

Hot Air



Message from the President

August 2017

Multi-rotors have dominated the hobby and the news for quite a while now. A number of our members have gotten involved and fly them either on the sticks or FPV (First Person View). Bob Okita and Matt Dydo have brought their scratch built versions to recent meetings. Cool stuff indeed.

Larry Wasan has a hangar full of quads and will be bringing them to the August meeting this Wednesday for "show-and-tell". Larry flies a number of high end DJI quads including the Phantom 4, Mavic and Spark. Larry will be happy to answer any questions you may have.

The members in attendance voted to reduce the fee for flying at Entradero Park to \$50.00 for the remainder of 2017. Get the word out and enjoy the field. It is a great flying venue. The field schedule for August is open. New events can be added by the Refinery or West Torrance Little League at any time, so be flexible if you come to the field and find it in use.

New activities are most likely to be scheduled on the weekends. If I get word of new scheduled events, I will get a notice out to the membership. Please contact a club officer if there are any issues with gate or field access. Remember that only club officers can distribute the combinations to club members.

There will not be a Fun-Fly at Entradero Park in the month of August. However, this month's Fun Fly at Del Cerro will be held Saturday, August 5th. Guys usually start arriving between 12:00 and 1:00. The long range forecast is for clear skies and southwest winds to 11 mph. Charge up your batteries and head to the hill this coming Saturday.

Hopefully, the tropical air that has been pushing all

of the humidity into the area will clear out soon. Retrieving planes off the front of the hill has been brutal recently. Be careful if you venture over the fence. Take your time and don't overheat.

The A.M.A. event listing this month has some great activities scheduled for August. The F3F national Team selection event is scheduled for August 18th thru the 20th right here in San Pedro. Check the details below.

Get the word out about Larry bringing his quads to the meeting this Wednesday. I look forward to seeing you at the meeting or at one of the fields.

All the best,
Jeff

Next Meeting

**Wednesday, 8/2
La Romeria Park
7:30 pm**

Upcoming Fun-Flys

Del Cerro	August 5th
Entradero	None



Post-It Notes From The Edge (Part II) - Steve Krantz

Part II of a series of excellent notes from Steve Krantz, describing his recent F3F adventures.

-Editor

Feeding the Beast

(White Point, June 2016)

Sometimes the conditions under which F3F races are held are referred to as “stout”, which is a euphemism for gale force winds. At these contests, the cost of failure is so steep that even a committed racer has to step back and consider whether he really wants to compete or just go home with his rig in one piece. It goes without saying that no matter how extreme the conditions get, slope races aren’t cancelled unless there’s a clear and present danger to life and limb. In other words, if there’s lift, it’s on.

So it was that I found myself at White Point for the June SoCal Slope Racing contest gazing out at the endless white caps adorning the Pacific Ocean, enjoying the cool sea breeze on an otherwise sweltering day and trying to assess what the level of risk would be today. Normally White Point is a



Textbook launch! Note the curving wind lines on the ocean - typical at Fermin.

fairly benign spot but today it was blowing a solid 20 mph at 11am, promising a booming day that would challenge even the best flyers, with serious consequences for the slightest misjudgment. Coupled with WP’s usual tendency towards cross

slope winds later in the day, it was clear that this slope was turning into a beast. I didn’t even want to consider what the landing zone (LZ) would be like with this much wind.



71-year-old "wild" Bill Del Hagen racing at White Point after setting an F3F speed record at Torrey Pines earlier in the year!

There’s over an acre of flat, lush, green grass to land on, but as the wind picks up the rotors in the LZ get unpredictable and downright violent. But I had flown here a fair amount so I thought I knew what to expect and I that could probably handle the landings okay.

After getting through the pilot’s meeting, the start lottery was completed and action commenced without delay. I watched the first runs with interest as I waited to fly and spent some time with a nervous F3F rookie who had never flown here before, explaining the best landing options and reassuring him that as a Fermin regular he was going to do just fine. I would later come to regret my casual words of encouragement.

Soon enough, the CD was yelling my name and I got into position to launch. Standing at the cliff edge I immediately noticed that the wind was rapidly shifting to the right and stiffening. It was clear that in the short time between the pilot’s meeting and my first flight, White Point was well on its way to transforming into a monster. It was difficult to hear



anyone over the howling wind, so I just nodded at my launcher who then released my plane into harm's way. My round went by in a flash and I scored a solid time that put me right in middle of the pack. The landing was solid as well and I collected my plane feeling like it was gonna be a fun day at WP even if the conditions were a bit stout for my liking.



Brandon Monte getting into position to launch Dave Olsen's Freestyler 5 at White Point.

