



Vol. 2 Issue 3

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

May 1997

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LOOK!!

NEXT MEETING

June 1, 10:15am/Club Field
July 13th, Noon/Club Field

Corner

Don Cleveland

President's

We have just finished hosting two Florida Soaring Association contests. Both of these events ran very well and (again) we displayed to the other clubs in Florida our talent for hosting good events. Everyone who assisted did an excellent job. As we all know it takes a lot of work on everyone's part to make these events run smoothly. From last meeting (for those who did not attend) we reviewed our budget for 1997 and it was readily apparent that we would have a difficult time surviving if we didn't run several contests throughout the year. As Lewis pointed out in the budget, it costs a lot of money for the Buzzards to provide equipment and facilities for our members. Dues alone would not provide enough income to support the club in the manner in which we are accustomed. Along those lines, it is important that we support as many of the other Florida Soaring contests as we can. If you have not attended a contest at one of the other clubs, you are missing some great competition. I enjoy going to as many of the other Florida Soaring Society contests as I can because I don't have to work them! Sure does make it more fun when you can concentrate on flying instead of worrying about how the contest is running. The next Florida Soaring Society contest will be at Kenny World in Ocala (Morrison). Kenny has a great flying site (55 acres of mowed grass with rolling hills) and is well worth the trip. He will have over 60 flyers and this will give you a chance to meet some of the great flyers from across the southeast.

I don't want everyone to think we are just a contest club.

Far from it. It's just one of the main activities which provides the majority of income. What I'm leading up to is the Gentle Lady and Hand Launch Contest coming in August. These are really fun events to participate in. Just about everyone has a two-meter polyhedral ship and it would be great to have all the club members fly in the event; even if you don't usually fly in contest. With our club alone, we would have over forty entrants. Several new members have asked me about hand launch gliders and what I would recommend. If they saw me fly one, they would ask someone else. But in order to help and to get entries for the hand launch contest, here goes: I haven't seen one (*It's a new design*) but I would guess the best hand launch for a beginner would be a Chrysalis from DJ Aerotech. It is built-up Balsa and cost around \$50.00. It can be built either as a V-tail or conventional. If it is half as good as the Monarch, it should be a great plane. Hand launches are a great way to improve your flying skills and in my case a humbling experience. Last and not least: A special thanks to John Masiello for developing the Orlando Buzzards web page. I know he spent a great deal of time and effort working on it and the result was THE best soaring club web page on the net. If you have access, the address is www.specs-usa/-ingo/OrlandoBuzzards. It also links you back to the FSS web page. Great job John!!!!

May the Thermal Gods be with you and the ground be soft if they aren't.

Don

Contest News

FSS Contests #3 and #4 were both hosted by the Orlando Buzzards.

FSS #3. "Snow Birds", Al Sorenson and Ben Cleveland were Contest Directors for FSS#3. The event was a "Triathlon" and a graph for scoring was distributed to the contestants. A Triathlon definitely adds to the challenge, as pilots constantly analyze their altitude and decide whether to land immediately or stretch another two minutes. On Saturday (2-Meter), at the end of round one, Brian Agnew was leading in the Master Class with Ed White just 17 pts behind and brother Mike just 20 pts down. But, as the contest progressed, Brian never faltered and even held off challenges by Mark Kummerow and Don Cleveland. In the fifth round of Sportsman,

FSS#3 CONTEST RESULTS		
PLACE/CLASS	EVENT	NAME
1-Sportsman	2meter	BILL TOWNSEND
2-Sportsman	2meter	TERRY CUSACK
3-Sportsman	2meter	JACK LAWTON
1-Expert	2meter	GARY CUNDIFF
2-Expert	2meter	SCOTT HUNT
3-Expert	2meter	LEWIS GRAY
1-Master	2meter	BRIAN AGNEW
2-Master	2meter	DON CLEVELAND
3-Master	2meter	MARK KUMMEROW
1-Sportsman	Unlmt	TERRY CUSACK
2-Sportsman	Unlmt	BILL TOWNSEND
3-Sportsman	Unlmt	JACK LAWTON
1-Expert	Unlmt	RICK ECKEL
2-Expert	Unlmt	JACK YOUNG
3-Expert	Unlmt	CY BAYLOR
1-Master	Unlmt	ED WHITE
2-Master	Unlmt	BRIAN AGNEW
3-Master	Unlmt	MARK ATZEL

