

Hot Air



Message from the President

June 2013

There was discussion at last month's meeting regarding the proposed upgrade to the water treatment capabilities at Entradero Park. The plan is to deepen the holding area and landscape the park, improving the perimeter hiking trail. Most of the earth will be used to build water retention berms, with the excess being placed in the outfield of the field from which we fly to raise the level. This plan has been on the books for several of the Torrance sumps for several years, with both federal and city funds being used to pay for the work. The work is in response to a requirement for all coastal cities to provide first stage treatment of storm drain runoff.

June 24 - 28	Session 1
July 8 - 12	Session 2
July 15 - 19	Session 3
July 22 - 26	Session 4
July 29 - August 2	Session 5

(9:00 AM to 3:00 PM, Monday through Friday)

Next Meeting
Wednesday,
June 5th
7:30 pm
La Romeria Park
19501 Inglewood Ave

The little League season concludes their play-off games the first week of June. However, there will still be limited practices on the fields, mostly on weekday evenings for the players who made all-stars. I'll let you know more with regard to the baseball and water treatment upgrades at Entradero as I learn more.

Although proposed a handful of years ago, the modifications have obviously never occurred. The rumor is that the work will begin this summer. I say rumor because I have not been able to confirm the schedule with the City. I'll let you know when I know something definitive. I have a feeling that the schedule has moved again since the Tom Hick's Baseball Camp is scheduled for the latter part of the summer. This is the training program that occurs every year that interferes with flying in July and August.

There is a regular group of glider fliers at Bluff Cove on Sunday afternoons when conditions are right. This is a great place to fly with an extremely large lift area, due to the shape of the cliff. The landing strategy used to be: Just place it in the closest bush. Since the removal of the houses that were in imminent danger of falling into the ocean and the building of the retention wall to stabilize the road, the landing area is now a reasonable dirt and weed surface similar to Del Cerro. Give it a try sometime.

Upcoming Fun-Flys
Del Cerro **June 8th**
Entradero **June 28th**

Here are the dates for the Tom Hick's program for this Summer (Note that the week of July 4th is open):

See you at the next meeting or at one of the fields.

- Jeff



Thermal Flying at Del Cerro

Del Cerro is a popular slope flying site and most days around noon there is generally some form of slope lift that is flyable until later in the afternoon when the wind typically starts moving north. When this happens, most slopers pack up and go home, since even though there may be plenty of wind, there isn't a lot of lift. If you came to slope fly, your day is done.

But what if you still want to fly? What if you had another way of keeping your plane in the air? If you wanted to start flying in the mid-morning right through the late afternoon on most days it's possible to do exactly that at Del Cerro! But how? One word, thermals.

Never flew thermals? Not a problem, since at some point during each day there is usually thermal and slope lift at DC simultaneously. If you already know how to fly in slope lift, you can learn to thermal fly without much fear of landing out, or more correctly landing down - as in down a steep trail to retrieve your rig when the lift turns to sink. In fact, the easiest place to learn to thermal is DC, but since this is a closely guarded secret, don't tell anyone! Honestly, with no complicated launching hardware to deal with and a built in safety net of slope lift right in front of you, it's ideal.

Thermal Fishing

The slope to thermal flying transition is pretty simple. Use the slope lift to get your glider up high then point it straight out at the Pacific ocean, trim it to fly straight-and-level and take your thumbs off the sticks. I don't mean you can set the transmitter down and take a coffee break - just want to make sure you're not tricking yourself into thinking you're in lift when you're actually just moving your thumbs.

So far so good - now comes the tricky part - watching your plane for changes in attitude or altitude. Sometimes a gust will bounce your

plane up but sometimes it's a thermal. The good news here is that at DC, the thermals blow downwind until they hit the slope, then they come straight up and over. This allows you to stay close to safety (slope lift) while you hone your thermaling skills. When your plane "signals" lift it will usually be in the form of the nose or a wingtip pitching up. When this happens, it's time to roll the dice and see if you're in a thermal. If the nose pitches up, just let it fly a bit longer to be certain it's not a gust. If you see your glider continuing to rise, start a nice flat turn to either side and watch for up or down movement. If a wing tip pops up, turn towards that wing tip and start circling. If your plane continues to climb, keep circling. If your plane starts to descend, come back to the slope lift once you are about level with the top of the slope and repeat the process until you hit a thermal.

