



Soaring News



Vol. 3 Issue 1

"Newsletter of the Orlando Buzzards R/C Soaring Society"

January 1998

CLUB OFFICERS

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Rob Rierson, Secretary (407) 273-1127

NEXT MEETING

Feb. 1st, Noon at Club Field
(Contest before meeting!)
Mar. 1st, Noon at Club Field

Corner

Jerre Ferguson

President's

holiday times and that your 1998 new year will be a healthy and prosperous one with thermals for you when most needed.

I would like to thank you all for your support and confidence in electing the new officers for 1998. The weather conditions during the election were anything but pleasant but with Rick's masterful control and efficiency, the new officers were voted "in". Thanks Rick and I don't have any plans to leave town - YET! Bill, Rob, Lewis and I will work as hard as possible to continue the growth and reputation of the Orlando Buzzards throughout the coming months of 1998. However, this will require the assistance of various expertise from all our club members. We will be counting on you!!

This year is full of a variety of activities. We are looking at two FSS contests, a Gentle Lady contest, perhaps a "nostalgia" event, and of course the Tangerine (the big 25th!). We all have responsibilities to help maintain two flying fields; keep all the support equipment in good, safe running order; recruit new members; continue achievement in the LSF challenges; help each other on construction techniques and flying proficiency; and last but not most important - HAVE FUN!!

The support last year for all the above areas was super. An example was the Tangerine Contest where a large number of members were there to assist under very wet conditions. Several of these members didn't fly but just

Greetings Fellow Buzzards. Hope you all had good

showed up to help. Outstanding! Let's try to keep this dedication going for all our up-coming activities.

One of our club members, Terry Cusack, has done an outstanding job in the past and has offered to continue publishing the Orlando Buzzards *Soaring News* until another member is identified to accept the task. As in the past, the news letter is always in need of inputs from all of us. So, if you have comments, ideas, things for sale, articles you have read of soaring interest, safety issues, etc. please forward them to Terry for inclusion in the monthly edition.

"Again, have a great new year and lots of good flying,"

Jerre

Terry can't cope!



**Wanted: member
with computer access
and skills to continue the tradition of SOARING
NEWS!** If you are that person, please contact:

SOARING NEWS
1471 San Carlos Ave
Deltona, FL 32738-9771

or email to: flyboy@bitstorm.net

Safety First



Featuring Terry Cusack

At the Tangerine Championship we had a serious injury that happened off-field, isolated from other contestants. I thought it may be beneficial to describe the event so that others might think "Safety First".

A father and son had landed their glider off-field, high in the branches of a tree. Hiking into the trees, they were greeted with many scraps and cuts from the wild under brush. (*long pants would have been helpful here.*) To recover the aircraft, the father used the "heavy-tool-on-the-end-of-string-n-sling" method (*in this case, a large crescent wrench*). On one of the throws, the wrench got wedged in the tree limbs and had to be removed by a strong tug on the string. At this point I should probably mention that the sun was gleaming through the tree branches into the father's face. As "luck" would have it, he did not see the rapidly approaching wrench and was struck in the head! (ouch!)

This type of injury brings several points to mind. The first is proper treatment; the second is the threat of AIDs transmission; and the last is how to prevent this kind of accident from ever happening in the first place. As mentioned in the previous *Safety First*, we must always be prepared when participating in activities isolated from

public and municipal resources. There may not be time or ability to get someone to help. This shows how important the "buddy" system is. The Buzzards were prepared; had a First Aid Kit available; and used it to stop the bleeding and swelling (*We appreciated Al DeMarcken's assistance in this instance.*) It is important to help injured people, but it is also reasonable that you remember to take precautions for your own protection. Avoid contacting the blood of the person being treated. This may seem unnecessary, but personal protection from HIV is becoming a part of all modern first aid training. Lastly, we can easily prevent this by preparing for the unknown and being logical in our approach to solve problems. If prepared, the man would have had long pants and shirt to combat the bushes and bugs (*Don't underestimate the harassment of mosquitos and the threat of ticks and snakes*). Gloves would have been another intelligent consideration. (*Possibly, the club should consider the availability of some poles with rope to assist those in this situation.*) Of course the most obvious and simple action, is to ensure that the sun or shadows are not directly in your line-of-sight to the aircraft. In almost all cases when injuries happen, additional injury or risk is incurred due to the reaction that takes place. The old adage: "Remain Calm" is very accurate. Walk, don't run, think before acting, and consider alternatives and get assistance as soon as is practical. It's a new year and a new flying season. Be prepared for the unexpected, because you never know when to expect it! (*Editor's Note: Field Supor, Dennis Simmons has distributed his phone number on wallet-sized paper and can assist in the recovery of aircraft from rough underbrush or high foliage. Dennis has the experience and tools to complete the job safely.*)

