

Hot Air



Message from the President

July 2017

Hope everyone had a safe and enjoyable Fourth of July. The June gloom looks like it will take a break and give us clear skies for the fireworks and into the weekend. Time to get out and enjoy some flying at our fields.

There are some significant changes at the Entradero field. Please read this section carefully, as combinations for the fields are changing and I will lay out the schedule for July and August as it is currently known. For those of us flying off the Senior Field, access to the park and field were interrupted this month for several reasons.

Due to a weed infestation in the infield grass and an overly aggressive attempt to control the problem, the grass died and the sod was replaced. The field was not available for a few days and heavy watering continues. The field is available but may be wet. Try to avoid walking on the wet clay and the new sod as much as possible. However, do not hesitate to use the field when it is available.

The Senior Field combinations have changed. Furthermore, Little League changed the combination on the south entrance to the park (Hallison street) without letting anyone know. The City has been pushing for the change, due to the large number of people who have the combination. It would have been nice if they had told us. Regardless, as of Wednesday morning, PSF will have our own lock on the south gate. The north gate combination will also change. *Please contact a club officer for the new combinations. Remember that only club officers can distribute the combinations to club members.*

In previous years, there have been summer baseball camps at Entradero Park. These camps usually ran

for six weeks. This year, camps are only scheduled for three weeks in July and will run from 9:00 AM until noon. Camp instructors will be at the field from about 8:30 until 12:30. This will be a great improvement for us, in that August will be available for flying. Here are the dates for the baseball camp on the Senior Field.

Next Meeting

**Wednesday, 7/5
La Romeria Park
7:30 pm**

1. July 10th – 14th
2. July 17th – 21st
3. July 24th – 28th

Due to the new sod on the field, some of these dates may get cancelled. Nothing is currently scheduled on the weekends, to allow the grass to take root. Needless to say, we have a lot of flying opportunities over the next two months, compared to past summers.

There will not be a Fun-Fly at Entradero Park in the month of June. This month's Del Cerro Fun Fly will be held Saturday, July 8th. Guys usually start arriving between 12:00 and 1:00. The long range forecast is for clear skies and West winds to 11 mph. West winds are generally un-flyable at Del Cerro.

Keep an eye on the forecasts. The hill is really drying out. Be careful and avoid the front of the hill if you can.

Upcoming Fun-Flys

**Del Cerro
Entradero
July 8th
None**

If you've not already done so, please submit your paperwork to renew your PSF membership with Don. Don has been proactive in developing membership applications for current members. We should have Entradero sign-up packages at the monthly meeting.

Get out and fly. I hope to see you at the meeting or at one of the fields.

All the best,
-Jeff



From Jerry's Bench...

Here are a few pictures from my nostalgia trip back into the mid-70's. I had a Dirty Birdy back then and always remembered how well it and a Kaos flew, so I found some plans for this follow-on to those planes (all by Joe Bridi) and finally got it built after about two years. It's called a UFO.

The plane is all balsa and ply with a fiberglass and KlassKote epoxy paint finish. It has retractable gear and a special K&B 61 engine built for me by Clarence Lee who designed many of the original Johnson and K&B engines. He added what are called Perry ports to increase power by about 10 or 15%. It weighs 8.3 pounds, which is about a 1/4 pound less than the stated weight of the prototype. I used mostly contest grade balsa and put myself on a lean plywood diet,

which is hard to do when you're trained as a structural engineer.

Joe and I went out to Van Nuys (Apollo Field) early last Sunday and I flew it while suffering a severe case of 'Jelly Leg'. All went well except the nose gear didn't lock when I lowered the gear (didn't know it until the nose gear touched the runway) and I scraped the spinner a little bit. The same thing happened on the second flight. I've since corrected that problem and hope to fly it again soon. It flew well right off the bench with only a few clicks of down trim. It seems fast but I've not opened it up yet.

-Jerry





Post-It Notes From The Edge - Steve Krantz

Instead of the usual recap of my F3F slope racing misadventures for the 2016 season, I thought I would just share a few moments in the year that struck me as exceptionally noteworthy. These are not necessarily the high points of the season as you will see but more like illuminating moments that illustrate some of the challenges of contest flying in general and slope racing in particular.

These true adventure tales are probably best enjoyed while relaxing with your favorite beverage in a comfortable chair. However, if you want a more authentic experience, just go to one of the spots mentioned below on a blustery day and fly. Enjoy.

