



# The Eagle

*Newsletter of the Northwest Soaring Society*

September 2011

## It's Tournament Time! This is the 35<sup>th</sup> anniversary of the NWSS Tournament.

See Tournament Flyer in this issue for details.



**Looking for that elusive thermal**



**Going for the spot**



**The Wolf of Woodburn: AKA Bell**

## Volume 2011, Issue 6

*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](http://www.northwestsoaringsociety.org)

**Newsletter Editor:**

*Jim Pugh*

*syjpugh@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 Richard Van Dijk, NWSS*

*Contest Coordinator*

*(richard@alderspur.com*

*360-891-2188) 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.*

### **News from the Past**

It is time to jump in the Wayback Machine and take a brief look and the 30<sup>th</sup> Annual NWSS Tournament. Here are some of the highlights.

### **The Thirtieth**

### **Tournament**

**September 9th and 10th,  
2006,**

**Pasco, WA**

**By Tom Culmsee**

The 30th annual Tournament is

now history, but the special time had by all 35 pilots in attendance will not soon be forgotten, particularly by multiple winner and this year's champion Guy Russo, who flew a dominating performance leading the preliminaries into the six rounds of final competition.

Russ Young (now from Utah) was a close second and Bill Hanson was third. Held again at the beautiful sod farms near Eltopia, Washington, the contest began with rather blustery weather on Saturday morning. The wind, however, wasn't too much of a problem as it wasn't too strong in the early rounds.

Pilots settled into a routine of semisloping the terrain and following the occasional thermal. By the mid-part of the third round, however, it was apparent that something much worse was approaching with dust clouds obscuring landmarks in the distance. The contest was put on hold for about an hour while the worst of the winds blew through. They sure did, and the contest was resumed for another three uneventful rounds.

Sunday was another case entirely as the winds went away and mild (gorgeous!) conditions settled in for the whole day. Another four preliminary rounds were checked off before the cutoff time of 12:30. Making a bit of NWSS history was that girl. Amy Pool, who represented the first member of her gender to make the finals competition. Congratulations Amy!

## Want Ads

For Sale: Original design Raptor 2 Meter Version 1.0 with servos no battery, receiver or switch harness. Includes a wing bag. Price \$150. Contact Jim or Sandie Pugh at [syjpugh@comcast.net](mailto:syjpugh@comcast.net).  
253-874-2429

For Sale: White/Red Carbon Pike Superior with servos, 72 MHZ JR scan select receiver, battery pack and wing bag. Slight damage on LH wing tip. Price \$800.  
Contact Jim Pugh at [syjpugh@comcast.net](mailto:syjpugh@comcast.net).  
253-874-2429

For Sale: NIB White Stratos SL "V" tail. Price \$1000.  
Contact Jim Pugh at [syjpugh@comcast.net](mailto:syjpugh@comcast.net).  
253-874-2429

For Sale: Yellow/Red SL "X" tail Stratos with Volz servos, wing bag and wiring harness. Price \$650. Contact Sandie Pugh at [syjpugh@comcast.net](mailto:syjpugh@comcast.net).  
253-874-2429

## Shavings from the Editors Desk

By Jim Pugh AKA Perry White

Well the 2011 flying season is slowly winding down, I am sure that you will agree it has been interesting weather wise and otherwise. Based on the latest season points standings it appears that there is a horse race in the 2 meter and open classes. We will find out who the top guns are at the tournament awards banquet.

The ballot for NWSS directors for the term 2012-2014 appears elsewhere in the newsletter, be sure and vote for three directors either at the tournament or by email, phone call or snail mail to NWSS Secretary Art Boysen.

I received the following in an email from David Jensen.

**A new and interesting launch system.** Check it out at this website.

<http://onewinch.com/> Another whiz-bang system. Rub Goldberg where are you?

For you folks that dabble in electric flight I have received the following info from Castle Creations and perhaps several of you have too. But since it involves a potential safety item I am repeating the pertinent information here.

### **ICE HV, Mamba XL & Hydra Ice HV**

Warning & Recall advisory 2011-03

Aug 20, 2011

The performance of a component used in the Castle ICE HV 60, ICE HV 80, ICE HV 120, ICE HV 160, Mamba XL and HYDRA ICE HV controllers has changed from the

original specifications for that part. This tolerance change may lead to failure of the affected controllers.

**For your safety, we request that all customers cease operation of these controllers immediately. Send all of these controllers back to Castle for modifications required to improve the safety and reliability of these products. This recall includes all controllers labeled as V3. There are no charges associated with this modification** Contact Castle Creations for more information and check out all of the information in the Warning and Recall Advisory.

