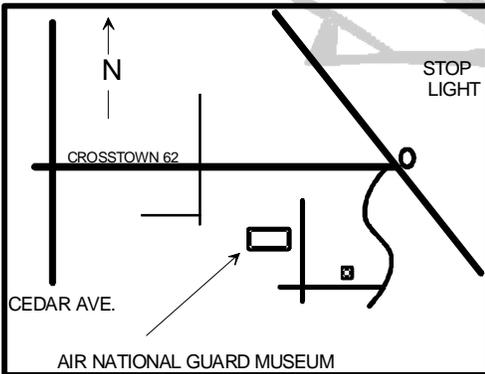


## Wanted: Sailplane Pilots!!

All **MRCSS** members must also be a member of the **AMA**, Academy of Model Aeronautics. See any hobby shop or contact an officer for an application.

To join **MRCSS**, Send \$20 to **MRCSS**  
5354 Newton Ave. S.  
Minneapolis, MN 55419



## MRCSS Club Officers:

PREZ: Mike Trutwin 953-3612  
VP: Kirk Hall 866-1388  
SECR: Jim Ladwig 920-1245  
TRES: Jack Perecman 377-4166  
EDITOR: Steve Stadler 483-5894  
EDITOR: Andy Karl 926-6538  
DISTR: Jill Trutwin 953-3612  
RECORDS: Jim Smith 831-8184  
LIBRARY: John Croke 891-1029

## INSTRUCTORS = HELP FOR BEGINNERS

Corky Wald 459-2005 Cottage Grove  
Julian Bristow Lakeville  
Bob Botha 507-345-1832 Mankato  
Bill Sampson 425-3422 Osseo  
Mike Trutwin 953-3612 Lakeville

Club EMAIL = sstadler@holadayinc.com  
Club WEB page =  
<http://www.rcsoaring.com/mnclubs.htm>

JIRIK SOD FARM	ROBINSON LANDSCAPING	PRESCOTT SLOPE	SUPERSLOPE
4 miles East of <b>FARMINGTON</b> on Co Rd 66. Park on Co Rd 66 or on Blaine ave (N/S road). Winch and high starts available on site. Contact an officer for locker combination.	2 miles East of Lexington Ave on Main Street (CR 14, 125 <sup>th</sup> street) in <b>Lino Lakes</b> . This is the Sod Farm on the South side of the road. <b>DO NOT FLY ON THE SOD FARM ON THE NORTH SIDE OF THE ROAD.</b>	8 miles east of Prescott Wisconsin on Hwy. 10 Take Minnesota Hwy. 61 to Hwy. 10 just north of Hastings. East on Hwy. 10 into Wisconsin, through Prescott. Continue east on Hwy. 10 8 miles to "The Virginian" restaurant on north side of road. Park in north-west corner of lot, hop the electric fence and climb the hill. beware the fence. It's hot! N.N.W. to N.E. winds.	4 miles SE of <b>Northfield</b> . Take MN 246 to Ibson ave. South on IBSON then East on 135 <sup>th</sup> to Isaacson Trail. Isaacson Trail follows top of the Ridge. SSE to WSW winds at 5-25 MPH needed.

## FIELD RULES for SOD FARMS

### **Nos**

- No walking on newly seeded or new growth area
- No driving or parking on the property unless owner permission given on the day you visit (even on "on site" roads).
- No Smoking or Alcoholic beverages
- No Littering
- No music or yelling
- No walking on wet areas
- No recreational vehicles
- No flying of GAS models
- No flying near owner buildings
- No assisting none-insured flyers
- No parking in front of access points

### **YESs**

- Use bright colored streamers on all stakes
- Use frequency board when 5 or more members are flying
- Take all trash home with you
- Pick up any debris found, even if it is not yours
- Park only on the road, and appropriately
- Yield to all farm work and all farm workers, be friendly!
- Use off-site rest rooms
- Report all questionable none-MRCSS activities
- Report rule violations to a Leader Member
- **YOU ARE A GUEST .... SO ALWAYS ACT LIKE ONE**

