

Soaring News



Vol. 1 Issue 2

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

March 1996

President's

Corner

Rick Eckel

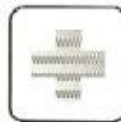
In our February meeting Lewis Gray reviewed our club income and expenses for the last three years. Did you know that the member dues are not enough to cover even the upkeep on our club equipment? The equipment that we own and maintain is primarily funded by the contests we host throughout the year. Without the contests we would not have the fine equipment that we use every weekend to enjoy flying our planes. This interesting fact leads me to propose two objectives that every member should have for his/her club participation. The first is to get out and support our contests! You derive a direct benefit from the contests whether you fly them as a contestant or just use the equipment on fun fly weekends. When I ask that you support our contests I do not mean that you must be a contestant. We need your help in preparing for and during the contest whether or not you are a contestant. We will continue to attract large numbers of contestants only if we maintain and improve the quality of our contests. To do that we need the help of all our members. The other objective each member must have is to do everything possible to maintain our equipment so that it is ready and reliable on contest day. You don't need to be a master mechanic or electrician. Just help us keep up with equipment malfunctions and problems by keeping us informed. How many times have you seen a winch or retriever (or battery!) problem solved by simply exchanging it for a different one from the shed? Is anyone ever notified that the piece of equipment failed? Is the equipment marked as defective? In many (most?) cases it isn't. I guess the tooth fairy is supposed to visit in the night and make things right! If you are involved in or witness an equipment problem at the field take it upon yourself personally to make sure that the equipment is marked as defective and that one of the club officers is notified of the problem. Convey as much information

about the problem as possible whether in person or with a note attached to the equipment. If everyone will help in this effort it will make the maintenance load a lot easier and less of a fire drill before contests. Next time I promise not to be on the "soap box". I'll find something fun to write about. Maybe even about sailplanes! Til next time - Rick "Searching for Thermals in All the Wrong Places" Eckel.

CLUB OFFICERS

Rick Eckel, President
Don Cleveland, Vice President
Lewis Gray, Treasurer
Andy Harrell, Secretary

Safety First



Featuring Rick Eckel

It is extremely important that we all be made aware or reminded of the hazards associated with our hobby. Not only for our own safety, but for those who come in contact with our sport, either by choice or by accident. To ensure a strong commitment to safety, we have initiated this new column "Safety First" as a regular feature where current and relevant safety issues are discussed. Appropriately, this month's comments are from Rick Eckel: After last month's writeup about using epoxy, Ed White was kind enough to fax me a copy of the safety precautions for epoxy distributed by West Systems. (See EPOXY SAFETY on page 5.) Ed's fax got me to thinking about the safety of our hobby/sport in general. Frankly, I think that model aircraft soaring is a pretty safe undertaking. But it

(SAFETY FIRST – continued)

never hurts to review potential problem areas so that we can make it even safer. I see two main areas to be reviewed for safety. The first is our construction techniques and use of chemicals, and the second is our flying procedures. Either area can be a subject for a rather extensive discussion. But that's not my intent. I just want to get everyone to give some thought to safety. As for construction safety, read those safety precautions for the chemicals and equipment you use while building your models. Take precautions, not chances. Taking precautions and not chances is also applicable to our flying sessions. Whether at the club field for a weekend fly or at a contest, make sure that your equipment is in top shape. One of the biggest dangers we face at the field is 'un-guided aircraft. Of particular importance is making sure that your nicads are in good shape. But if you have any hesitation about the flyability of your aircraft, whether batteries, control rods, radio interference, or whatever, don't fly the plane! Not only might it result in the loss of the aircraft, it is also a definite safety hazard. One safety practice that I see pilots violating all too frequently (myself included!) is landing too close to the winch. Lets make sure that we avoid the winch/parking/spectator areas when our aircraft is at low altitude or landing. Move out into the field well away from everyone before making your landing. This is especially important after a "pop off", when our coordination and judgement may be impaired by the adrenalin rush we get from being temporarily out of control. Always ask yourself four things before you fly: 1) Is my aircraft ready? Did I prepare (or repair), inspect, and test it? 2) Am I ready? Am I healthy and mentally prepared to fly? 3) Do I have help? Are there people on the field that can render assistance and spot aircraft? 4) As I fly, what can I do to build safe flying habits and prepare for WHAT IF...? Until next time, remember to consider "SAFETY FIRST".