I decided to add some more ballast and while fiddling with all the various plane parts, I saw the rookie being led to the cliff edge for his first flight at WP. He was under the supervision of an experienced competitor so I turned my attention back to ballast fiddling. With his first run completed, I watched as he was guided back to the landing position. Since he was already in good hands, I decided to merely observe as his handler talked him through his first landing. Following instructions, he turned downwind and lined up for a counterclockwise landing approach. I was puzzled that his tutor chose this approach for a first timer considering the unfavorable wind direction and the need to thread his plane between several palm trees lining the southern edge of the LZ. As his shiny new 3 meter glider came rocketing overhead pointed roughly towards Long Beach, his mentor remained silent in spite of the fact that our clueless rookie was now so far downwind that he'd be lucky to land it in the same zip code, let alone on the field.

I couldn't contain myself any longer.
 "Turn, turn, bring it back!"

My outburst caught the attention of others who immediately stopped whatever they were doing to watch the drama unfold. The rookie was now in a real pickle. Not only was his bird too far downwind and fighting a 25 mph headwind, he would have to clear the 8-ft tall chain link fence surrounding the LZ, in addition to the palm trees. Now everyone got into the advice-giving business and our rookie was blasted with a dozen conflicting suggestions on how to save his plane.

"Get those flaps up now!
 "Come on - you're gonna make it!"
 "You'll never make it, just dump it on the ground!"

Sadly, he never had a chance to get it down in one piece. He gamely tried to stretch his glide and make the field but needed an extra 18 inches of altitude to clear the fence. With a sickening crack the big glider hit the chain link fence and was ejected backwards tail first onto the unforgiving ground. The damage was extensive and the cuss-fest that ensued would have made a sailor blush.



...and a perfect start!

As if to emphasize the merciless beat-down that White Point had in store for us, the wind actually picked up with gusts exceeding 35 mph and the direction oscillating in excess of 60 degrees from minute to minute. I approached my next round with dread.

Beach chairs were tumbling across the LZ as I struggled to navigate to the cliff edge with a transmitter in one hand and a wildly thrashing 3



meter plane in the other. I now noticed at least one person wearing goggles and others leaning into the gale to avoid being blown over. I was further alarmed to see a couple of racers hurriedly disassembling their planes and packing them away, obviously not keen on risking their destruction under the circumstances. Conditions had officially gone from stout to apocalyptic.

With difficulty, I was able to hand my plane off to a reluctant launcher and get into position. All communication was by now reduced to hand gestures and head nods as I fought to maintain my precarious balance at the cliff edge. Windblown sand blasted me as I tried to communicate with the CD that I was ready to go, but without lip-reading skills we could only guess what each other was saying. Trusting that a launch would be an obvious signal to start the timing system, I turned to my launcher just in time to see his hat ripped from his head as he released my plane into the maelstrom.



Ron Vann from Northern California sampling So. Cal. slope racing at its finest!

The heavily ballasted plane rocketed straight up like a leaf in a dust devil and it was only with difficulty that I was able to get it back out in front of the slope. Any pretense of maneuvering for the start was quickly abandoned in favor of a white knuckled upwind slog to get off course and begin my round. The turbulence was mind bending as my plane bounced wildly up, then down 20 ft in the span of seconds. Somehow I made it through the round alternating between ripping downwind and clawing back upwind with the plane mostly below the cliff

edge. Through dumb luck I was able to navigate the wicked rotors and land in spite of the wings flicking vertical within 10ft of the ground. I was never happier to see my plane sitting safely on the grass. I prudently joined the other quitters and stowed my gear safely away, content to be a spectator for the rest of the day.

Meanwhile, back on the field of battle, planes rained from the sky.

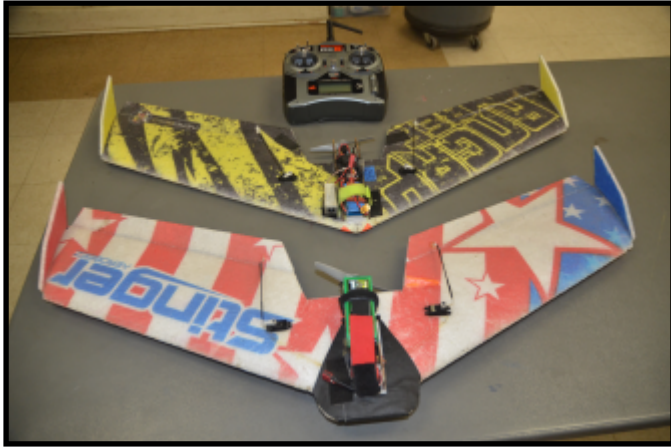
The floodgates of destruction had been opened and what followed was a painful demonstration of the fragility of carbon fiber when pitted against the unyielding earth. Grim faced competitors stalked back to the pits with armloads of plane parts after unsuccessful landing attempts and recovery teams were sent to the base of the cliff to clean up crash debris. One veteran racer expended his entire arsenal of planes and was ultimately left with only a pile of bits that were unrecognizable as the highly-engineered works of art from just a short time before. The final tally was 7 planes damaged or destroyed. There was presumably a contest winner and a handful of survivors but I didn't even bother to check the results. I felt incredibly lucky to go home with zero damaged planes.