## Schedule of MRCSS Events:

Sept.	17th	meeting 7:00 – 10:00 pm Air National Guard Museum
	19th	fun fly (Kirk Hall 866-1388)
	26th	Sailplane Regatta (Mike Trutwin) AMA pending
Oct.	15th	meeting 7:00 – 10:00 pm Air National Guard Museum
Nov.	19th	meeting 7:00 – 10:00 pm Air National Guard Museum
Dec.	17th	meeting 7:00 – 10:00 pm Air National Guard Museum

## WING IT !

By: Mike Trutwin

Last months surveys are still coming in so I'll put off printing the results until next month. If you have not sent yours in yet, now is your chance. If you have misplaced the survey or self addressed envelope, just write, or e-mail your comments to:

Mike Trutwin  
16842 Glencoe Ave.  
Lakeville, MN 55044  
mtrutwin@profdesign.com

So far I've been more than happy with what I've seen. THANKS to all of you for sharing your ideas and suggestions.

Now's the time to plug my contest

Mark your calendars now!  
for the

### **1998 M.R.C.S.S. SAILPLANE REGATTA**

Saturday, September 26<sup>th</sup>  
Jirk Sod Farm, Farmington, MN

*This contest promises something for everyone!*

- Pilots meeting at 10:30am
- 2 classes, Amateur and Expert
- 5 Tasks include:
  1. Thermal Duration / Spot Landing
  2. Distance
  3. Loop Duration
  4. Hands Off Duration
  5. Time Up = Time Down
- No Entrance Fee
- Any plane goes, so bring them all.  
You choose the right plane for the right task.
- Pop and Snacks will be available.

For additional information contact:  
C.D. Mike Trutwin  
(612) 953-3612  
mtrutwin@profdesign.com

The 1998 Sailplane Regatta is sanctioned with the A.M.A. as a Class C Fun Fly event. You must be a current A.M.A. or M.A.A.C. member to enter.

Again we had almost perfect weather for last months contest. As usual, Bob Botha's Triathlon was great fun and came off without a hitch. We only had six or seven entrants but the flying was outstanding and the competition was close right to the end. For those that are unfamiliar with a triathlon, we flew 5 rounds trying for 10 minute flights and spot landings for maximum points. The trick to this contest is if you decide your not going to make your 10 minutes, try to land as close to an even minute as possible. For example, a 4 minute flight is worth more than a 5 minute flight, and a 6 minute flight is worth more than a 7 minute flight. So as your falling out of lift you need to make a decision to end your flight early at an even minute, or try to stay aloft for another 2 minutes to the next even minute. Challenging! Hopefully Bob will do this again next year. Give it a try. I'm sure he would love to see more entrants.

See you at the field.

## Meeting Minutes - August 20, 1998

In the absence of President Mike Trutwin, Vice-Pres. Kirk Hall called us to order at 7:32 P.M.

NEW FACES - Greg Stinson of Edina was present. Greg had visited a flying session at the Jirik sod farm, and has a 2M SIG Riser and a RCHLG as well.

TREASURER'S REPORT - No report given.

EVENT REPORTS - Good turnout at the MRCSS Triathlon Contest (Bob Botha, CD) on August 15. Lots of lift early, but the third round flights were only 3 or 4 minutes. Winner's names were not available.

BUILDER'S CHALLENGE - Checks are being mailed out to participants. Steve Metz said he has received his. Members should contact John Croke at 891-1029 if they have not received their share.

COMING FUN FLY EVENTS - Kirk Hall announced Jirik sod farm as the location for Sat. AM August 22. Steve Metz suggested the September 19 Fun Fly be held at Stanton Airport.

NEXT CONTEST - Mike Trutwin is CD for the Sailplane Regatta on September 26 at Jirik's sod field.

FLIGHT REPORTS -

Kirk Hall flew his Alcyone last Saturday (August 15) and is very pleased with its performance. He has since fixed the slack in the elevator control (between the servo and the plastic sleeve).

