



# SIERRA SILENT SOARERS

NORTHERN NEVADA'S R.C. SAILPLANE & ELECTRIC FLYERS CLUB

## LETTER FROM THE PRESIDENT:

NOVEMBER/DECEMBER 2001

Hello All,

Here we are at the end of another year, I don't know about you but 2001 went by entirely too fast. As usual I didn't get in as much flying as I would have liked, but isn't that always the case? I have a couple of projects in the works that I hope to have ready for the Mid Winter Electrics fly-in that will be held in San Diego Feb 15-18, 2002. This is a great event that is loads of fun, I highly recommend attending if you get the chance.

The larger of the two projects is a WACO biplane that sports a 40" wingspan and 470 sq in of wing area. I'm planning on using a geared Aveox 1015 motor running on 14 cells. As it happens this is pretty much the same setup Ron Marston is using on his Lazy Tiger. I thought I would see how his system performs

before committing myself( I probably should commit myself, but that's another story) So far.

Ron seems happy with his current setup which replaced a1010 he was using earlier with less than happy results.

My other project is a Permax 450T powered sport plane using 8 CP-1300 cells.

For those of you that didn't make it to the last meeting, I have some good news and some bad news. The bad news is that you missed some very nicely built planes that Ed Putnam brought in to show us. (see pg. 6) One was an electric 4 motor ducted fan Bae 146 which Ed has finished and detailed beautifully. The other was his newest project, a scratch built twin electric scale model that was made out of foam and balsa with fantastic detail. I understand Ed is almost ready to fly it. Ed is a really good pilot and has some really neat aircraft, he often flies at Rancho during the lunch hour, as do quite a few really nice guys by the way.

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## S3 OFFICERS FOR 2002:

President . . . . .Adam Kremers  
 Vice President . . . . .Dave Hagander  
 Secretary . . . . .Ron Marston  
 Treasurer . . . . .Jim Brady  
 Safety Officer . . . . .Lyn Disbrow  
 Newsletter Editor . . . . .Ron Marston



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## LETTER FROM THE PREZ (CONT'D)

The good news is that you missed one of the most embarrassing meetings I have ever attended. The meeting started off with a discussion regarding the last contest and the confusion over some of the rules several members experienced. For some reason tempers ran a little high and soon people were interrupting each other, with someone finally responding to a comment with BULS#IT.

I must say that the squabbling at the last contest was a little disappointing as well. It seems to me that at the last couple of meetings and at several contests this year, someone either got mad and left or the meeting degraded into an argument. The reason I bring this up now is that at both the last meeting and the last contest we had guests that were a little taken aback by what they witnessed. I think you will agree that this is not an effective way to attract new members. Now there is absolutely nothing wrong with disagreements or spirited discussion, I just hope in the future we can be a little more respectful when problems arise so they don't degrade to point they did at the last meeting. I want to look forward to the meetings not dread them, after all, we are all in this for the fun of it, aren't we?

I also know your editor would love to get any articles or details about any projects you might be working on! Just think, if you submit something to the editor for the newsletter, you may not have to read another stupid letter from the President!! Howz that for incentive?

Adam Kremers

## MINUTES OF THE NOVEMBER 2001 MEETING

Adam called the meeting to order at 7:38  
Treasurer's report \$994

Old Business:

Web site. Ron will look into getting a place for the S-3 Web Site.

Talked about soliciting donations and follow up on the AstroFlight discounts.

Talk about the Visalia field and annual event. \$18 dues still the same. Due Now.

New Business:

Moved to increase fees for non-members to \$7 (first time is still free). Passed.

Discussion about last contest. There was much confusion about what was required and how it was to be flown. Talked about re-flying the contest but that idea was rejected because the CD didn't call the contest quits. Tow line blew over the wires and other safety issues were brought up and some of the pilots quit on their own because they thought it was dangerous. Much emotion, little result. Moved that contest instructions be written clearly before the contest so questions can be answered at the pilots meeting. Passed.