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!

FYI

from Lewis Gray

Most people might think that FYI means "For Your Information", but when it comes to R/C Frequency monitoring it means "Frequency Yield Index". Yes, I made that up! But listed below is an index of all the frequencies flown at the 1995 Tangerine Soaring Contest and in what classes; 2-meter (●) or unlimited (■). This should help some of you decide what your next radio freq will be, or how to juggle your present installations to avoid conflict at those big FSS events. Watch SOARING NEWS for frequency updates at contests and at the club field.

TANGERINE NATIONALS FREQ DISTRIBUTION

CH	USERS	CH	USERS	CH	USERS
02	●				
03	■	31	●●■	55	●■
04	●●■	32	●●■	56	●■
06	■	33	●■	57	■
08	■	34	●●●●■	60	●●■
11	●	35	●●■	53.2	●
12	●●	36	●■	53.3	■
14	●■	37	■	53.4	●■
15	●■	38	●■	53.7	●■
16	●■	40	●●●●■	53.8	■
18	●●■	42	●●●●■		
19	●●■	43	■		
20	●●■	44	●●●●■		
21	●■	45	●●■		
22	●●■	46	●●●●■		
25	■	47	■		
26	■	48	●●■		
27	●●■	50	●●■		
28	●●■	51	■		
29	●■	52	●■		
30	●■	54	●■		



February 24/25 was the date of FSS#2 hosted by the Cape Coral Fly Boys. Weather this time was much better than the last FSS event held near there and many people turned out for two great days of competition. Unfortunately, not too many Buzzards seemed to venture down for this one and I have no results to post. So if we missed something, please let us know for the next SOARING NEWS.

Future Contest Dates:

- March 23-24** FSS#3, Orlando*—2 meter/Unlimited
CD: Ed & Garnett White
- April 20-21** FSS#4, Orlando*—2 meter/Unlimited
CD: Julius Wagner/Rick Eckel
- May 5** Buzz Chuck, Orlando—Handlaunch
CD: Ed White
- May 25-26** FSS#5, Morrison—2 meter/Unlimited
CD: Ken Goodwin
- July 21** Annual, Orlando*—Gentle Lady's only
CD: Rick Eckel

And don't forget the AMA Nationals (Muncie, IN) and our Tangerine Nationals (Orlando, FL). *(Editor: I promise a complete schedule next time.)*

* Note: at Snow Hill Road Field

FIRST ANNUAL BUZZ CHUCK

It's on the schedule and ready to go! Ed White has obtained AMA sanction and site preparation for the Buzzard's first annual HandLaunch Sailplane Contest, affectionately known as the "BUZZ CHUCK". It will be a one-day event, Saturday May 5th, at the Snow Hill Road Contest Site. Enthusiasm is running high; several club members are finishing new kits in time for the event. Spies at the flying field report that Rob Riersen is mastering his Vertigo quite nicely; John Masiello has revealed a new weapon, his Monarch CX with Flaperons; Rick Eckel and Ed White have been seen using binoculars to maintain control of their planes; and Don Cleveland, Lewis Gray, Rick Price, and Andy Harrell have been honing their skills in 15 knot winds! And Terry Cusack was seen floundering through his programmable radio manual with a glazed-look in his eyes and mumbling something about V-tails in a blender. Let's face it, HandLaunch is addictive.