FSS ANNUAL MEETING and AWARDS

The Florida Soaring Society Annual Meeting was held during FSS#1 in Cape Coral. Annual winners recognized from the Buzzards included Ed White, Scott Hunt, Rich Kiburis, Bill Townsend, and Jack Lawton. Election of new FSS Officers was also completed and the lucky winners were:

Ed White	President
Mike Agnew	Vice President
Mike Williams	Treasurer
Mark Atzel	Score Keeper/CC
Rick Eckel	Newsletter Editor

These guys are to be congratulated, not only for being nominated, but for accepting the responsibility to ensure R/C Soaring is promoted and FUN for all of us! I know that serious competition will only be a small part of their future plans. (*Right guys?*) Some important business

was also completed during this annual meeting. As mentioned in the last issue of *Soaring News*, a method had to be initiated to improve the competition/participation of each Class. In response to that issue, FSS members voted to move the top 10 annual scorers (after normalization) to the Master Class. All others were divided (*50/50 I believe*) into Expert and Sportsman Classes based on the same scoring criteria. I suspect that this may not be perfect, but it gives us a baseline with which to make future adjustments. All competitors are reminded that this takes immediate effect with FSS#2 and that an individual always retains the right to move up a class. Those electing to move up must complete the year that new level. For the official Classifications, refer the FSS Web page (www.specs-usa.com/~ingo/fss) just prior to FSS#1 or your next *Silent Flyer Newsletter*. Also, it appears the desire for more Nostalgia contest is grow-

ing momentum. Ollie Wilson announced that FSS#7 will include Nostalgia, while Dave Davidson is organizing an independent Nostalgia Contest at the Orlando Buzzard's home field. Handlaunch continues to grow in popularity

too. So we should see some interesting changes in 1998. I predict that both Handlaunch and Nostalgia will help draw many new participants to R/C Soaring.

ODDS-N-ENDS

☐ **DON'T FORGET OUR WEB PAGE!** The Orlando Buzzard Home Page is at: www.specs-usa.com/~ingo/OrlandoBuzzards. The space for this page is generously donated by Ingo Donash who is the FSS Web Master. Our Web Master, John Masiello, is working on an update to the Orlando Buzzard's Page.

☐ **MORE WEB PAGES!** Jerre Ferguson says that the R/C Web Page at: www.RCaviation/orawg is worth checking out. It has great pictures, club connections and classified ads for R/C aircraft and equipment.

☐ **1998 MEMBERSHIP DUES.** 1997 Membership was 52 members! But some of you are still missing from our membership renewal list. Did you forget to renew?? Don't delay! Write your dues check and forward to Lewis Gray before you miss-out on all the fun. Next issue of *Soaring News* will contain the 1998 club roster.

☐ ****** FREQUENCY INTERFERENCE ******
At the contest field (Snowhill) there has been interference on Channel 34. Various members have also reported that the club field (Red Ember) has repeated

problems with Channel 50 (am only) and possibly other channels in the lower 50's. Members using these frequencies are asked to be cautious and to report their experiences to Terry Cusack at *Soaring News*.

☐ **CONGRATULATIONS ROB RIERSON!**
Rob is our newest Contest Director as well as Club Secretary. Way to go Rob!

☐ **WINCH TRAILER CHANGES.** Due to the limited number of trailer hitches on our cars, it has been proposed that we obtain an easier platform for transporting the winch equipment by human power. Al DeMarcken is studying alternatives and will report at the February Meeting. If you have ideas or materials, contact Al.

