Dr. Barbara Henon, 1972 Tournament winner, being coached by Dick Shilling. Timer is Bob Von Hellens. First Tournament was held in 1970.

1975 League of Silent Flight Tournament

Dan Pruss

Held on August 30-31 at Mile Square in Costa Mesa, this event was so popular that a pre-registration limit of 150 contestants was necessary.

IN 1970 when the first LSF Tournament was scheduled, the registration mark of 100 seemed to be a milestone for contest attendance. The fact that the LSF membership was just pushing the 100 mark made the contest figure all the more an improbability. This year a limit of 150 had to be placed on pre-registration so that the tournament could remain manageable.

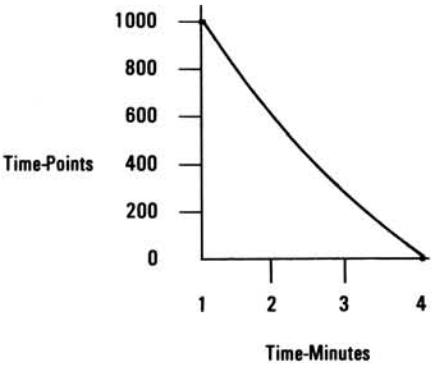
The dates: August 30 and 31, 1975; the place: Costa Mesa, Calif.; the site: Mile Square; Co-Contest Directors, John Donelson and Bob Hahn.

The tasks: 5-minute duration, 7-minute duration, 10-minute precision-duration, 2-minute precision, 4-lap speed-distance task over a 150-meter course; 10-minute duration.

All tasks except speed-distance had normalizing factors so that a perfect score netted 1,000 points. This would make calculating easier than the old system whereby the best score for a task resulted in 1,000 points and all others were pro-rated with respect to the top scorer.

The speed-duration task had a flat 480 points (40 per quarter lap) awarded for just finishing the course. Then *if* one finished the four laps, the time was plotted on a graph and a bonus would be earned. This was a most interesting concept and well thought out by Donelson and Hahn.

Since it is not published in any rule book, the graph is presented here.



The rules stated that "time points will be awarded for finishing the task in less than four minutes. This is an open-ended task with the possibility of achieving more than 1,000 points if the task is flown exceptionally fast."

a) "This task is purposely sized long enough so that not all contestants will complete the distance, and therefore considerable judgment will be required to decide on whether to fly fast, slow, ballast for wind or lift, etc."

b) "Completing the course at L/D max should result in approximately 800 points."

c) "Ballasting in good lift can result in a 1,300 plus—possible score." That the task had merit and the open-ended feature wouldn't necessarily allow anyone to run away with a disproportionately high score was evident when top score for the task was posted as 1,020 points! This task was placed fifth in order to give the contestant the opportunity to fly conservatively or boldly depending on his standing.

So long as there are speed or distance tasks in thermal sailplane competition there will also be controversy. Those proponents of the speed tasks denounce the distance events because of the "luck" factors involved in order to achieve the "mileage." Those who defend distance tasks claim that speed merely is a test of the structural integrity of the model.

If the two tasks can be combined—as they were by Donelson and Hahn—then perhaps a new event will be encouraged by both camps. As one who did not finish the course (only 13 quarter laps), I still encourage clubs to try this task. In an attempt to even out the "luck factor" as many rounds as possible should be flown in a given contest.

Due to early morning fog, "Sunny California" didn't happen until about 9:30 on both days. In spite of this late start, the tasks were run in quick times (around two hours), the exception being the speed-distance which was closer to three hours. This was expected because of the time and manpower required to identify each sailplane prior to launch and again each time

Denny Darnell checking the sky before launching his Aquila. Next year's Tournament is planned for more than one site and optimists think that perhaps 600 L.S.F. members might compete.

at the far pylon. The flight group call-up system was used and this seems to be the answer for best managing contests of 100 or more fliers. Six winches were used and were assigned by a winch master. Six and 12 volts were available.

Landing zones were two circles—each of a 25-foot radius. One tape per circle with a point per three-in. increments marked for direct read-outs. Landing values were from 0-100 points. Landing judges were utilized for measurements.

Flying was done off of a hard surface runway (Mile Square was once a military airfield used in World War II and has since been made into a recreational park; the hard-surfaced runways remain). Landings at Mile Square are probably the smoothest seen at any sailplane contest. One factor is that skills and techniques have improved over the years. However, with the runway made of concrete, it is best that the virtue of prudence be exercised lest one grind his or her craft's fuselage back to the servo compartment!

Both wind and lift were light when compared to conditions back East, and it was found that anyone who lives east of Sierra Madre is also considered to live "back East."

Saturday, which saw the five-, seven- and ten-minute duration tasks held, saw some names "in lights" that became just names on the roster after Sunday's two-minute precision task and the speed-duration event.

Scale, which was judged for static points on Saturday, flew under the proposed N.S.S. rules. Lee Renaud and Taylor Collins spent the greater part of Saturday in judging and Colonel Bob Thacker's "Baby Bowlus" was high point earner—a claim it also had at the "Soaring Nationals."

Sunday's banquet was emceed by LSF/009—Le Gray—one of the League of Silent Flight's founders. A tribute was paid to John Baxter, LSF/024, the first to attain Level V and to Steve Work, LSF/571, the only other member out of 1,575 to reach Level V.