FSS#4 CONTEST RESULTS		
PLACE/CLASS	EVENT	NAME
1-Sportsman	2meter	AMOS CHIARAPPA
2-Sportsman	2meter	DON WITHERSPOON
3-Sportsman	2meter	BILL TOWNSEND
1-Expert	2meter	JOHN MASIELLO
2-Expert	2meter	SCOTT HUNT
3-Expert	2meter	KURT CARLSON
1-Master	2meter	BRIAN AGNEW
2-Master	2meter	RAY ALONZO
3-Master	2meter	TOM BECKMAN
1-Sportsman	Unlmt	JACK LAWTON
2-Sportsman	Unlmt	BILL TOWNSEND
3-Sportsman	Unlmt	JIM STANDAFER
1-Expert	Unlmt	RICH KIBURIS
2-Expert	Unlmt	SCOTT HUNT
3-Expert	Unlmt	INGO DONASH
1-Master	Unlmt	MIKE AGNEW
2-Master	Unlmt	DAVE ELIAS
3-Master	Unlmt	BRIAN AGNEW

Jack Lawton and Terry Cusack were right on the heels of Bill Townsend, but they couldn't find enough lift to overtake him. Roles reversed on Sunday (Unlimited), Terry took Bill and "Mr Big Show" Eddie White took Brian Agnew by a mere four points! In Expert, Cy Baylor Returned to the show circle with Third Place and Rick Eckel flew very consistently to snag First Place. Out of 18 possible places, Orlando Buzzards took 11 of them. That's some great flying, Buzzards! Congratulations to all the participants.

FSS #4. This event turned-in another good show by the Buzzards. Of course, Brian Agnew continues to be the Masters' front-runner, but I think everyone should be watching Scott Hunt in Expert! Scott has now finished 4th, 1st, 2nd, and 2nd in 2-Meter and 2nd, 2nd, 5th, and 2nd in Unlimited! WOW, that's true consistency and Scott is doing a great job of Flying himself into the Master's Class. Jack Lawton, Rich Kiburis, and John Masiello each took home a First Place. Bill Townsend continues to build points towards the Expert Class.

Both contest results are posted here; all FSS results are posted on the Soaring internet address: <http://www.rcsoaring.com/flclubs.htm>.

Future Contest Dates:

May 24-25	FSS#5, Morriston—2 meter/Unlimited CD: Ken Goodwin (904) 528-3744	August 10	Annual, Orlando—Gentle Lady 2+2 (senior/junior team award too) CD: Rick Eckel
June 21-22	Mid-South Championship, Huntsville HLG/2 meter/Unlimited. (Contact Don Cleveland for info and share travel)	Aug 30-31	FSS#7, Morriston—2 meter/Unlimited CD: Ken Goodwin
June 28-29	FSS#6, West Palm—2 meter/Unlimited CD: Charlie Brecht	Sep 21-22	FSS#8, West Palm—2 meter/Unlimited CD: Charlie Brecht
July 26-31	AMA Nationals, Muncie, Indiana (see Model Aviation Magazine for info)	Oct 18-19	FSS#9, Morriston—2 meter/Unlimited CD: Bob Wargo
August 9	Annual, Orlando—Buzz Chuck HLG CD: Ed White	Nov 29-Dec 1	Tangerine Championship, Orlando CD: TBA

*****JUNE FUNFLY IMMEDIATELY FOLLOWING THE MEETING*****

Don Cleveland announced that the next meeting will be held early (10:15am) and that a PRO-AM Funfly would follow at 11:00am. This will team pro's and am's, so there is no reason to think you can't come out and have some fun. Don will brief the rules during the meeting and is

hoping for a large turn out. Don't forget, this is a good time to accumulate some LSF points. (*And speaking of LSF points; forward your progress to Soaring News for publishing in the next issue.*)

WHAT'S RCSE TALKING ABOUT?