☐ **SNOWHILL ROAD CAUTION:** We have recently discovered that we are not alone at the Contest field. R/C Power (gas) and U/C guys have started using the same site. If you encounter these people, please be smart: exchange frequency info and let them know your flight path routine. Do not leave the gate opened or unlocked. Future field use is being investigated.

Future Contest Dates:

Feb 2	Buzzards's Fly Anything Contest CD: "Iron Fist" Al Sorenson	Jun 26-28	Mid-South Championship HLC/2 meter/Unlimited
Feb 7-8	FSS#2, Cape Coral—2 mtr/Unlimited CD: John Agnew (941) 936-7148	June 20-21	FSS#7, Punta Gorda—2 mtr/Unlimited CD: Ollie Wilson (941) 627-2117
Feb 28-Mar 1	FSS#3, Orlando—2 meter/Unlimited CD: Al Sorenson (407) 658-0919 CD: Ben Cleveland (904) 589-1866	July 18(tentative)	Annual, Orlando—Gentle Lady Plus (senior/junior & team award) CD: Rick Eckel
Mar 28-29	FSS#4, Orlando—2 meter/Unlimited CD: Hank McDaniel (407) 831-3688 CD: Rob Rierson (407) 273-1127	July	AMA Nationals, Muncie, Indiana (see Model Aviation Magazine for info)
Apr 18-19	FSS#5, West Palm—2 meter/Unlimited CD: Charlie Brecht	Sep 5-6	FSS#8, Morriston—2 meter/Unlimited CD: Ken Goodwin (904) 528-3744
May 2-3	Buzz Fest—Nostalgia Only/HLC CD: Dave Davidson (407) 647-0553	Oct 17-18	FSS#9, Morriston—2 meter/Unlimited CD: Bob Wargo (813) 938-6583
May 23-24	FSS#6, Morriston—2 meter/Unlimited CD: Ken Goodwin (904) 528-3744	Nov 27-29	25th Tangerine Soaring Championship Orlando Buzzard's Snowhill Road

nouncements that day, the Grand Champion was Ed Slegler. Ed did a phenomenal job in the Master Class, placing every day. His flying was very smooth and everything was calculated to avoid excessive risk. Grand Champs for a Team included Rosemary Sowa, Pete Petrowske, and Mike Agnew. The Buzzards are to be commended for their response to a wind shift on the last day, too. Changing the winch direction quickly and decisively ensured that no one was unhappy with the few rounds they got in before the rain. A great TEAM effort all around. If you wish to know more about Tangerine, watch for coverage in *RCSD* or look out on the internet.

24th TANGERINE RESULTS, DAY 3		
PLACE/CLASS	EVENT	NAME
1-Sportsman	2meter	MICHAEL CONTE
2-Sportsman	2meter	ROB RIERSON
3-Sportsman	2meter	JIM STANDAFER
1-Expert	2meter	RICK ECKEL
2-Expert	2meter	PETE PETROWSKE
3-Expert	2meter	BOB STEWART
1-Master	2meter	MIKE AGNEW
2-Master	2meter	JIM THOMAS
3-Master	2meter	ED SLEGER

CONTEST VOLUNTEERS NEEDED!!

Orlando Buzzards will host FSS# 3 and #4 in February and March. Club participation and assistance at Contests has been outstanding. Let's continue to lead the way and show other clubs what Soaring Spirit is all about.

SUPPORT TANGERINE SPONSORS.

The raffle prizes were fantastic! Rob, John, Al (& wife!), and Bill are to be congratulated for their efforts. We would like everyone to know that the quality and quantity of prizes could not be possible without the genuine concern of our sponsors. The generosity of Airtronics and Slegler International were beyond belief. If you weren't

there, you missed some really great give-aways! Please support the following sponsors when you make your purchases, so that they can continue to support us. (And let them know you saw their products at Tangerine!)