Last but not least here is something I ran across in an email we received.

"Paraprosdokian". Here is the definition: "Figure of speech in which the latter part of a sentence or phrase is surprising or unexpected; frequently used in a humorous situation." "Where there's a will, I want to be in it," is a type of paraprosdokian.

1. Do not argue with an idiot. He will drag you down to his level and beat you with experience.
2. The last thing I want to do is hurt you. But it's still on my list.
3. Light travels faster than sound. This is why some people appear bright until you hear them speak.
4. If I agreed with you, we'd both be wrong.

Thanks to Les Grammer for his continued great work as the NWSS Scorekeeper and providing the monthly updates for season points standings for the Eagle. Thanks to David Portwood for keeping the NWSS website up to date throughout this flying season. Thanks to Kirby Parker for newsletter production and mailings. Thanks to Richard Van Dijk for this month's article and his tools and tips. That's about all the trouble I can stir up this month. QED.

## **Tips and Tools**

This month's tips and tools come from Richard Van Dijk.

Richard states:

#1 is not my idea – think I saw it on SASS website or newsletter.

#2 found on line and modified to suit my needs.

#3 A PASS member with a similar radio as mine told me this..

1. Use hard plastic tubing to make a routing tube for your 2.4 antennas to ensure they stay in the desired position. –applies more to those receivers with the longer antennas. What I do is push electrical wire into the tube before heating it with a heat gun. That way when you bend it, it will not kink. Remove the wire when the tubing cools down and hardens into the desired shape. I then glue the tubing to the fuselage and feed the antenna into it and no more worrying whether the antenna has moved.
2. Found that soldering the brass ferrule to the metal pushrod with limited space inside a glider fuselage is a royal pain. What I do is drill a small hole in to edge of the ferrule to allow medium CA to flow easier. Position the push rod in the ferrule. Let it set then wrap the ferrule and ¼” of the pushrod with cotton sewing thread. Glue the thread with medium CA and before it dries shrink a small piece of shrink tubing over the join.
3. My radio has separate trims for each flight mode. So instead of trying to mix in elevator trim for each mode, I find it easier to just use the trim tabs. A lot easier to set up and change on the go instead of having to go to the mix menus during flight and taking a stab at it.

A note from Richard about this article. “Being at a loss what to write for this month’s article, it was timely to receive the following article from Roger Breedlove the editor of the PASS newsletter. I don’t know how Roger digs up all the interesting articles he regularly sends out to the local club membership.

So, the theme continues from Pike electrocution, dangers of electricity and power lines to the pitfalls of electric flight.”

## To catch a plane on fire!

Posted on [August 5, 2011](#) by [Hobby Lobby Team](#)

As the title says, this story is about the day I had a plane catch on fire. The manufacturer sent us the very first prototype, hand carved and all, before the final molds were made. The foam was obviously rough, but you look past that when in R&D mode. You look for the potential and scale lines. We assembled the parts and had a nice looking Mosquito on our hands. We took some photos for reference points to help make the design even more scale and then headed to the field for flight testing. When we got to the field it was a clear warm day with light winds. Perfect for flying. The Mosquito is a twin, so it had two brushless motors and ESC’s, and had one battery. We powered it up and everything checked out fine. We were about to commence aviation, AND this was the first time this plane would be flown by anyone in world, ever. I was pretty excited as I throttled up and watched the Mossi gracefully take to the skies.

All was going well. Controls felt nice, power was good, and it looked great in the air. Then something unexpected happened. A thick cloud of black smoke appeared from the right wing. I thought I accidentally hit the smoke switch, but wait, there’s no smoke switch on this

plane... I declare an emergency and head for the soccer fields. I make a perfect landing and we walk over to the field to check it out.

As we approach, the smoke had thickened and now I see FLAMES! Bright orange flames eating away at the very flammable foam. “Oh No” I think as I run up to it and start blowing as hard as I can. I managed to put out the flames before it caused any real damage. No, I take that back, this thing was toast, but I did save most of it. Turns out, the ESC’s weren’t up to the task and one of them decided to let the Genie and his magical dragon out. That’s a one of a kind prototype that won’t be flying again. We’re laughing at it now, but it was pretty serious at the time. Here’s some photos that should bring this story into perspective. Enjoy!