What is RCSE? RCSE is the Radio Control Soaring Exchange. It is only the most world-wide, real-time, electronic forum for soaring discussions. If you have email you can subscribe to RCSE. To Subscribe, send an email letter to: soaring-request@airage.com with the word "subscribe" in the body. But be careful; it's very big and has lots of participants, so consider subscribing to the digest version. For those outside the electronic mail world, I'll post interesting topics here when I can. Since Don mentioned the Chrysalis, I down-loaded the following comments from someone already flying one:

Comments on my Chrysalis: I've been flying it now for about a month. To be honest I initially had some flutter problems with using transparent micafilm covering on the wing so I recovered it with transparent monokote. It added .4-.5 oz and I have an allup flying weight of 11.25 oz with a 150 mAh pack, two HS-80s and an RCD 535 Rx. A bit heavy I admit. When I recovered the wing I spent some time to get the washout right and experimented

with correcting some minor tip stall. I ended up with about 1/8" on the inner panels. Mine also flew in a slight nose up attitude, so I added about 3/64" downshim at the TE. It now is one of my best HLGs! This morning I went out around 6am - the only time I could manage to fly today - arg*, and got a good 1/2 hour of throwing in. I am able to launch it noticeably higher than my Illusion or Climmax (an old trusty wooden one that I'll never give up on!) and get dead air times consistently in the 40 sec time frame. For me this is very good since I have arthritis and can only get about 40 ft of altitude. Thermal turns are now quite tight, and it reacts very well to small signs of lift. As a novice (I only fly about 2 hours a week) I think this is a great plane. Building it was a real pleasure, and now that I have it trimmed it's a great flier. I'll probably get another and not make some of the mistakes I made on this one and expect an even better performer. My thanks to Don Stackhouse and Joe Hahn!

Ray
Tucson AZ

ODDS-N-ENDS

☐ WELCOME ABOARD, NEW MEMBERS.

the following pilots recently joined the Buzzard Flock: Charlie Fansler, Kevin Kosiorek, and Chris Hawkins.

☐ **ROSTER UPDATES.** A new roster will be published in the next edition of Soaring News. If you can receive email, please provide your email address to Lewis Gray before July 1. In the meantime, please correct Terry Cusack's email address to: flyboy@bitstorm.net and change Ben Cleveland's email address to: bencleavel@cafes.net.

☐ CHECK OUT SAILPLANE MODELER!

Sailplane and Electric Modeler Quarterly Magazine has finally published Tangerine Coverage. Terry also received the pictures back in the mail and will pass them out at the June meeting.

☐ *****PLAN TO VOLUNTEER NOW!***** Don't think that the Buzz Chuck and Gentle Lady contests are that far away. Let Ed White and Rick Eckel know that you are interested in helping out. August 9th/10th will be here before you know it!

☐ **FIELD SHED SPRING CLEANING.** Members are invited to help cleanup the shed(s) on the club field this Sunday (May 18). Bring your own trash bags,

brooms, rags and rakes.

☐ **NEED ASSISTANCE?** Did you know that our club has designated instructors to assist in building and flying your glider? Contact one of these people if you need help; they are ready, willing, and waiting.

Cy Baylor (407) 699-8750

Don Cleveland (407) 696-7516 / 281-2366

Rick Eckel (407) 366-9757 / 366-8852

Hank McDaniel (407) 831-3688



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100" Super V, this was Mark Lovoc's plane that won the Western States Triad Trophy a year ago. It is equipped with S-133 in fuselage, 205bb for flaps, S-133 for Algerians. Flies excellent and is in beautiful shape. Apprx 52 oz. with 7037 airfoil glass bagged wings with v-lail. Battery 650mah. Sacrifice for \$375.00 Just add receiver and fly it.