Mike Trutwin's 2-meter Spirit is thought to be in the cornfield southeast of the sod field, and is expected to be trampled by the corn picker this Fall.

**TRAINING GLIDER PROPOSED** - Conrad Sowder proposed the club purchase a 2-meter glider kit made from EPP foam, for thermal or slope flying. Purpose is to have a rugged ship to provide experience and confidence for new flyers, and to be used for hands-on demonstrations for the public. Kirk Hall offered to donate an Airtronics FM 4-channel Tx and Rx. Steve Metz suggested members might donate servos. Cost of the project is estimated at \$100 for kit and supplies.

**1998-99 YOUTH PROGRAM** - Bill Igoe and Jim Ladwig will once again be helping with the Aircraft Design class at Washburn High School in Minneapolis. Sessions will be held this Fall and again in Spring. Equipment purchased for this program can be used for training of new club members during the summer. Help from more members is requested.

**1999 CONTEST DIRECTORS** - Any member who is interested in becoming a Contest Director should contact either Mike Trutwin or Kirk Hall.

**CLUB HI-START** - Kirk Hall reports the new rubber works well with standard gliders, may be a little strong for 2-meter ships. Thanks were given once again to Maynard Vogelgesang for his donation.

**ONE-DESIGN EVENT** - Members wondered if the Boomerang would be the design of choice. Kirk Hall has yet to fly his Boomerang with someone else, but does like the way it performs. Any racing this season will be done with mixed designs and a preferred design may emerge from this experience.

**SITE NEWS** -

It has been said the stakes on the Superslope mark out a septic system. The status will be determined.

Ed Berris is checking out a 3 to 4 mile slope near Albert Lea (just north of the Iowa border).

### **No one wins Raffle Prizes**

There being no prizes, no raffle was held.

### **Slopers and Small Sailplanes shown**

Conrad Sowder showed his Zagi foam sloper which he had flown Saturday afternoon at the Superslope. It is covered with UltraCote over the packing tape, and is controlled with a Vision computer radio.

Dave Engelson brought a wing bag he made from inexpensive, but durable, fabric. It has a quilted

outside, soft lining and dual pockets inside. (He declined to take orders from the floor.)

Dave also will donate to the club library the current catalog from Small Parts, Inc. which features many parts and tools suitable for our hobby.

Another sloper was Kirk Hall's Boomerang, which he says is very robust and turns on a dime, but at 16 oz. it barely penetrates in a 20 mph wind. Kirk added to the ailerons, and used vinyl tape for the hinges (Which seemed to be peeling loose already). He said his spars were exactly the right length. Servos are standard size, receiver is a credit card size and covering is UltraCote. Launch is by gripping the nose and throwing upwind.

Walt Huemmer and his son built a nice Chrysallis hand launch glider with conventional, not T-tail. The fuselage gave them some difficulty, but the finished product looks very nice. Covering, once again, is UltraCote. Radio is HiTec, at \$199 with an extra receiver.

### **Soaring Forecast from NWS Available**

by Jim Ladwig

Thanks in large part to some members of the (full scale) Minnesota Soaring Club, a soaring forecast for the Minneapolis-St. Paul area is now available by telephone. All soaring enthusiasts are encouraged to use this service often (daily, if at all possible) so that it is not dropped due to lack of public interest. Also, the more frequently you use it, the more you will understand about it.

Using the service will take a little practice, but obtaining the information is simple and easy. Just dial 1-800-992-7433 (800 WX BRIEF), interrupt the greeting with #\*, then dial 216.

The recording will give you information about wind and temperature at altitude, and also a "soaring index". The important thing to know about the index is that the more negative the index is, the better the soaring at that altitude. And strong thermals at altitude come from strong thermals on the ground.

Another piece of information at the end of the message is the "trigger" temperature- the surface temperature at which thermals will start to form. Listen carefully to see if they give the time at which the trigger temp is expected. If not, you may be able to get that from information in other forecasts. Or, take a good thermometer out to the field with you.