Jason Cole



**NWSS**

**Board of Directors**

**President**

Doug Coleman  
dougalert@aol.com  
509-943-5203

**Vice President**

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

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

David Webb  
webbsolution@gmail.com  
604-850-5126

Richard Van Dijk  
richard@alderspur.com  
360-891-2188

Les Grammer  
les\_g@frontier.com  
509-332-7406

Rex Grace  
rexgrace@roadrunner.com  
208-777-8533

Lee Urbaniak  
lee.urbaniak@comcast.net  
509-455-5129

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

**Officers**

Art Boysen, **Secretary**  
Cathybum@aol.com  
509-927-8611

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

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

Les Grammer, **Scorekeeper**  
les\_g@frontier.com  
509-332-7406

Kirby Parker, **Newsletter Production**  
slvrfox@owt.com  
509-375-1587

Richard Van Dijk **Contest**  
**Coordinator**  
richard@alderspur.com  
360-891-2188

Dave Portwood, **Webmaster**  
Portwood@aracnet.com  
503-381-6992

**NWSS Membership Application --- 2011**

**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**

## 2011 NWSS Calendar/Coming Events

**September 16, 2011** Board of Directors meeting before the Tournament at the flying field.

**September 17, 2011** 35<sup>th</sup> Annual NWSS Tournament

**September 17, 2011** Board of Directors meeting reconvened after flying for election of Officers for 2012.

**March 3 or 10, 2012** Board of Directors Meeting at central location.

## 2011 NWSS Contest Schedule

### September

3/4	Farragut, ID	N. Idaho Championships	L. Urbaniak
17/18	Pasco, WA	NWSS Tournament	T. Culmsee

### NW Hand Launch Contests (non-NWSS)

#### September

17	Mission, BC	BC HLG	J. Farlette
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#### October

9	Molalla, OR	PASS HLG	K. Ragsdale
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## 2011 Pacific NW Aerotow Schedule

For questions and/additional information

Contact Art Boysen

Email: [Cathybum@aol.com](mailto:Cathybum@aol.com) Phone: 509-927-8611

Medford Summer Aerotow, Sam's Valley OR, Randy Banta CD Sept 3-5

Buena Aerotow, near Zillah, WA, Wil Byers CD Sept 2-4 (need confirmation)

Skagit Aerotow, Concrete WA, Lynn King CD mid Sept

PASS one-day Aerotow, Hollin Airport, Brooks, OR, Jim Riggle CD Sep 24

Wenatchee Aerotow, Wenatchee WA, Dave Jensen CD Sept 30-Oct 2

PASS one-day Aerotow, Hollin Airport, Brooks, OR, Jim Riggle CD Oct 22

## Ballot for NWSS Directors for the term 2012-2014.

Please vote for any three of the persons noted below and send your ballot to Art Boysen NWSS Secretary. [cathybum@aol.com](mailto:cathybum@aol.com) Phone 509-993-5701 or vote at the tournament.

Lee Urbaniak \_\_\_\_\_

Doug Coleman \_\_\_\_\_

Les Grammer \_\_\_\_\_

Jim Frahm \_\_\_\_\_

# North Idaho Soaring Championships

Inland Empire Quiet Flyers

**Farragut State Park**

**Athol , Idaho**

**September 3, 4 2011**

## 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

1<sup>st</sup> plane \$15 each day

2<sup>nd</sup> plane, \$10 each day

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

## **Other Stuff:**

BBQ at the field available Saturday and Sunday for lunch

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

Camping: Self contained units can park at the upper parking lot at the field

Contact Farragut State Park, 208-683-2425 for camping reservations

Everyone pays the park usage fee of \$5 per day at the park entrance

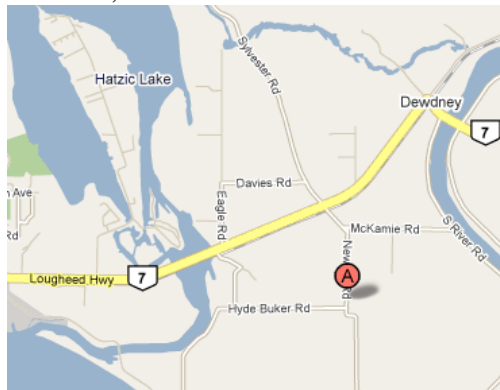
CD-Lee Urbaniak 509-455-5129      lee.urbaniak@comcast.net

## ***Oakalla Hawk 2011 Hand Launch Contest Series***

**Date: Sept 17**

**Anderson's Turf Farm, Mission, B.C**

- Contact: Jason Farlette Phone: (604) 879-4249 Email: jfarlette@hotmail.com
- Format: 1 day contest
- Times: 8:30 am Registration. 9:00 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 maximum per contest - actual amount depends on # of participants
- 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.
- 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

# 35th NWSS TOURNAMENT 2011

September 17<sup>th</sup> & 18<sup>th</sup>

Tri-Cities, Washington

*Presented 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 approx. 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. Four rounds of 10 min. ID, MAN-ON-MAN scoring for 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 three pilots per channel on the 72Mhz band. No limit on 2.4Ghz.