BUZZ CHUCK DETAILS

- ☐ Entry fee: \$7.50 (*Ed's got lots of change, NOT*)
- ☐ Five rounds, 10 minutes each slot.
- ☐ No more than two entries per channel.
- ☐ Awards for 1st, 2nd, 3rd; no classes
- ☐ Registration/Check-in @ 10:00 am
- ☐ Pilots meeting @ 10:45 am

☐ TASKS:
(unlimited throws all rounds)

- ROUND 1:** Three 2-minute maxes
- ROUND 2:** Five 2-minute maxes
- ROUND 3:** Three 3-minute maxes
- ROUND 4:** One 5-minute max
- ROUND 5:** (1 ea) 2-minute, 3-minute, 5-minute max

FSS#3 NEEDS YOU!

Openings are still available for volunteers to work FSS#3. We need people for winch operation and repair, tent buildup/teardown, and battery charging overnight. Persons with their own chargers could be especially helpful to ensure enough batteries are ready on day two. If interested in volunteering, contact Ed White at 321-1863. Ed will CD on Saturday and Garnett "Thermal Magnet" White will CD on Sunday. Volunteers will meet at 3 pm Friday, March 22, to do initial setup. Get involved and maybe you can be a future CD.

ODDS-N-ENDS

□ DID YOU PAY YOUR 1996 DUES? Are you still a Buzzard Club Member? There are less than 30 people who have renewed their club membership this year. It's time to send that check in or miss out on the club's many privileges, including our new SOARING NEWS. (Editor Note: YES, I know this is a repeat.)

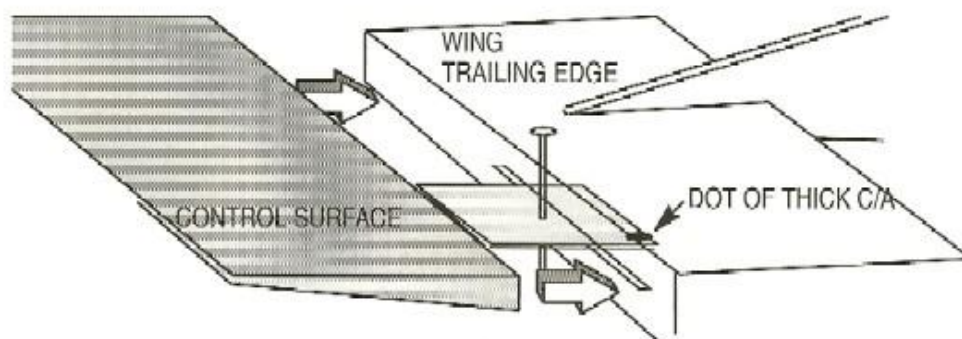
□ MOBILE WINCH SYSTEM. Membership has approved the funds to build a small trailer for simplifying winch/retriever setup and put-away. Don Cleveland was instrumental in getting the project recognized and has accepted the task of acquiring the basic trailer frame. The trailer will be small enough to fit into the main shed and can be handled by one person for easy setup.

□ BATTERY TRAINING. Battery maintenance is very important. It can mean the difference between flying and not flying; a mishandled battery could cause serious injury; and batteries and battery support equipment are the highest single club expenditure. To preserve these assets, it has been suggested that on-field training in battery charging and maintenance be given. It has also been suggested that a similar lecture appear in SOARING NEWS. Expect it soon!

□ WINCH/RETRIEVER SETUP. To get everyone ready for the spring flying season and contest calendar, a diagram on the last page illustrates proper winch and retriever setup. Please retain for personal reference.