Also given is maximum thermal height and cloud base (both above ground level), so you can get an idea of how high your glider is when it goes into the cloud.

Some of these are TRUE, some just seem so!

1. No matter where you are, the best thermals are in the sun.
2. If there is one solid object in a square mile of open land, your model will hit that object.
3. The wind will swing at least 60 degrees as soon as you finish hammering in the last peg on the winch.
4. If you wait to launch into the wind, you will be launching into sink.
5. The length of the last flight of the day will just barely exceed your battery power.
6. The best launch you ever got will be the one where you had your transmitter turned off.
7. You can always move the C.G. further back on a glider that is intact.
8. Nothing makes a plane fly better than giving/selling it to your closest rival.
9. That large soaring bird you have been admiring is going to eat/make love to/ trash your glider.
10. The further you have to drive to the slope, the more chance the wind will drop.
11. Competition experience happens just after you need it.
12. Never trust Joe Wurts to be in lift if he is circling.
13. Acetone will desolve the Superglue in those little micro tips if you soak them in it for long enough.
14. When designing gliders: If it looks right, it probably is.
15. The chances of you achieving the best flight/landing/speed run is inversely proportional to someone else being there to see it.
16. No matter what they are flying, the same guys always seem to fly well. Become one of those guys.
17. Nothing generates better thermals then the guys arguing about the best airfoils.
18. Keep your first plane rudimentary. It's probably going to die. (The prettier it is, the more pieces it smashes into.)
19. Takeoffs are optional, landings are mandatory.
20. The crash always occurs at the end of the last flight of the day.
21. There are 3 things that keep a plane in the air. One is altitude, one is airspeed and the other is ideas. If you run out of all three, it's called a crash.
22. He, who launches highest, wins.
23. SLOPE stands for: Smashed, Lost, Obliterated, or Pulverized Eventually.
24. Most cases of alleged radio failures can be traced to a loose nut on the end of the stick!
25. Flying is the second most exhilarating thing you will ever do landing is the first!
26. Everything is lost until it is back in your hand.

#### 40 Pearls of Soaring Wisdom By Mark Howard

1. If your completed model is not more than ten percent heavier than advertised, then your scale needs to be calibrated.

2. When flying HLG remember that the best thermals are always just beyond the range of whatever it is that you are flying.

3a. Planes should be lightened to the point where they will thermal on the lightest lift. Remember, however that the wind velocity will always increase in inverse proportion to the wing loading of the plane you are currently flying. So use ballast whenever the wind blows.

3b. The wind will always abate DURING the launch of a properly ballasted sailplane.

4. The thermal pole will point out developing lift to all other flyers. As soon as you enter this lift, it will turn to down air.

5. No one else in the universe has ever managed to fold/bend/break one of those planes (the one you just folded/bent/broke) before.

6. Your winch is never as strong as your neighbor's.

7. If your winch IS as strong as your neighbor's, you will soon discover that your wings are not.

8. The day after you buy a whiz-bang-thermaller 2.87V (which has won the last 33 club contests) the club champion will announce that it's now completely obsolete.

8a. The same thing goes for your new radio.

9. You will never pop off until you are winning a contest where pop-offs are not allowed. If one pop off is allowed, you will pop off three times.

10. Your modification will never fail until the flight just after you proudly point out what a fine design change it is.

10a. The more spectators present, the higher the chance.

11. If it's calm at your house - then it's windy at the field (at least when you get there).

11a. If it's far too windy to fly at your house, then not only is it calm at the field, but every other member of your club is they're enjoying the best lift of the year. You'll hear about this tomorrow.

11b. If it's far too windy to fly at your house, and you drive to the field anyway, you will have to suffer through the thermal fables of your buddies (see 11a) as they pack up 'cause the wind sure picked up fast!

11c. If you're going to slope fly, then reverse 11.

12. The wind direction will never change while the winch line is strung out. It will not change while you prepare your ship for launch. It will change when you place the ring on your towhook.

12a. This is twice as likely to happen if you are using a retriever.

12b. This is three times as likely to happen if there are spectators present.