Elections: All officers are the same except secretary, passed from Lyn to Ron.

Adjourned at 8:45

Afterwards we were treated to wise words and fine electric scale airplanes.

Respectfully Submitted

Lyn

## MINUTES OF THE DECEMBER 2001 MEETING

*Editors note: The December S3 meeting was much more civil than the November meeting. Everyone played nice.*

Adam called the meeting to order at 7:38

Treasurer's report:

Opening balance	\$994.00
Income	\$36.00
Expenses	\$0.00
Closing balance	\$1.030.51

Old Business: No old business



## DECEMBER MEETING MINUTES (CONT'D)

Banquet will be the February meeting (as in the past).

Raffle prizes for banquet:

We spent \$100 for an electric Zagi at Visalia.

Adam will talk to Cavasos about a discount/donation. Adam will also talk to Phil K. about a donation and to invite him and other Rancho flyers to the raffle.

Oliver made a motion to up the spending limit for raffle prizes from \$400 to \$700. Bill seconded. Much discussion. Motion passed.

Chris Adams has contacts in the industry and will call Polecat Arrow, and Radio Carbon Art.

Lee and Ron Brown will make some calls also.

Bill Gillis will call Astro to follow up his email from last month for an 010 motor maybe.

A date change was discussed for the next meeting, since it falls on Jan 1st. Everyone agreed to move it to Jan 8th.

Trailer registration still needs to go to Adam.

Bill Gillis suggested having the next meeting at his shop on 4th street and doing an informal building/flying contest. Sounded like fun.

Everyone thought it was a good idea, so that is the plan for now.

We need to renew the contract with Round Table for the meeting room. No one objected to keeping the same place for another year.

Trailer talk: Discussion about buying or making a new trailer for the winches, etc. Kenny Hagander could make us a nice one for a good price, or we could look at a used trailer. General consensus seemed to be the trailer we have now still works, and we can't really afford a new one, unless something falls into our lap

Meeting adjourned at 8:22.

Submitted by Ron Marston

## OCTOBER CONTEST REPORT

Dave Hagander was the CD for the October 2001 contest. The weather didn't cooperate much and the wind showed no respect for our last contest of the year, which was also the Dick Stevens memorial contest.

The format was 4 rounds with the first round being a 3 minute blind. I believe the other rounds were another 3 minute, a 4 minute and a 6 minute, flown in any order. There was confusion by some about the exact rules, and that combined with the howling wind put some in bad spirits. Only the bravest and most skilled pilots flew all rounds (see results below). Twice the retriever line blew back into the power lines that skirt the highway. Despite the conditions, I don't think there were any major accidents. Because this was the memorial contest, and it wasn't much fun for many, there was discussion at the November meeting about re-flying it. Dave wasn't there to defend his position as CD, but we decided once a contest is flown and "in the bag" it's a done deal. See November minutes. Contest results are below.

### CONTEST SCORES FOR OCTOBER 21, 2001

<b>Pilot</b>	<b>Score</b>	<b>Place</b>
Dave Hagander	968	1
Jim Brady	698	2
Oliver Lieder	591	3
Lee Cox	541	4
Chris Adams	DNF	
Ron Brown	DNF	
Pete Casti	DNF	
Lyn Disbrow	DNF	
Larry Green	DNF	
Adam Kremers	DNF	
Ron Madison	DNF	
Ron Marston	DNF	
Tom Stowers	DNF	



## SOME PERSPECTIVE FROM BILL GILLS

### **Future Telling or How to Play with Toy Airplanes**

Hello gang. You'll probably find me an unlikely candidate for this attempt at unity amongst my flying brethren, but I'll give it a shot, I've nothing to lose and everything to gain.

I have a garage FULL of expensive, high tech, finely crafted (some not so fine), toy airplanes. I try to get together on a regular basis with this motivated group of intelligent, artistic, talented grown men to fly them - you may have heard of them - the Sierra Silent Soarers.