TECH-TIPS

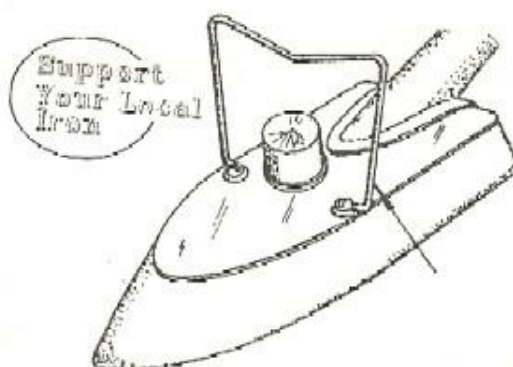
FROM BOB ADKINS (LA) & R/C REPORT: Bob loves C/A hinges, but has trouble keeping them straight and ensuring that 50% of the hinge goes into each surface. So, he suggests that one small drop of thick C/A be placed on one corner of the hinge before it is inserted into the wing. This will give time to align it, hold it in place when the control surface is installed, and will not saturate the hinge like thin C/A. (Editor's Note: Never apply thin C/A to the hinge before it is installed; it will saturate and destroy the holding capability of the hinge when thin C/A is reapplied to set the hinge. Also, never use an accelerator on C/A hinges; it reduces the strength of the bond) R/C Report suggests inserting a small straight pin into the middle of the hinge to assure 50% enters each surface. Both ideas sound great to me!



FROM TERRY CUSACK: Need to hold down wing sheeting while gluing and don't want pin holes? Need to repair that fiberglass fuselage wall, but not sure how to keep the cloth aligned and pressed into those compound curves while the rosin cures? Need a press for sheeting foam core wings, but don't have a big vacuum bag or giant clamp set? Want to accomplish these tasks on your new kit NOW and not later after a trip to the hardware store to build fixtures? What you need is a dense, heavy material which can be molded to the shapes you desire, and that won't scratch or dent your balsa wood. You need Florida sand. I use sand in Ziploc bags (I have bags in all sizes) to lay onto sheeting or hold items together while adhesives dry. I even use sand to layup custom fiberglass fuselages: I hand press the resin-soaked cloth

into the female mold; soak up any excess resin; lay a piece of saran wrap over the mold while pressing the wrinkles and air pockets out; and then fill sand into the mold, packing into every curve and corner. Put the mold out in the noontime sun and the sand will even assist in the cure process! And to press those sheeted foam cores together, I use a shallow wood box (with a true flat bottom surface), set my cores up normally on a flat surface inside their respective foam core beds, and lay the wood box on top to apply pressure. I add as much sand as necessary to achieve the desired pressure and I can control where the sand is distributed to ensure a straight press. You could probably sheet cores even if you didn't have the core beds anymore! And you thought only candles could be formed from sand?! You say that sand is too grainy for a smooth press into the tight corners for glass fuselage repairs? Try using baking soda. You can apply pressure from both inside and outside the fuselage, and you can pre-form the bags so that the proper shape and wall thickness will be maintained. I have found that the pliable form and weight density of sand is so useful that I have been able to save big bucks on fixtures, vacuum baggers, etc. The only caution is ensure the bags are fully sealed and that no loose sand remains on the outside. TRY IT, YOU WILL LIKE IT!

FROM DONALD WHITE (TX) & R/C REPORT: (editor: I wish I had known this years ago. My Iron holder is always missing or falling or ...) Don says just look at the picture and you too can build a Holder Upper out of .047 wire. Similar ideas can be used on newer Irons that have different screw arrangement (like new Covente iron).



EPOXY SAFETY

Last month's newsletter contained info on how to use Epoxy. Ed White followed-up by faxing an Epoxy Handling Safety Sheet from West Systems. A summary of that safety sheet is listed here. Although some of the precautions are common sense, it is good to be reminded.

Hardeners are the primary cause of irritation and sensitization. Mixing reduces the toxicity, but the following precautions must still be observed:

1. Avoid all direct contact with skin. Wear protective clothing: rubber gloves, eye protection, smock with long sleeves. Additional skin protection can be had by using a skin cream. Use a waterless skin cleanser to clean uncured epoxy from your skin. **NEVER USE SOLVENTS** to remove epoxy from your skin. Wash as soon as possible.
2. Use epoxy in a well ventilated area. If unsure of ventilation, wear a respirator. Wear a dust mask when sanding cured epoxy, a respirator if it has not cured for a full week.
3. Avoid ingestion; wash thoroughly after use and before eating or smoking.
4. Dispose of resin and hardener safely. Do not dispose of while in a liquid state. Mix any residue and allow to harden to a non-hazardous solid. Remember, some epoxies can generate heat and vapors while curing.
5. Keep epoxies and solvents out of the reach of children.