- 12c. This is four times as likely to happen if you are related to the spectators.
13. When the wind shifts so as to make a downwind launch necessary, it always intensifies.
14. If you take a day off when weather forecasters predict perfect conditions, it will be cold, cloudy and windy. If you don't, they will be right.
15. You will never experience winch problems until your best buddy discovers the thermal of the century. Winch repairs will continue until all signs of rising air have evaporated.
16. When adjusting the center-of-gravity, always remove lead in small amounts. You will know the correct location when the plane becomes so unstable as to crash on launch. Be sure to add a small amount of noseweight to prevent this from happening in the future. Fortunately, the weight of the necessary repairs will often provide just the right amount.
17. A similar procedure should be followed for adjusting the towhook location; however be sure to mark the present towhook location before completing repairs on the damaged fuselage so as to be able to duplicate it exactly.
18. If you build a plane for yourself, and one for your buddy, your buddy's plane will fly better.
19. If you reinforce the wing spars, the joiner rod will fail.
20. If you reinforce the spars and the joiner, a mysterious wing flutter will surely result.
21. The fastest, farthest ranging, sleekest, bestest planes are the hardest to see. You will discover this during a maiden flight just before your next appointment at the optometrist.
22. The length of the landing tape is directly proportional to the distance away your plane is at any given time.
23. If you make a perfect landing at the exact end of the tape, it will be the wrong end.
24. If you overshoot a runway landing, your frustration will be inversely proportional to the distance of the overshoot.
25. In a major contest, you will always draw a winch whose power varies inversely with the square of your ship's wing loading. If your sailplane has a high wing loading, it won't have the power to pull a marshmallow from the mouth of an infant. However, you will get a stump-puller if you're flying a Gentle Lady.
26. If you're flying a Gentle Lady in a major contest, and have the foresight to use bagged CF wings for killer winches, the rubber bands will snap as you initiate the zoom (this actually happened!).
27. The people who can't land will complain until the rules are changed. Then they usually discover that they can't fly very well either.
28. It is only after you have changed every setting possible on your computer radio transmitter that you will discover that the reason the plane does not respond is that you forgot to put the frequency module in.
- 28a. If the frequency module is installed - it's the wrong frequency.
- 28b. If it's the right frequency, it's the wrong modulation (PPM/PCM).
29. You will not see that the poly break plywood reinforcement piece for your new built-up wing was inadvertently left out on the workbench until after the wing is covered.
30. The main difference between power flying and sailplanes is that if you fly power, you stick your hand in the propeller. If you fly sailplanes it goes in the winch.
31. Anything you replace because of wear (servos, clevises...) will immediately fail. This goes double for winch line.
32. If you buy the smallest, lightest, most expensive micro-servos made, your best buddy will call you the day after they are installed to tell you about the new ones he bought that weigh and cost half as much.
33. Most crash-causing interference is of the variety that affects the synapses in the neural junctions that connect the logic circuit to the decision making part of the brain.
34. You always discover the damage caused by a hard landing during the crash phase of the following flight.
35. If you use an open towhook, it will often come loose from the line prematurely. The solution is to use a releasable towhook, which will stay on the line - even when you don't want it to. A side benefit is that subsequent repair work may allow you to remove environmentally hazardous lead waste.
36. Birds have been known to lie without making a sound. This behavior is usually reserved for special occasions such as soaring contests.
37. If you are the first to launch during a man-on-man contest, the headwind will die just as you launch, and increase after you come off the line. If you launch last, a mysterious downwind situation will unfold just as your plane is released.
38. Lift always is abundant when your batteries are dead. It subsides about the time they are fully charged.
39. Contest conditions are never the same as practice conditions.
40. If you spend more on your wife than you do on your planes, you will fly more often than those who don't.