Unfortunately, at least this year, family and work constraints have kept me from building and flying as much as I would like (not really complaining, just stating the facts). Actually, that isn't entirely true. Bickering amongst members has kept me away as well. I fear, however, that I likely may have been involved in the start of a nasty trend some years back. It appears, that this ever smaller group of "friends" are forever more at each other's throats over the simplest of things.

We participate in a great hobby, or sport if you prefer, *at our own will*. It is with great cost in both time and money that we do so. There isn't a single one of us who doesn't give something up in order to attend a club meeting, contest, or fun fly. None of us are any better or worse than the next. Some of us can build exceptionally well, thermal the smallest gopher fart, or lay out the biggest wad of cash for a bunch of plastic that will eventually be destroyed. None of these things makes any of us better or worse than the next guy - just different. Again, we do this is AT OUR OWN WILL.

It is for these reasons I find it ever more discouraging that we can't find unity amongst our group and work progressively towards positive growth and expansion of the fine art called "flying radio control models". We are fortunate enough to have officers willing to take the time to handle the "administrative crap". We are lucky enough to afford such an expensive

hobby. Some of us even find support from our family and friends to play with toys - that's almost unheard of at our ages!

However, we have all, at times (even me!) put forth more negative than positive energy, been more willing to destroy than create, and walked away when we could have simply accepted the challenge placed before us. We have all, in our own ways, been fantastic failures at this hobby. In fact, for many of us, more failure than success. To me, that just makes those difficult scraped out 7 minute flights or spot on 100 point landings that much sweeter.

Let's take a look at some examples of ways ALL OF US have participated over the last few years.

#### **Positive**

- Volunteer to take time to CD a contest.
- Volunteer to fix a broken winch.
- Step up and help a new guy.
- Suggest ways to improve the "club"
- Make donations to the club
- Volunteer to keep and maintain equipment
- Show up early and stay late to set up winches

#### **Negative**

- Complain about the format or not attend.
- Complain about winch failures.
- Complain the new guy slows down the event.
- Complain the "club" is just a pain in the ass
- Bitch about said donations
- Complain about the state of said equipment
- What's setting up a winch? You get the idea...

We have the benefit of being an organization comprised of vastly different individuals. We are fortunate that we live in a country that allows such activities. We are fortunate that we are each affluent enough to throw piles of time and money at a bunch of toys and complain when the wind doesn't blow just our way. It is time for a change.

I didn't just sign up for a brand new TD ship, pay two years AMA and start three new kits so I could drive 2.5 hours to compete in Sacramento each month (some are suggesting just that)! There must be a way that we

Cont'd



## SOME PERSPECTIVE FROM BILL (CONT'D)

can COMPETE, FLY FOR FUN, and return to the SHEER ENJOYMENT OF THE HOBBY-without creating the daunting task of written rules for every possible situation. We all know that rules don't govern - people do.

I am fortunate enough to have the advantage to start seeing the world again through the eyes of a child. All I see are a bunch of grumpy old men (regardless of age, myself included) destroying what was once a fantastic, self promoting, positive organization. It is my hope that in the years to come we can reverse this trend. That we can simply enjoy flying the contests and/or fun flies (contests are fun!) regardless of the challenge placed before us. That we can use common sense as our primary rule in governing the organization. That we can find friends once again where some now see irritating acquaintances. It is my hope that this organization will survive and grow stronger.

Some day my son may be looking for a place to spend his time. I hope that this club is the type of place I recommend. The type of place he will enjoy for the examples set here by his fellow modelers. The type of environment where a young mind can grow, learn, and enjoy life.

Something occurred to me the other day. Would I want my son to see me throw a fit because I didn't get my way when playing with my toys? I'm guiltier than most - and yet my answer is no. I look forward to seeing all of you at the events in the coming year - including club CONTESTS - and watching each and every one of you grow both as pilots and individuals. I just wish Ron Marston would actually start using real airfoils on his models and quit over propping his brushless motors!