The Scale winner, Ken Wagner, and modified Soarcraft Libelle. He was fifth in static points, and first in flight points. Scale was flown under proposed National Soaring Society rules.

The first two Level V's, Steve Work, LSF/571, from Albuquerque and John Baxter, LSF/024, of California. Tasks are indeed formidable.

One-hundred and thirty-four fliers from nine states participated. If California dominated the contest, it was not because of their sheer numbers. Their talent and skills are to be reckoned. Next year's tournament is scheduled and planned for more than one site with five being considered. Six-hundred LSF members could compete and maybe even an "Easterner" could place.

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Allen Hough with his Diamant getting pointers from the first to achieve Level V, John Baxter. Below: Dave Thornburg saluting the son god, Tom Williams seems to be amusing himself.

Awards for first through tenth place for best overall in both Unlimited and Standard classes, and first through fifth in Scale, climaxed the 1975 Tournament. Some familiar names along with some new ones came out on top:

SCALE

Pl.	Name	Model	Points
1.	Ken Wagner	Libelle	766
2.	Don Edberg	Duster	754
3.	Bob Thacker	Baby Bowlus	701
4.	Bob Elliott	Glasflugel	650
5.	Terry Koplan	Glasflugel	587

Unlimited Class (6020 Points Possible)

Pl.	Name	Model	Controls	Points
1.	Bill Nibley	Pierce 970	R—E	5,767
2.	Dave Shadel	Jacana (0)	R—E—F	5,583
3.	Rick Walters	Rainbow (0)	R—E	5,557
4.	Rick Pearson	Leo	R—E	5,096
5.	Terry Koplan	Windrifter	R—E	5,011
6.	Dave Thornburg	Mod. Cumulus	R—E	4,999
7.	Neil Nolte	Kestral	R—E—S	4,851
8.	Pete Parszik	Javelin II	R—E	4,826
9.	Jim Tomblin	ASW 17	R—E	4,787
10.	Fred Weaver	Aquila	R—E	4,726

Standard Class

Pl.	Name	Model	Controls	Points
1.	Bob Thacker	Hobie Hawk	R—E	5,345
2.	Rod Smith	Windfree	R—E	5,330
3.	Lorin Blewett	Windrifter	R—E	5,312
4.	Mark Smith	Windfree	R—E	5,134
5.	Steve Work	Windrifter	R—E	4,961
6.	Bob Slater	Windrifter	R—E	4,842
7.	Jim Wiseman	Hobie Hawk	R—E	4,791
8.	Jim White	Aquila	R—E—S	4,619
9.	Howard Sears	Pokey 808	R—E	4,593
10.	Kelly Pike	Hobie Hawk	R—E	4,577

(0)—Original Design; R—Rudder; F—Flaps; E—Elevator; S—Spoilers.

LSF Tournament/Pruss

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. . . from Florida and Illinois comes the same idea for practicing the precision aspect of any precision-duration flight.

John Nielsen has been using a Panasonic pocket tape recorder to count down from the information he has put on tape.

Bill Lavers from West Palm Beach has a more elaborate system: From your own input and reading from a stop watch, record one side of the tape by counting up starting from zero count up by seconds, calling out each minute as it goes by. Then set the cassette at zero time; push the play button as your glider comes off the tow ring.

Use the other side of the tape for your "count-down" side. Starting with a count of seven minutes, count down by seconds, calling out each minute as it goes by until you reach zero time. Before the flight where the "target time" is of concern, fast forward the cassette and stop it at the flight time you have selected for practice. Example: 3 minutes and 54 seconds. Then when the plane is released, press the play button, and your automatic count-down starts.

Remember, however, the timer's watch is still official.

. . . Hot Stuff, Zap, and adhesives from the cyanoacrylate family have more and more uses being found by modelers. Besides being an almost instant repair kit on the field, other uses on the bench are worth considering.

Sometimes canopies have turned out less than perfect even though the rest of the plane could be a "show stopper." These new adhesives literally weld canopies to frames with no evidence of distorting the canopy itself.

After the frame has been carefully matched to the fuselage, lay the untrimmed canopy around frame. While holding the frame and canopy, place a drop—a tiny drop—of the adhesive to either the front or back former of the frame. The canopy will be welded almost instantly. While holding the assembly, check the bottom of the frame with a straight-edge being sure pressure, while holding, doesn't distort the frame. Spot weld the opposite former. Double-check for straightness. Then spot-weld the sides of the canopy to the bottom of the frame. Now while cupping the canopy around one former, apply a normal size drop of adhesive allowing the canopy and frame to act as a trough. Let the excess glue run around this "trough." Hold for a few seconds and if any excess glue remains quickly blot it away with the corner of a paper towel.

Repeat this procedure for the other former and two sides. When finished, cut away canopy overhang and in about the time it took to read this, you will have assembled a perfect canopy.

Points to remember:

1) Be sure frame surfaces that are to be glued are dressed for a good contact with the canopy.

2) Use glue most sparingly.

3) Double-check for canopy/frame alignment during assembly.

4) The spot-weld technique allows for canopy separation (#11 X-acto blade is ideal) if a mistake is made.