# MRCSS CLUB RECORDS

Aug 98

STUFF

## LONGEST SLOPE DURATION

## ALL TIME HIGH RECORD

CLASS	NAME	TIME	DATE	NAME	TIME	DATE
1.5M/HL	Tom Rent	1:42:03	4/11	JIM SMITH	2:43:10	6/88
2 METER				K. ROGERS	4:29:00	10/87
STD				TOM RENT	3:17:07	8/89
OPEN				K. ROGERS	2:45:38	10/82

## LONGEST THERMAL DURATION

HL	<b>Brian Brinkmann</b>	0:25:30	8/30	Brian Brinkman	0:46:01	7/96
ILLUSION HL	Jim Ladwig	0:1:03	4/28	Dave Degroot	0:11:13	5/96
ILLUSION	Jim Ladwig	0:2:55	5/03	Jim Ladwig	2:55	5/98
1.5M						
2 METER	<b>Jim Ladwig</b>	0:12:40	8/21	K. ROGERS	1:37:48	8/83
STD				R. DIABAISO	2:13:00	6/87
OPEN	Tom Rent	0:37:02	4/26	S. BOWMAN	3:17:10	5/90

## LONGEST ELECTRIC DURATION

5/6 CELL	Jim Ladwig	0:18:11	5/03	TOM RENT	0:44:49	4/93
7 CELL	<b>Jim Ladwig</b>	0:12:40	8/21	J. SMITH	2:44:12	8/94
OPEN				Brinkman	1:04:38	9/94

## FLIGHTS AFTER 6 pm

SLOPE						
THERMAL	Bill Igoe	0:1:09	4/28	C. KOTVAL	0:45:02	4/88
ILLUSION HL Thermal	Jim Ladwig	0:0:13	4/28	Jim Ladwig	0:00:13	5/98
ELECTRIC	Jim Ladwig	0:9:01	9/06	JIM SMITH	0:20:44	8/93

## CROSS COUNTRY FLIGHTS

<12' SPAN						
>12' SPAN				KARL/ PERECMAN	6 MILES	6/90

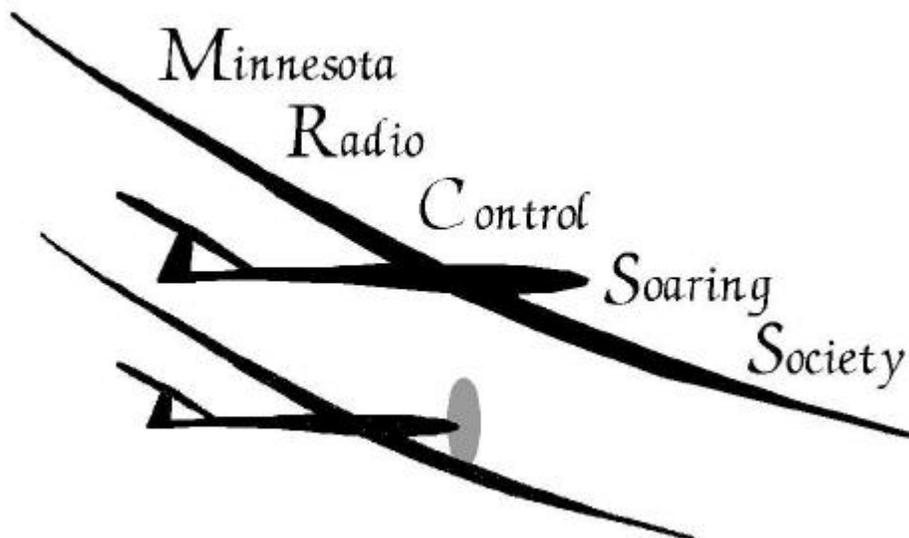
\*\*\* **BOLD NAMES** REFLECT ACTIVITY RECORDED DURING THE MONTH \*\*\*  
 PHONE ALL RECORDS INTO JIM SMITH..831-8184.

**LOTS OF OPEN RECORDS PICK A CATEGORY AND GO FOR IT !!!**

### 100 Minute Club

Thermal	Tom Rent	Level 1
Slope	Mike Trutwin	Level 2

Steve Stadler / MRCSS  
 786 Cannon Ave.  
 Shoreview, MN 55126



FIRST CLASS MAIL