Airtronics	Slegler International
Dremel	Futaba
Kummerow Models	Red Grove Fruit
Hitec RCD	JR Radio
Aerospace Composite Products	Colonial Photo & Hobby
Bradley Model Products	Sailplane and Electric Modeler
Edjer	Finney's Hobbies
Lone Star Models	Omni Models
Hobbypoxy Products	RAM Radio Controlled Models
Robart	Great Planes
Du-Bro Products	Sig Manufacturing
Kummerow Models	Tower Hobbies
Rocket City Specialties	Bob Smith Industries
Graves R/C Hobbies	Rune Stone
J&B Hobby	Balsa USA
Skysheen	Bob Violett Models
House of Balsa	Pierce Aero Co.
Horizon Hobby Distributors	Frank Tiano Enterprises
Bob's Hobby	Ollie Wilson Plans
B/2 Streamlines	Al Demarcken

TECH-TIPS

BEGINNER SERIES: Replies to Frequently Asked Questions

Question: I am looking for basic information on the most advantageous ways to use carbon fiber in the laminating

of spars for all types of R/C aircraft. Does anyone know of a good basic web site or book that will help me with this?

Steve.stebol@interserv.com

Answer: The British publication, *Quiet Flight International* had a series of six articles on high tech materials, including Carbon fiber, which ran from the April-May 1996 issue through the February-March 1997 issue. The E-mail address for QFI is Traplet@dia1.pipex.com.

Carbon fiber is so stiff that it takes almost all of the load until it fails and then transfers the load into the wood it is laminated to. Wood does, however make good shear webs between carbon spar caps. Carbon is so strong that it often buckles away from the stuff it is glued with when the carbon is too thin and loaded in compression. The answer is to use carbon about 1/16 inch thick in the top spar cap. Thinner carbon can be used in the bottom spar cap. If you want to know how much carbon to use E-mail me with the span, wing thickness and some idea of how strong you want to make the wings. If you want to know how to calculate the size yourself, we can discuss that too.

Regards, Ollie Wilson (*That name sounds familiar.*)

Question: What can I do if I lose sight of my airplane or panic and lose control because I can't see the orientation of the airplane?

Answer: This is not at all uncommon. It's such a helpless feeling when there is nothing you can do but watch. You know what the end result will be but you stand there and just watch. Or maybe you shout some kind of instruction - but its useless. There's nothing to be done but wait for the inevitable. And the inevitable always comes and it's a pile of rubble on the ground. Another crashed model airplane.

Broken wing? No. Radio interference? No. Poor piloting skill? No. None of these are involved in the most frustrating of all crashes. It's simply a loss of visual contact with the model by the pilot. Other fliers can see the model perfectly well. But they are unable to help because shouted instructions cannot replace the visual reference the pilot has lost.

Losing sight of a model is not difficult to do. It can happen when the model flies across the sun - particularly difficult if it happens during the launch. It happens when the model goes into a low lying cloud or when it is simply too high or far away for the pilot to see. It can also happen in a moment of pilot inattention. One glance at a distraction and the plane is gone.

The question is, what do you do if you lose sight of your model? I for one resort to the spin. The simple spin has a variety of useful attributes. It's easy (with most models) to do. You don't need to be able to see your model to per-

form a perfect spin. It doesn't over stress the model. The spin is a 1G maneuver and applies no more stress to the airframe than flying straight and level. It makes the plane easily visible. The movement of a plane in a spin is very attention getting and it instantly identifies it as the lost craft. (Unless everybody else is in a spin also!) While in a spin the relative position of the plane changes very little. Just a little drift with the wind. And it ensures that the plane isn't nose diving into the ground but instead is making a relatively slow descent.

None of the attributes of the spin will guarantee that the loss of visual contact with your airplane will not result in a crash. But they certainly go a long way to helping recover contact with the plane. Or, if nothing else, you will have a real good idea where to start searching for the wreckage!

Next time you go flying, practice the spin. Hold full up elevator and full left or right rudder and your plane should spin in place while slowly losing altitude. Much like a falling leaf. Be careful that a spiral dive doesn't develop. To recover from the spin ease off the rudder and then the elevator. Practice your spin frequently and don't hesitate to use it if you lose sight of your model!

(Reprinted from *RCSD* as forwarded by Rick Eckel)

Question: Can I mix radio control equipment from different manufacturers? What about aftermarket receivers?