IT WILL NEVER HAPPEN TO ME!

From Buzzard Head

Those are the words or at least the feelings of many of us as we observe others falling out of the sky because of forgetfulness or an error in judgement. That's what I thought as I set out to fly last Sunday afternoon. It was fairly late for the normal group of flyers, so being safety conscientious I invited by wife (and children) to assist in my flying. (SMART!) At the field, I set up the Hi-Start and did a careful preflight both inside and out on the aircraft. (SMART!) I let my son pull the Hi-Start back and hookup the aircraft. After the first flight I left my rxer and txer on, after all, I would be launching as soon as I could walk back to where my son was waiting with the Hi-Start line and I wanted to ensure I did not forget to turn-on the rxer. (SMART!) After two launches I decided to change my routine and turn-off the rxer to save my airborne battery power. (DUMB?) My son hooked it up, I turned on the rxer, wiggled the tail, and made the third launch right into a thermal. (GREAT!) After landing, I turned the rxer off and walked back to where my daughter was now stretching the Hi-Start out. As I let her hookup the tow ring, I heard my son jealously complaining that "she didn't know how to do it" and that "she was using the wrong end". I dismissed his taunting as jealous rivalry, held the aircraft up, and released it. (DUMB!) I immediately realized that my son was right: I had absent mindedly let my daughter put the wrong ring on the tow hook. The parachute was whipping around the aft fuselage and appeared to be tangled-up around it. I thought to myself; no problem, straighten out the bank, feed in a little down, and fly toward the Hi-Start stake. Unfortunately, as I feed in more and more stick, the aircraft continued to yaw over like a kite diving for the ground. I must have forgotten to turn the rxer ON! (DUMB! DUMB! DUMB!) But suddenly the aircraft popped-off and tracked straight down wind in

a fast glide into the tree tops. As it went into the pines, I heard that all too familiar sound of stretched monokote snapping off through the tree branches. (A MODEL PILOT'S NIGHTMARE!) I plotted where it went down and stomped off to retrieve it. I found it buried nose first 3 inches into soft sand between some palmettos. The wing had popped off on impact and had only a single puncture from the tree branches above. I pulled the nose out of the ground and was shocked to find that the only damage was a break in the canopy cover where the wing hold-down had let loose of all those rubber bands. Boy, was I lucky!! Boy, was I stupid!! At first I tried to blame it on the incorrect tow ring hookup, thinking that the whipping parachute may have hit my external rxer switch. I just couldn't believe I would forget to turn-on the rxer as careful as I am. But later I realized, the parachute could not have pulled my semi-flush-mounted switch to the OFF position, especially since it is mounted on top the fuselage, ahead of the wing. I Had to admit that "it was bound to happen to me".



**Give us a hand
Jot it down!**

**Your words
could appear
in SOARING NEWS!**

If you have news, safety issues, technical ideas, or equipment to sell, write it up and mail to:

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

or call: (904) 789-0323. I can accept disk copies in MS WORD, WORDPERFECT, WORDSTAR...or you-name-it. Watch for email address in near future.

Classified Advertisements

For Sale: Carl Goldberg Mirage 550. Ready to fly electric, upgraded motor, 8.4V coils and ailerons. Fast with gear off. Any Offer to save from Attic. call Terry @ (904) 789-0323

Where is your advertisement?

It could be HERE#####

Buzzard Business...

See Diagram on next page.

You may have already won!!!

***But you can win a Buzzard Fun Fly Contest
again by renewing your Club Membership Now.***

Come fly with us...



**Soaring News
1471 San Carlos Ave
Deltona, FL 32738-9771**