Part III of Steve's adventures will appear next month.

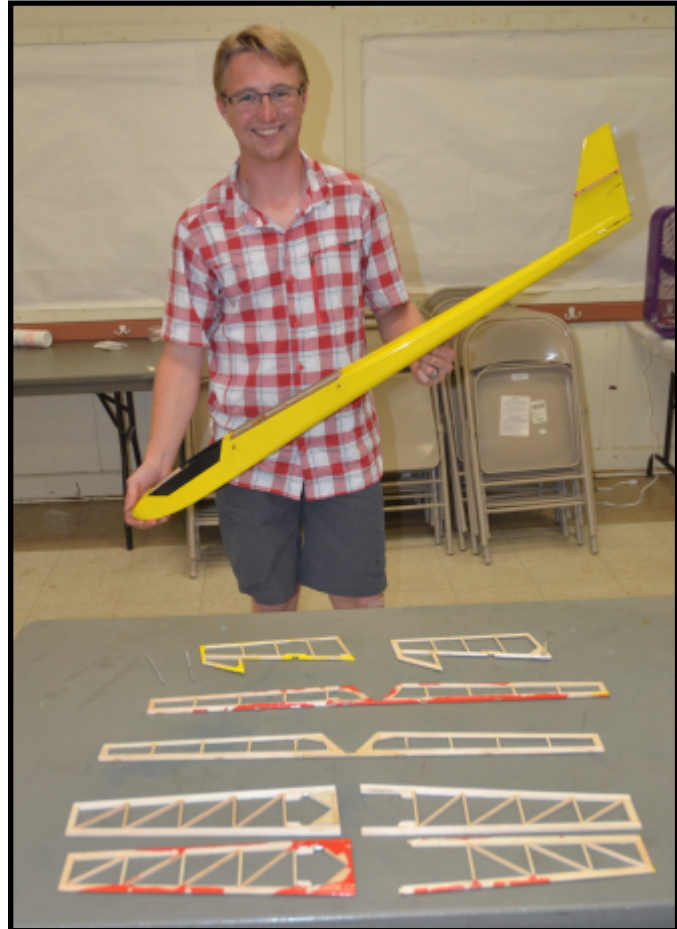
-Editor



From the July Club Meeting...



Bob Okita brought a couple of mini-wings, outfitted with FPV gear, and some micro-quads. It's always cool to see what Bob's been cooking up...



Will Lehmer is re-building his Dad's Thermic



*Come on out to a club meeting.
 You never know what interesting items will turn up.
 This month, it will be Larry Wasan and his high-end quads!*



August Modeling Meets in California

8/5/2017 - 8/6/2017 -- Chula Vista, CA (AA) CHULA VISTA PATTERN CLASSIC. Site: Club Field. William Wallace CD PH: 951-246-2061 Email: bandagbilly@yahoo.com. Sanction #17/1558. Events; 401-404, 406 (JSO). FAI Silver will be flown. Lunch to be provided. \$5. Awards to 3rd place. \$40 for all classes but sportsman \$30. Camping available, no hook ups. Pilot meeting at 8am, wheels up at 9am. Sponsor: CHULA VISTA MODEL & RC CLUB

8/12/2017 -- El Monte, CA (C) SGVRCL POKER FUN FLY. Site: Whittier Narrows. Paul Timpano CD PH: 562.631-8936 Email: rpmtimpano@verizon.net. Visit: sgvrcl.org. Sanction #17/1557. Open to all flyers and spectators. Trophies to the best high & low hand. Pilots raffle. Lunch will be available. Entry fee \$15 donation. All money collected will be donated to the AMA Foundation. Where else can you play cards and fly at the same time. Sponsor: SAN GABRIEL VALLEY RC LEAGUE INC

8/12/2017 -- Lake Balboa, CA (C) NATIONAL AVIATION DAY FUN FLY. Site: Apollo Xi Field. Gregory Fullington CD PH: 818-631-8347 Email: jetdriver9@gmail.com. Sanction #17/1631. Sponsor: SAN FERNANDO VALLEY RC FLYERS, INC

8/12/2017 - 8/13/2017 -- Oakdale, CA (AA) OAKDALE IMAC. Site: Rc Flyers Unlimited. Joseph Derenzi CD PH: 650.583-6410 Email: imacflyer@aol.com. Visit: rcflyersunlimited.com. Sanction #17/790. Events; 411-415 (JSO).