Answer: Here is a small list of DO's and DON'Ts that might save you some grief:

1. Do not mix transmitter and receiver brands. Some brands use negative shift signal recognition, while others use positive, and still others use modifications of both.
2. Do not mix transmitter and receiver types. You can't mix AM with FM and FM with PCM. After-market rxers are OK if specified for your brand and type, but any other mix is an experiment.
2. If you mix FM airborne equipment, ensure that the negative (black or brown) lead on the battery and servos are inserted on the same side as the original manufacturer's equipment (Usually the outside edge of the rxer, except on Airtronics.) Futaba and HiTec RCD use a negative shift signal, while Airtronics and JR use a positive shift signal.
3. Never use a JR Transmitter charger to charge a HiTec RCD Transmitter or vice versa. They look the same, but are reversed polarity.
4. Never use a HiTec RCD crystal in any other brand of radio (unless specified otherwise). Their crystal is actually a tuning circuit and is in no way similar to other com-

mon crystals.

5. Make no assumptions when substituting different brands of equipment. Contact original manufacturer or a quality aftermarket manufacturer such as HiTec or FMA.

Question: I want to try Hand Launch Gliders, but I don't think I could throw one. What method should be used to obtain good launch height

Answer: The single most important thing is your FOL-LOW-THROUGH!!! The longer you can keep your fingers on the ship, accelerating the whole time, the higher it will launch! Technique is really the biggest factor in launch height. I'm told that my launches are at least as high as the highest in our area, with a 9.5 ounce Monarch "C"! Of course, I really can't tell being underneath the thing, but Don and a lot of other folks have told me as much. What the heck—I'll gladly take their word for it!

Anyway, my grip on the fuselage is such that the forward [Grip] bottom part of the fuse is flat in the palm of my hand. This feels a little weird at first, but what this position does is place your wrist in a "rearward bent" position prior to and during launch. This means that as you progress with the throwing motion, your wrist has more movement ("travel") from start to finish, giving you more "contact" time (and muscle) to accelerate the ship forward and up. It is a subtle little method that a lot of people overlook, but it DOES add power to the launch by employing more of your wrist strength. Holding the fuselage by your fingertips during launch robs you of much of this advantage. Try it!!

Next, it is important to get your whole body into the launch (I know that sounds like one of those RIDICULOUS workout videos, but it really isn't THAT extreme—I wouldn't do it if it was!!). The simplest way I can describe it is that you do NOT want to be FACING IN THE DIRECTION YOU INTEND TO THROW!!! If you face the direction you intend to throw, you lose all the power that the simple act of rotating your body has to offer! This can amount to a huge loss of power, and

a big increase in pain! It forces you to obtain most of your power from your shoulder and elbow. I was launching this way when I first got into handlaunch, and nearly gave it up because I REALLY dislike PAIN. Practice facing 90 degrees from the direction you are throwing, and rotating your body in the direction of your throw as you move your arm forward in the throw (just remember to take a look in the sky before you throw; mid-air at launch speeds are spectacular!). This takes an incredible amount of "load" off of your shoulder and elbow, while assisting in the acceleration (there's that word again) of the ship through the throw. When I finally figured this out, I found I could launch all day with no problem!! Hand launch gliders got a whole lot more fun after this!

Finally, I find it helpful to keep your throwing arm [Arm Extended] extended (elbow straight or nearly so) at the start of the throw. This serves the purpose of allowing you a maximum amount of contact time/total travel during the launch, which gives you basically the same advantage as the wrist thing mentioned earlier—longer follow through; more acceleration!

If you think about it, big league pitchers, tennis players, and javelin throwers employ some of the methods I've attempted to describe, but HLG's require a blend of special techniques that are best developed by—PRACTICE!!!!.

Joe Hahn of DJ Aerotech, DJWorks@bright.net (Joe has a great full-motion graphic of this technique at this web address. I highly recommend the web sight.)

FINAL NOTICE!

Membership dues must be paid NOW to maintain club privileges. Please contact Lewis Gray (407-365-6766) to arrange payment as soon as possible. Don't miss-out on this exciting year with the Orlando Buzzard's Soaring Society!

HERE's THAT SPACE AGAIN! USE IT OR LOSE IT. PLEASE CONTRIBUTE ARTICLES FOR THE BENEFIT OF ALL CLUB MEMBERS. Next issue: March 9th.

***You forget to renew your membership.
Send those Dues today; Don't Delay!***



Your 1998 Contest Schedule is inside.

***Soaring News
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