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Do You Fly A HARLEY?

by Bob Dodgson

(Editor: This article is from Bob's Web Page and Newsletter. Obviously he may be biased towards his own products, but his message is worth consideration. I have substituted PC for something Bob refers to as BC.)

A while back I was at a meeting of the Seattle Area Soaring Society. The featured speaker was the new "high-tech" glider kit manufacturer of the month. We were told all about the amazing materials that his glider kit utilized. One thing that the starry-eyed manufacturer said that stuck with me was that there were even more tantalizing materials in the pipelines that would momentarily become available. When we had these materials, then we could really build great gliders!

This boundless faith in the "Holy Grail" of technology reminded me of stories I had heard about doctors telling families of terminal cancer patients that "... there is no known cure right now. However, I am in contact with the latest research developments and so if a breakthrough occurs, I will immediately utilize this new treatment on the patient.

After mulling over the mad dash for "me-too" high-tech glider kit production that has taken place over the past couple of years, I began to realize that soaring is changing so profoundly in its emphasis, its goals and its philosophy that it is paralleling what happened in motorcycle manufacturing in the 1970s and early 1980s.

The Japanese caught US manufacturers off guard by producing lightweight, inexpensive and reliable motorcycles that took over an ever larger market share. Before they knew what had hit them, US companies were going out of business. Soon, Harley-Davidson was the only US manufacturer left and they were just hanging on by a prayer. In the meantime, the Japanese were becoming ever more obsessed with performance technology. They added cylinders and increased compression ratios. They even seated the drivers in the most aerodynamic positions. You still see some motorcycle drivers zipping along curled up in a near fetal position. As technology took over and performance-to-weight became the driving force, something very basic was lost. What was lost was the main reason that had made motorcycling popular in the first place.

Somehow, the people at Harley-Davidson figured this out just in time. They went to work to improve the quality of their machines while maintaining the human appeal of the old Harley motorcycles. You see, it was learned that people like motorcycles for the personal freedom it gives them,

They like the throaty sound of the large cylinders, they like a machine that lets the human body relax and enjoy the ride.

The resurgence of Harley-Davidson was so dramatic that the industry knew it had veered way off course and had lost sight of why people enjoy the hobby/sport of motorcycling. Now, the Japanese motorcycles look more like Harley-Davidsons than genuine Harley Davidsons do and motorcycling has once again discovered its soul.

A common theme that I am hearing from people is that soaring is not as much fun now as it used to be. Some people have come back to flying my gliders because they say that they have never had as much fun soaring before or since. What attracted most of us to soaring was the simple joy of being able to put a heavy sculpture into the air and watch the miracle of it remain airborne with no motor. We cheered as better designs and control systems appeared because we could stay up longer in less favorable conditions and cheat Mother Nature even further. Many believe that this performance curve hit its zenith in 1982 with the advent of the Windsong. Nothing new or significant in surface controls, max L/D or minimum sinking speed has occurred since to help the hapless pilot achieve better air times.

In his headlong dash for the most "Politically Correct" (PC) glider, the soaring pilot has become the big loser. The market has become a cookie cutter of sameness. To be BC, the glider wings must have a Schumann platform, the fuselage must have a strip of kevlar in it somewhere and the wings must be pre-built. To carry PC to even new levels of absurdity, in a recent soaring column in *Model Aviation*, the soaring editor was defining the "new breed" (read Politically correct) as having 4 servos in the wings and a wing span of between, 112" and 118".

What dribble! As long as the control surfaces are moving properly, the glider does not care where the servos are. Why 112" to 118" span? Perhaps for F3B, the launching device restrictions makes this size optimal—but for thermal duration flying come on! In short there is nothing new about this breed, from the controls they use to the swept wing planforms. People like Dwight Holley, Dick Pike and Bob Baugher were putting servos in the wings of swept-wing Maestros in the 1970s for gosh sake!