8/17/2017 - 8/20/2017 -- Klamath Glen, CA (C) FUN FLY. Site: Mcbeth Field. Harold Mcchesney CD PH: 707-465-6257 Email: h_mcchesney@charter.net. Sanction #17/1162. Sponsor: REDWOOD EMPIRE MODELERS ASSN

8/18/2017 - 8/20/2017 -- San Pedro, CA (FAI Team Selection) 2018 F3F US TEAM SELECTION EVENT. Site: 807 W Paseo Del Mar. Sheldon Smith CD PH: 585.329.0907 Email: shldnsmth@gmail.com. Visit: rcgroups.com. Sanction #17/1742. Location: Point Fermin. Events; 455 (O). US Team selection for the 2018 F3F World Championships that will be held in Rugen, Germany in October of 2018. Refer to RCG websited listed for details. Sponsor: SOUTHERN CA. SLOPE RACERS

8/18/2017 - 8/20/2017 -- San Pedro, CA (FAI Team Selection) 2018 F3F US TEAM SELECTION EVENT. Site: 1601 W Paseo Del Mar. Sheldon Smith CD PH: 585.329.0907 Email: shldnsmth@gmail.com. Sanction #17/1776. Location: White Point . Events; 455 (O). US Team selection for the 2018 F3F World Championships that will be held in Rugen, Germany in October of 2018. Refer to RCG websited listed for details. Sponsor: SOUTHERN CA. SLOPE RACERS

8/19/2017 -- Chualar, CA (C) PYLON RACES T-34, EF1, UNLIMITED 46 WARBIRD. Site: Salinas Area Modelers Field. Dennis Stanley CD PH: 831-422-3474 Email: jsdenny@razzolink.com. Visit: salinasareamodelers.org. Sanction #17/1681. T-34, EF1, and unlimited 46 Warbirds. Two pole. One day Saturday only. Dry camping on site. BBQ lunch available on race day. Sponsor: SALINAS AREA MODELERS

8/19/2017 - 8/20/2017 -- South El Monte, CA (AA) SIR DALE KIRN MEMORIAL KNIGHTS JOUST. Site: Whittier Narrows Regional Park. Joe Brownlee CD PH: 714-895-1857 Email: jallenbrownlee@gmail.com. Sanction #17/1379. Events; 319-321, 324-326, 329, 331, 340-342, 509, 521, 526-529 (JSO). Control line stunt intermediate, advanced, and expert. Beginner class to be noncompetitive. Control line Navy Carrier all classes record ratio. Control line scale all classes invited.



August Modeling Meets in California (cont.)

Control line combat F2D and 80mph. Sponsor: KNIGHTS OF THE ROUND CIRCLE

8/20/2017 -- Fallbrook, CA (A) MARAINIA TURKEY SHOOT. Site: Johnson Field. Darrell Albert CD PH: 760-741-2505 Email: dalbert779@aol.com. Sanction #17/942. Events; 755, 760 (JSO). Sponsor: PALOMAR RC FLYERS

8/26/2017 - 8/27/2017 -- Davis, CA (AA) 20TH ANNUAL TED GOYET MEMORIAL CONTEST. Site: Woodland Davis Aeromodelers. Walter Ghio CD PH: 209-478-8225 Email: flbwalt@comcast.net. Sanction #17/1833. Events; 323-326 (JSO). Sponsor: WOODLAND/DAVIS AEROMODELERS

8/26/2017 - 8/27/2017 -- Oakdale, CA (A) OAKDALE RCFU Q500 AND EF1 PYLON RACE. Site: Oakdale Rc Flyers Unlimited. Dan Peterson CD PH: 209-338-7345 Email: petersondan@hotmail.com. Visit: reflyersunlimited.com. Sanction #17/1590. Events; 424, 426 (O). 3 Pole Q500 and EF1 racing. Two one day events. Dry camping at the field permitted. Please pay campground fee at the Woodward Reservoir campground. For more info contact Joe DeLateur at joe.delateur@gmail.com. Sponsor: RC FLYERS UNLIMITED INC

8/26/2017 - 8/27/2017 -- Union City, CA (C) WALDO PEPPERS FLYING CIRCUS. Site: Lou Haynie Memorial Field. Jeffrey Whitney CD PH: 510/537-0141 Email: jeff.whitney@sbcglobal.net. Visit: sacrc.org. Sanction #17/987. WWI and Golden Age fly in. Gas, glow, and electric ok. 2 Pylon time trail racing, balloon bust. Saturday night BBQ at the field, all proceeds go to support the Viola Blythe fund. Sponsor: SO ALA CNTY RADIO CONTROLLERS INC