Respectfully submitted,

Wildwhl

## 2001 FALLFEST REPORT BY JIM BRADY

Thursday morning Oct. 4th saw Lee Cox, Dave Hagander, and myself heading up Kingsbury grade in Dave's new 4wd monster Ford suv. About four and one half hours later we were pulling into our motel in Los Banos. After checking in, we headed up to the Los Banos Reservoir.

We got to the slopes at about 2:30. As usual, The weather was beautiful, calm and no wind. We started assembling our lightest HLG's to try out the gentle breezes when a gust of wind blew through. The gust became a steady breeze that just kept increasing. By 3:00 the wind was blowing steadily at about 20 to 30 mph. It was really rocking.

Gordy Stahl and a friend showed up about 3:00 and there were a couple of other pilots from Seattle and from No-Cal. Everyone there flew just about everything in their arsenals. We packed up at dark and headed for the motel.

Friday morning we were back at the reservoir again. The wind was good again. We wrapped it up and headed for Visalia at about 1:30. The wind was blowing almost all the way to Visalia which did not seem to bode well.

We arrived at the new Visalia contest site late Friday afternoon and the sky was clear and the wind was dead calm. We checked in, checked out the vendors, looked over the new site and then headed for the motel.

I won't try to describe the new site, but will include an excerpt from a report to the RC soaring exchange that was written by Gordy Stahl

"Visalia Rocks: 300 guys will back that up. The new site is awesome. Sort of like a computer action game site. An oasis in the middle with a moat of terror and disappointment surrounding it on all sides."

It is not exaggerating to say that the site literally glows with FM RF energy for 12 hours a day. Electrics and HLG fun flying from about 6am to first TD contest launch at 8 a.m. then when the

Cont'd



## 2001 FALLFEST REPORT (CONT'D)

rounds are done the sky is filled with everything imaginable.

Tonite was a HLG most pylons passed on a single launch contest and then when it got dark, an electric foamie wing pylon race with easily 50 planes racing in the dark around a huge pylon course, added points for finishing by hitting Karlton in his chair on the course; no kidding. The poor guy was bombarded! The course was surrounded by at least 200 spectators.

BBQ's smoking everywhere and lots of tall tales told at campsites".

Saturdays tasks were a 3, 5, 8, & 6 min. flights. Sunday morning they threw us a ringer. Tasks were 3, 8, then 6 min. flights in that order. Needles to say, the 8 min. flight at around 9:00 am was tough for many.

S3 members included Chris Adams, Jim Brady, Ron Brown, Lee Cox, and Dave Hagander. Tom Black attended with us and headed up the rooting section.

Ron Brown brought us fame and fortune? by placing 6th in grey cup. Chris Adams did well at 13th in RES.

No more downwind landings! At least this year. All launches and landings are now from east to west. You can't imagine what a beautiful field and what great facilities. But then, you will just have to go next year. See Ya.

Jim B.

## PHOTOS

Ed Putnam brought 2 of his planes to the November S3 meeting. The PSA is an improved Graupner mode with 4 electric ducted fans. The twin engine plane is completely scratch built from foam, fiberglass, and wood. The level of detail and especially the workmanship are the best I've seen - absolutely phenomenal.

## AIRPLANE PICTURES



## S3 FLYING EVENTS FOR 2001

MONTH	S3 CONTEST DATE/CD	FUNFLY DATE/FFD	SVSS CONTESTS (SAC.)
March	3/18 Dave H.	3/3 Jim B.	3/10
April	4/22 Oliver L.	4/7 Adam K.	4/7
May	5/20 Jim B.	5/5 Oliver L.	5/5
June	6/17 Adam K.	6/2 Ron M.	6/9
July	7/15 Lee Cox	7/7 Adam K.	7/7
August	8/19 Lyn D.	8/4 Dave H.	8/4
September	9/23 Larry G.	9/1 Lyn D.	9/8
October	10/21 Dave H.	10/6 Ron M.	10/6

