13	8	97.58	93.47	95.56
Brightbill	Tom	E	2	2	97.44	96.69	97.44
Buchanan	Doug	E	12	8	97.00	90.88	93.43
Webb	David	E	8	8	96.76	95.55	96.76
Coleman	Doug	E	14	8	96.75	91.60	94.25
Laurel	Jim	E	2	2	96.41	96.04	96.41
Urbaniak	Lee	E	12	8	94.70	89.66	92.21
Lies	Ken	E	6	6	94.68	92.04	94.68
Burke	John	E	8	8	93.38	90.90	93.38
Pugh	Jim	E	5	5	93.35	91.53	93.35
Adams	Steve	E	12	8	92.36	85.88	88.62
Headrick	Curtis	E	8	8	91.54	88.51	91.54
Eaton	Ken	C	2	2	91.10	90.40	91.10
Pugh	Sandie	E	4	4	90.41	88.54	90.41
Turner	Ron	E	2	2	90.35	89.65	90.35
Van Dijk	Richard	E	8	8	90.06	87.77	90.06
Johnson	Dave	E	8	8	89.47	87.94	89.47
Laurel	Connor	E	2	2	88.88	88.51	88.88
Stewart	Don	C	6	6	87.53	84.89	87.53
Culmsee	Tom	E	8	8	84.33	82.98	84.33
Campbell	Joe	C	5	5	82.63	80.57	82.63
Kong	Barry	C	4	4	81.41	80.93	81.41
Boysen	Art	E	3	3	79.19	77.06	79.19
Wulick	Alyssa	C	4	4	76.90	75.56	76.90
Grace	Rex	C	5	5	74.91	72.04	74.91
Sayers	Sue	C	7	7	69.13	67.19	69.13
Thrums	David	C	1	1	63.51	62.65	63.51
Lynch	Tim	E	1	1	39.36	36.05	39.36
Kirkpatrick	Robin	C	3	3	38.00	37.06	38.00
Cooper	Ray	E	1	1	30.46	29.03	30.46