The Birds

You've seen plenty of crows and hawks flying at DC in the slope lift and out in front of the slope circling in thermals, working their way up to altitude. They are showing you where the thermals are. All you have to do is get some altitude, fly into their lift and start circling. Not many RC experiences are as cool as thermaling with a hawk or two as you climb up to the base of a cloud.

Up and Down

Sometimes even the most experienced pilots find themselves way out there, away from the slope, in bad sink, quickly running out of time and altitude to find some lift. When this happens to you (and it will) the first rule to follow is DO NOT PANIC. Once you start frantically maneuvering around, searching for lift, you will lose a lot of altitude, virtually guaranteeing yourself a hike down to retrieve your plane. Since you know you'll find yourself in this situation at some point, the best thing to



do is have a plan ready to execute in advance. First thing to do when you're way out and sinking fast, is to move away from the sink. The next most important rule is to keep watching to see if your plane signals any lift while flying a course that either brings you closer to slope lift or takes you in the direction of some known thermal activity. If other pilots are in the air, ask them to call out where the lift is.

Anytime your plane waves a wing tip or puts its nose up, start a steady flat turn to see if you're in a thermal. Sometimes catching a piece of several thermals is enough to get you back to the safety of slope lift or keep you in the air until you catch and "core" a strong thermal. It only takes one decent thermal to get your plane back up to a comfortable altitude.

Landing Down and Out

You have executed your flight plan but haven't been able to gain enough altitude. What now? Well, first and foremost keep looking for lift. There is no better feeling than to have your plane sink far down into the valley until you can see its shadow on the ground, only to stumble into a thermal then successfully work it all the way back up and land in the park in front of a suitably-impressed audience. In other words, don't give up!

Assuming you haven't pulled off the save of the century, you're plane is still sinking towards the valley floor and your options are quickly being reduced to landing out. Now it's important to

keep your glider circling above where you want to land and walk down to the fence line at the edge of the slope to ensure a clear line of sight to your plane. The last thing you want to do is wander around and end up with your plane landing in a tree or deep in that super scratchy brush that is so common at Del Cerro. So what to do? Here's a tip: As you're floating down to a landing, keep looking for the shadow of your plane. Once you see this shadow, you're committed to landing out. You'll notice the shadow and your plane will appear to come together the closer you get to the ground, you can use this to gauge your altitude.

What you want do is to land your plane on or as close to one of the hiking trails as possible. One bushwhacking session to retrieve a plane and you'll be motivated to follow this advice. Ideally, you will want to check out the landing area in person before you have to actually put a plane onto it, so plan on taking a hike down the North canyon trail to personally inspect the landing area before you have to actually land there.

Just Fly

Now that you've read what it's like to fly thermals at Del Cerro, all that's left to do is get some stick time and start developing your thermaling skills. It's a lot like fishing in that it takes patience and practice but when you hook a whopper, get ready for a wild ride!

- Steve Kratz



From our Vice President...



Here are some photos from the recent Chino Air Show. Enjoy!

- Jerry





Indoor Flying This Summer with "Simi Indoor Flyers"

*I received the following e-mail from Bob Okita, who in turn received it from Matt Keennon.
I thought it might be of interest to our members. -Ed.*

From: Matt Keennon <keennon@avinc.com>
Date: May 13, 2013 2:09:54 PM PDT
To: Matt Keennon <keennon@avinc.com>

Subject: Indoor Model Flying in Simi, this Saturday

To all- Indoor model flying again at the rec center in Simi Valley, same place as usual, location below. The events are just open flying, no contests, just for fun. Primarily it's R/C models that are flown at these events, but free-flight is welcome too. Invite your friends, just be aware there is limited seating/working space on the bleachers. Please bring current AMA membership card if you wish to fly R/C models.
<http://www.modelaircraft.org/>

"SIMI INDOOR FLYERS" - AMA CHARTER CLUB #4382

INDOOR FLYING EVENT DATES :

June 15th, Saturday Night 7:30PM - 10:00PM
July 20th, Saturday Night 7:30PM - 10:00PM
August 17th, Saturday Night 7:30PM - 10:00PM

The flying schedule :

7:30pm - 8:15pm Only 3D planes OR large planes flying (over 2 oz.) (45 minutes)
8:15pm - 8:30pm Small planes 10 grams to 2 ounces (15 min)
8:30pm - 8:45pm Micro planes under 10 grams (15 min)
8:45pm - 9:00pm Small planes 10 grams to 2 ounces (15 min)
9:00pm - 9:15pm Micro planes under 10 grams, but no ready to fly models (15 min)
9:15pm - 9:30pm Small planes 10 grams to 2 ounces, but no ready to fly models (15 min)
9:30pm - 9:45pm Micro planes under 10 grams, but no ready to fly models (15 min)
9:45pm - 10:00pm Small planes 10 grams to 2 ounces, but no ready to fly models (15 min)

If you need a special time slot for contest practice or test flying, it needs to happen during the 7:30-8:15pm period for large or 3D models. And between 8:15pm and 10:00pm for the small models.