### OTHER FLYING EVENTS

**SPRING FLING (SACRAMENTO)**  
**WALLOWA ALPINE SOARING IN OREGON**  
**S3 SEPT AIR RACE SLOPE BASH**  
**VISALIA FALL SOARING FESTIVAL**

June 23-24  
 July 20-22  
 Sept. 15-16  
 Oct. 5-7

## S3 CONTEST SCORES FOR 2001 (SCORES NORMALIZED)

**NOTE: Total scores do not reflect dropping of the lowest score (see next page)**

Pilot	March	April	May	June	July	August	September	October	Total
C. Adams	951.12	825.25	0	0	673.43	0	0	DNF	2449.80
B. Avery	682.02	0	0	0	0	0	0	0	682.02
J. Brady	922.47	856.37	839.83	0	785.67	659.65	941.70	721.07	5725.76
R. Brown	969.99	0	539.00	0	0	839.37	0	DNF	2348.03
P. Casti	0	0	0	0	0	DNF	820.04	DNF	820.04
L. Cox	893.82	521.84	1000.00	0	976.34	958.10	864.13	558.88	5773.11
L. Disbrow	DNF	0	0	0	0	DNF	0	DNF	0
B. Gillis	984.27	700.18	0	0	0	0	826.54	0	2510.99
L. Green	0	0	0	0	0	0	950.61	DNF	950.61
D. Hagander	1000.00	1000.00	960.99	0	0	892.99	1000.00	1000.00	5853.98
A. Kremers	DNF	379.41	0	0	DNF	DNF	858.83	DNF	1238.24
O. Lieder	913.48	982.35	882.39	0	1000.00	1000.00	695.74	610.54	6084.50
R. Madison	0	0	0	0	DNF	411.11	602.75	DNF	1013.86
R. Marston	802.25	537.40	815.01	0	0	483.13	0	DNF	2637.79
H. McCluskey	DNF	373.42	601.65	0	DNF	0	0	0	975.07
P. Russell	986.52	0	0	0	0	0	0	0	986.52
H. Siegfried	0	658.29	0	0	0	0	924.60	0	1586.12
T. Stowers	908.43	0	0	0	0	0	849.67	DNF	1758.10



## A NEW VERSION OF THE S3 WEBSITE



Email me with suggestions!

Check it out (for a limited time) at:  
<http://www.lesley.edu/faculty/tharring/reno/th010415>

## FINAL CONTEST SCORES FOR 2001

Place	Pilot	Total Normalized Points (lowest score dropped)
1.	Dave Hagander	5853.98
2.	Oliver Lieder	5473.96
3.	Lee Cox	5251.27
4.	Jim Brady	5066.11
5.	Ron Marston	2637.79
6.	Bill Gillis	2510.99
7.	Chris Adams	2449.80
8.	Ron Brown	2348.03
9.	Tom Stowers	1758.10
10.	Harrold Siegfried	1586.12
11.	Adam Kremmers	1238.24
12.	Ron Madison	1013.86
13.	Pete Russell	986.52
14.	Howard McCluskey	975.07
15.	Larry Green	950.61
16.	Pete Casti	820.04
17.	Bill Avery	682.02
18.	Lyn Disbrow	0

Note: Since the June contest was cancelled, it was not used to calculate the totals.





## SIERRA SILENT SOARERS

Newsletter Editor  
1653 Westfield Ave.  
Reno, NV 89509

ADDRESS SERVICE REQUESTED

**NEXT CLUB MEETING:**

Tuesday, January 8, 7:00pm • Registered Ink (Bill's shop) 401 E. 4th Street, Reno

**NEXT CLUB MEETING MOVED TO JAN 8TH AT BILL'S  
BIG PIZZA PARTY AND RAFFLE WILL BE  
FEBRUARY 5TH. DON'T MISS IT!**



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