

Hot Air



Message from the President

October 2014

Paul Anderson passed away in August. Paul was a long time PSF and SULA (Soaring Union of Los Angeles) member. Quite frankly, I cannot remember flying RC and Paul not being part of the group. Paul was a true gentlemen and supporter of our hobby. I do not remember too many PSF meetings where Paul was not in attendance. Pretty good record considering he made it into his 90's. Paul will be greatly missed.

For those of you who attended the A.M.A Expo earlier this year and love scale WW1 aircraft, you most likely spent a fair amount of time at the California Scale Modelers Association booth. They had a wonderful display of quarter scale WW1 aircraft and were promoting their WW1 Fun Fly to be held this month (October). I was planning to attend, but their website states the event has been cancelled. See details at: <http://www.scaleflyers.com>

The earth moving activities appear to be winding down at Entradero Park. The amount of outfield work performed on our field was not as extensive as originally described by the City. Regardless, the field is open for flying and no worse for wear. The outfield fence has not been replaced which makes landing approaches much easier. Take advantage of this while you can. The outfield area is one big

landing strip, although kind of rutted in places. There is very little baseball activity weekdays and weekend mornings at Entradero. This is your opportunity to fly!

The Del Cerro Fun-Fly will be held Saturday, October 4th. Flying will begin between 12:00 and 1:00, or whenever the lift shows up. Grab a glider or two and head up to Del Cerro this weekend.

Next Meeting

**Wednesday,
October 1st**

**La Romeria Park
7:30pm**

The Entradero monthly Electric Fun-Fly will be held Saturday, October 18th. Attendance at both of these events has fallen off over the past year. Any suggestions for getting the troops out to these activities? Contact a club officer or come to the meeting and let us know your ideas.

As I've stated before, the club Newsletter and meeting are your forum to let the membership know what projects you are working on or to provide insight into the different aspects of our hobby that you have experience with. Please don't hesitate to submit an article or photographs to the Newsletter. Likewise, bring your latest project to the monthly meeting and share it with everyone in attendance.

Enjoy the flying sites and fly safe,

-Jeff

Upcoming Fun-Flys

**Del Cerro October 4th
Entradero October 18th**



From The Editor - Soaring Full-Scale!

In the August newsletter, I described my latest flying adventures in full-scale gliders. At that time, I was carefully preparing for my first flights in a new (to me) high performance sailplane. Now I'm happy to report that I have, indeed, successfully managed to fly this bird and thought I'd update you on my early adventures.

The sailplane I'm flying is a Schweizer SGS 1-35. The Schweizer name has been synonymous with soaring in America since it's earliest days. Brothers Paul, William and Ernest founded the aircraft company back in the 1930s and built some of the most popular gliders well into the 1980s.

The SGS 1-35 is the high-performance model in the Schweizer line. Rated with a glide ratio of 38 to 1, it was designed and built in the 1970s for world-class competition. Constructed of aluminum (as are all Schweizers), the 1-35 was, indeed, competitive for a short period of time, but was soon eclipsed by fiberglass ships from Europe. 101 1-35s were built between 1973 and 1982 and approximately 80 are still flying. I have serial #55. While she can't compete on speed with modern sailplanes, she is comparatively light and climbs as well as anything in thermals.

Lucky for me, So. Cal. enjoys some of the best year-round soaring conditions in the world and I've already experienced an exhilarating taste of it. Three weeks ago, the conditions at Warner Springs were outstanding. By late morning, thermals were everywhere, topping out over 12,000 feet. I spent 2.5 hours in the air - most of that above 10,000 feet - practicing the endless hunt for and circling in thermals, all the while steadily learning the nuances of my new plane. Having been a power pilot for many years, it's fun to be a novice again.

Next steps are building confidence to go truly "cross-country". That is, fly distances that take me beyond gliding range of the home airport. Lots to

learn, but luckily there's a robust group of very seasoned pilots who fly regularly at Warner Springs who are very willing to share their extensive knowledge and experience. Looks like many adventures await!

-Chris



#3 on the "launch grid", waiting for my turn with the tow plane. That's my bird in the foreground.



The view from my "cocoon" of a cockpit. Note the altimeter in upper-left corner - it reads 12,400 ft.



The mountains and deserts of So. Cal. from my "perch in the sky". Cloud bases mark the tops of usable lift - on this day about 13,000 feet. On days like this, it's nice to have oxygen onboard. That peak in the distance just left of center is Mt. San Jacinto, which tops out at about 11,000. Just over that ridge is Palm Springs and the Coachella Valley.

**Club Officers and Volunteers
(again) for 2014**

- President: Jeff Chambers
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- Treasurer: Mike Lewis
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***Come on out to the
monthly meeting!***