-Steve

Gorillas in the Mist

(Point Fermin, April 2016)

I look over at my launcher standing at the edge of the 180 foot cliff at Point Fermin. He's waiting to launch my plane during the 2nd race on the SCSR 2016 calendar. He has a scowl on his face that is far from reassuring. As I follow his gaze I realize he's looking intently at a massive fogbank out over the ocean that is quickly rolling towards us.

"Dude, you've got about 5 minutes before that thing gets here"

I'm nervous about the weather, which has been sketchy all morning, with low clouds and mist blowing through, obscuring planes during the arduous landing process which is unique to Fermin. In a typical 10 round contest at Fermin, the landing process requires each competitor to hike approximately 2000 yds and ascend / descend approximately 2000 ft. Half of this distance is walked while flying a 3 meter sailplane. Performing this feat in poor visibility is not for the faint of heart.

If I launch immediately, I should have just enough time to fly the round and land but it's going to be close. If his estimate is optimistic by even one

minute I'll be completely hosed. I look over at the CD, hoping that he's willing to pause the action until after the worst of the fog blows through. No luck. He's standing with his hands on his hips, glaring at me. Nobody seems very happy at the moment and any hope for sympathy from the CD is a pipe dream.

"Come on man. Launch now or take a DNS for the round"



My F3F plane relaxing during a fog break at Point Fermin

I glance back at my launcher for some support and he responds with the slightest of head shakes. His expression pleading "Don't do it"

"Gimme a DNS! I'm not launching into this S@#%"

As soon as I say it I regret it. I'm digging a pretty deep hole for myself and it's only the second contest of the new season. As I turn to go back to the pits I see my launcher has already vaulted the wall separating the cliff from the spectator area and split the scene.

"Ian, you're up! Get over here"

The next competitor and his launcher eagerly take my place and hurl his plane into the rapidly deteriorating conditions. As I make my way back to my little patch of grass, tendrils of thick mist race



above the cliff edge enveloping Ian's plane at the tops of his pumps as he maneuvers for the start of his round. "How do they even fly in this @#^%" I think to myself, feeling like the weakest link in the F3F food chain.

A couple of fellow racers stop by to express support for my decision. "You made the right call. I'm not launching into this crap either" I'm stowing my transmitter when I hear the first cries of alarm.

"@#%&! I can't see it!"

"Where is it?"

"It's.....gone!"

Several fast thinkers run for cover while I look up to where Ian's plane should've been as he ended his run and see nothing but billowing murkiness. There's a plane somewhere up there lurking unseen through the mist. Ian hits the flaps and against all odds reacquires his plane as it comes looming out of the fog, but he's trapped. The only place with enough visibility to maneuver is right on the cliff edge and with the ceiling 10 feet above his head he can't gain enough altitude to fly across the busy road and land. Back and forth the sinister shape weaves like a shark searching for prey, momentarily disappearing at each corner of the circuit as Ian struggles to keep his plane in sight.

"Do you guys see any breaks in the fog out there? I can't keep doing this much longer"

A couple of guys jump the wall and rush to Ian's side in case he needs to handoff the TX for a break.

"You can do it man. It's just back and forth, nice and easy."

It's torture watching and imagining myself in this awful predicament. The minutes slowly pass by seeming like hours. If anything, the conditions are worsening, as some in the crowd strain to see a break in the gloom. Then suddenly there's a shout.

"I see a break coming up!"

Like a Hollywood special effect, there is an ethereal brightening in the sky and magically the fog

dissipates just enough to allow him to gain 30 feet of altitude and make a dash across the road to land PSS style in safety. With this drama concluded, the fog promptly closes in again shutting down the proceedings for the next 2 hours.



Fog shuts down the action at Point Fermin

After the enforced weather break, the sun comes out and the action resumes with a freshening breeze dictating constant re-ballasting between rounds and times dropping into the mid-30 second range. I am struggling to keep up with the pace, both on the race course and off. Everyone is a blur of activity either working a base, working the timing system, ballasting, flying or landing.

Mercifully, this long day concludes with me finishing in the middle of the pack and adding some more points to my season total.

***This is just the first of Steve's "Notes".
Stay tuned for others next month!***



From a Recent Club Meeting

A member (Ryan Hermosura?) brought the new [DJI Mavic Pro Quad](#) to the meeting for show and tell. The quad is small and can be completely disassembled for carrying in a small pack. Pretty cool and a very capable quad for the size.