**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](mailto:slvrfox@owt.com)

2304 Snohomish Ave. Richland, WA 99354

**Fun Fly & Check-in:** Friday September 16<sup>th</sup> 2011 at contest site 3:00 PM to 5:00 PM.

**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 17<sup>th</sup> 2011 (gathering around 6pm)

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



## 2-Meter Season Points Standings as of August 23, 2011

Name		Class	Days flown	Days counted	season pts	% of perfect	seas pts avg for all days
Brightbill	Tom	E	8	6	98.41	88.43	90.64
Portwood	David	E	7	6	98.41	95.09	97.04
Pool	Amy	E	2	2	98.00	93.63	98.00
Hood	Jason	C	2	2	92.67	88.33	92.67
Johnson	Dave	E	2	2	91.63	87.40	91.63
Culmsee	Tom	E	8	6	85.62	76.52	78.44
Webb	David	E	1	1	82.23	81.12	82.23
Pugh	Sandie	E	3	3	70.67	70.22	70.67
Mc Vay	Bill	E	4	4	48.90	47.26	48.90
Kirkpatrick	Robin	C	2	2	42.15	40.88	42.15
Kong	Barry	C	2	2	32.82	32.82	32.82
Lorimor	Rodney	C	1	1	20.60	20.30	20.60

## RES Season Points Standings as of August 23, 2011

Name		Class	Days flown	Days counted	season pts	% of perfect	seas pts avg for all days
Van Dijk	Richard	E	12	6	97.06	87.05	89.04
Johnson	Dave	E	2	2	96.15	91.81	96.15
Brightbill	Tom	E	2	2	82.99	79.41	82.99
Hood	Jason	C	1	1	82.14	80.97	82.14
Boysen	Art	E	8	6	81.11	73.50	75.24
Parker	Kirby	E	6	6	80.77	78.09	80.77
Pugh	Jim	E	5	5	79.29	78.29	79.29
Eaton	Ken	C	1	1	79.09	73.07	79.09
Sayers	Sue	C	9	6	77.98	71.19	72.88
Martin	Kevin	E	2	2	72.84	72.08	72.84
Mc Vay	Bill	E	3	3	52.02	51.26	52.02

## Open Season Points Standings as of August 23, 2011

Name		Class	Days flown	Days counted	season pts	% of perfect	seas pts avg for all days
Frahm	Jim	E	15	8	99.96	94.18	96.84
Webb	David	E	2	2	99.49	98.52	99.49
Coleman	Doug	E	15	8	98.53	92.57	95.35
Portwood	David	E	6	6	96.00	94.96	96.00
Johnson	Dave	E	10	8	95.65	92.75	94.07
Brightbill	Tom	E	6	6	95.36	93.63	95.36
Cassidy	Duane	E	9	8	94.31	89.44	92.85
Pugh	Jim	E	4	4	93.88	92.41	93.88
Grammer	Les	E	8	8	93.37	90.81	93.37
Pugh	Sandie	E	5	5	92.14	91.00	92.14
Burke	John	E	6	6	91.92	89.91	91.92
Headrick	Curtis	E	9	8	91.28	84.41	87.69
Adams	Steve	E	11	8	90.95	83.50	86.61
Culmsee	Tom	E	8	8	90.74	89.34	90.74
Van Dijk	Richard	E	10	8	90.64	86.63	88.19
Urbaniak	Lee	E	9	8	88.15	82.53	85.05
Stewart	Don	C	9	8	84.49	79.88	83.04
Buchanan	Doug	E	2	2	81.96	79.24	81.96
Bumgarner	Bruce	E	3	3	76.85	72.89	76.85
Grace	Rex	C	4	4	75.99	74.93	75.99
Turner	Ron	E	2	2	74.13	74.13	74.13
Sayers	Sue	C	1	1	72.89	71.80	72.89
Boysen	Art	E	2	2	69.51	67.57	69.51
Campbell	Joe	C	4	4	67.43	65.68	67.43
Kirkpatrick	Robin	C	2	2	62.89	60.45	62.89
Parker	Kirby	E	2	2	57.47	51.99	57.47
Kong	Barry	C	1	1	48.52	48.53	48.52