Site Location : Main Gymnasium, Rancho Santa Susana Recreation Center, 5005 Los Angeles Ave, Simi Valley, 93063, at Hidden Ranch Drive, near Stearns Street. (Exit 118 Fwy at Stearns Street, go south around 3 blocks, right on Los Angeles, and then around a half block on the right side at Hidden Ranch Drive.) It's best to come around to the right side of the building to enter, often the front entrance is open only wedding receptions which take place pretty often on the same nights, also it's a shorter walk to the main gym from the side entrance.

I encourage you to call the park and verify the day and time, call weekdays after 1pm, 805-584-4456 and ask them when the model airplane flying is taking place. Sometimes things get messed up in the reservations. It's a pretty nice place to fly electric R/C model airplanes, like slow park flyers or free flight model airplanes such as gliders or rubber powered or appropriate toy airplanes, blimps or helicopters.



Note that we have flying rules. This is to increase personal safety during the event, and also to even out the opportunity for everybody to get a reasonable amount of flying time in, regardless of the type of aircraft being flown.

Please don't fly before the scheduled flying event starts, the people running the gym don't like that, and we need to have a safety person present before flying starts. Please don't go into the gym earlier than 15 minutes before the scheduled flying starts.

Note times and dates change from month to month, it's NOT always the third saturday, this email is the only notification system.

Note we will have a pilot's briefing shortly after the scheduled event start time, to go over rules and regulations, if you come after that please check in with Matt Keennon.

There is no charge to fly or watch. It's a very nice place to bring new or experimental models to test fly for the first time. Everybody is welcome to come and watch if you are interested.

Send me an email if you have any questions.

Thanks.

-Matt Keennon

Treasurer's Report

For the month ending 5/31, the bank accounts remained steady, except for a planned \$100 transfer from the operating account to the raffle fund to keep the fund going through the summer. (Thanks Jerry!) The financial report is not ready as of this Treasurer's report, since we await the bank statements to reconcile the account, but a report will be available in a few days. To save time and paper, I will no longer bring printouts to the meetings because I can just as easily email

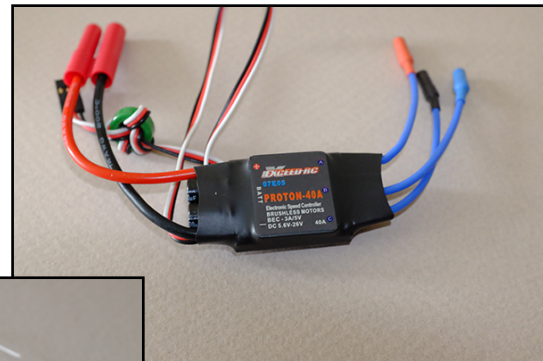
them to any member upon request. Of course, if you would like a printed report, just let me know.

I will unfortunately (and regrettably) miss the 6/5 meeting because of an ice hockey game at 7:40pm that night, but I do hope it's a good one and wish everyone the best for the month of June!

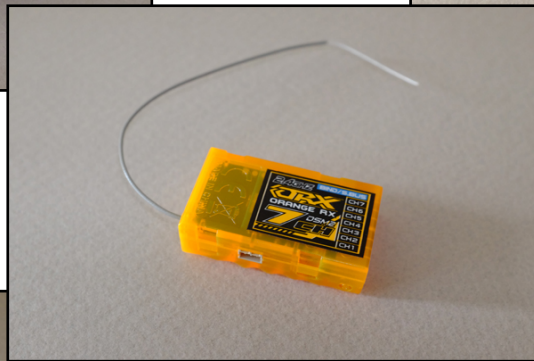
- Mike Lewis



Monthly Raffle!



Once again, we will hold a raffle at the June club meeting.



Come on out and win something cool!



Club Officers and Volunteers for 2013

- President: Jeff Chambers
310-370-0771
- Vice President: Jerry Lake
310-370-6697
- Treasurer: Mike Lewis
310-987-8178
- Secretary: John Spielman
310-378-0951
- Newsletter: Chris Newton
310-347-6806