*Come on out to a club meeting.
You never know what interesting items will turn up :-)*



July Modeling Meets in California

7/8/2017 - 7/9/2017 -- Davis, CA (A) WOODLAND/DAVIS PATTERN SPECTACULAR. Site: Woodland/Davis Aeromodelers. Lawrence Tougas CD PH: 707-480-2053 Email: ama.district10@gmail.com. Sanction #17/1684. Events; 401-404, 406 (JSO). Please join us for the 4th Annual WDA Pattern Spectacular. Pilots meeting at 7:45am and wheels up at 8am both days. Sponsor: WOODLAND/DAVIS AEROMODELERS

7/8/2017 -- Lake Balboa, CA (C) FUN FLY SWAP MEET. Site: Apollo XI Field. Gregory Fullington CD PH: 818-631-8347 Email: jetdriver9@gmail.com. Visit: valleyflyers.club.com. Sanction #17/1627 Sponsor: SAN FERNANDO VALLEY RC FLYERS, INC

7/8/2017 -- Lancaster, CA (C) SUMMER HEAT CLASSIC PATTERN CONTEST. Site: AVTI Field. Robert Fish CD PH: 805.338.0200 Email: akmotov@pacbell.net. Visit: avti.org. Sanction #17/1001. All CPA classes will be offered. Pilots meeting at 8am. Rain date July 9th. Contact CD. Sponsor: ANTELOPE VALLEY TAILWINDS INC

7/8/2017 -- Truckee, CA (D) TRUCKEE TAHOE AIRSHOW AND FAMILY FESTIVAL. Site: Truckee Tahoe Airport. Lanny Shorts CD PH: 530/587-2518 Email: ldshorts@att.net. Sanction #17/1646. Sponsor: RENO RC CLUB

7/14/2017 - 7/16/2017 -- San Diego, CA (C) CHOLLAS CHOPPERS FUN FLY. Site: Chollas Park Rc Flyers. Don Petsche CD PH: 619.271.7858 Email: petsch3471@aol.com. Visit: chollasparkrcflyers.com. Sanction #17/1597. Join us for a 3 day helicopter fun fly. Sponsor: CHOLLAS PARK R/C FLYERS

7/15/2017 -- Union City, CA (C) WARBIRDS BY THE BAY. Site: Lou Haynie Memorial Field. Jeffrey Whitney CD PH: 510/537-0141 Email: jeff.whitney@sbcglobal.net. Visit: sacrc.org. Sanction #17/986. All era Warbird fly in, no turbines, limited fly over. Gas and Nitro ok. Proceeds go to support the Viola Blythe fund. Sponsor: SO ALA CNTY RADIO CONTROLLERS INC

7/16/2017 -- Encino Van Nuys, CA (C) MAY MEET I/C B. Site: Woodley Park. Steve Schiff CD PH: 805.526.7924 Email: rovr@aol.com. Sanction #17/1380. Sponsor: VALLEY CIRCLE BURNERS

7/16/2017 -- Riverside, CA (A) SC-2 AT ISS 2017 "LOOKING FOR LIFT" THE SC-2 CHAMP. Site: Ayson Region 47 Soccer Facilit. Michael Lee CD PH: 909-792-8424 Email: mlee8249@msn.com. Visit: sc2soaring.com. Sanction #17/1556. Events; 444, 460 (JSO). Fabulous grass field of the AYSO region 47 soccer facility. Awards in accordance with SC-2 rules.

7/22/2017 -- Lake Balboa, CA (A) ALL SCALE EVENT. Site: Apollo Xi Field. Gregory Fullington CD PH: 818-631-8347 Email: jetdriver9@gmail.com. Visit: valleyflyers.club.com. Sanction #17/1628 Sponsor: SAN FERNANDO VALLEY RC FLYERS, INC

7/27/2017 - 7/30/2017 -- Santa Maria, CA (C) 5TH ANNUAL CENTRAL COAST GIANT SCALE FLY IN. Site: Elk'S Unocal Event Center. Charles Barnes CD PH: 805/928-8807 Email: cdbarnes10@comcast.net. Visit: trivalleyrcmodelers.com. Sanction #17/306. Giant scale only (80in Mono, 60in Bi) until 5pm. Open flying after. Jets, night \$ 3D ok. Landing fee \$25 (includes parking, lunch on Sat. and pilots raffle). Dry camping \$10 per night. 500x50ft paved runway, canopy, power available in pits. Tri-tip BBQ Sat. Sponsor: TRI VALLEY RC MODELERS