Rather than the PC gliders being an example of a "new breed", they are an example of a trendy style where everyone is copying the same design with creativity going to seed. I fear that the real reason for the standardization around the 112" to 118" wingspan is that the copycat "designers" are not

even skilled enough to alter the scale of the design they are copying! Anyone who thinks that a 121" Saber or a 132" Anthem won't outperform a 112" PC glider is just the guy that I want to be flying against in competition!

In most cases, there is little or no evidence that the PC truisms are correct even though they may be musings of respected aerodynamicists. The historical path of RC soaring is littered with the remains of the wrong headed notions of prominent aerodynamicists. This is one reason that I had the multichannel glider kitting field all to myself for over 15 years! It is also why no other manufacturer would touch the Tippler 214 airfoil for years. I laughed as I read theoretical articles by the "experts" demeaning the E214 airfoil. They were dishing out "theoretical truths" that Windsong flyers were proving wrong in contests all across the country. Having had the, now fully vindicated, E214 airfoil all to myself for all of those years was fine with me!

Most recently, when the Saber was about to be the first competition glider kit to use the officially ignored and even denigrated SD7037 airfoil, I was advised not to use it based on writings of Michael Selig himself, and in a personal admonition from Harley Machalis who built the wind tunnel prototype. Based upon the wind tunnel test results and upon my own prototype evaluations, the Saber came out with the SD7037 rather than the Selig recommended SD7032. The result of the Saber's success opened the floodgates for the SD7037 which is now the most popular airfoil in thermal soaring. My 25 years of experience in the hobby has taught me to do my own homework and to not blithely take the accepted truisms of the day as fact. Interestingly, in a recent magazine soaring column, even Michael Selig conceded that "tips up" contributes to increased tip stall problems in slow speed turns. Tell me this is not so! I thought that every PC glider design from "here to eternity" would have to be tips up!

A few days ago, I was amazed, while at the flying field, to hear a flyer extolling the virtues of an original set of wings that he had designed. These wings used the PC (Schumann) planform but they even had the TH of the tips swept. With a knowing look, I was informed that Martin Simons had said that swept tips provided a dihedral effect. I was blown away with this earth-shattering crumb of knowledge from the great expert of the Outback. I guess that with PC design, even the most basic knowledge has taken on a "mystical techno" quality. I told this well researched flyer that any wing sweep provides a dihedral effect. He was dumbfounded to hear that

even normal sweep, including sweep of the inboard section contributed to the dihedral effect. Whatever happened to the dispensing of knowledge without mysteriously shrouding it within our favorite theories of PC aerodynamics? It may even surprise you to know that PC gliders have not taken over areas of the country by outperforming the gliders that are designed to fly the farthest and stay up in the lightest lift. They have taken over areas because the best flyers started flying them —so the PC gliders started winning contests. Had the less skilled pilots kept flying the better performing designs, they would have improved their chances against the "top dawgs" but alas, they too fell off the tree of wisdom like over ripe fruits. With no respectable flyers in an area flying the better performing gliders, the PC gliders look good. No one is aware that they are hotshots in a sea of mediocrity.

Humorously, in parts of the county where all the good flyers did not abandon the great thermal ships like the Saber, Anthem and Windsong/Lovesong, the ones who did change over to the PC gliders, amidst great hoopla and fanfare, have been soundly getting their fannies fairly well trounced this contest season. None of the new gliders is as good in light air as is a Windsong/Lovesong, Saber or Anthem. None of them appears to have an advantage in maximum L/D at reasonable thermal searching speeds. What is most significant is that the new ships, with the high-speed compromise airfoils, zoom right through light lift, giving the pilot no indication of buoyancy, in air that a Saber, Anthem or Windsong/Lovesong would sense and could even climb out in. Getting air times is not about jetting aimlessly around the sky listening to your glider whistle. Getting your air times is about having a glider that is adroitly feeling its way through the medium of air while it is faithfully telegraphing back even the most subtle information to the pilot.

I guess the real question is: "What is glider flying really about —and what is it about glider flying that originally captured our Imaginations and that has held us transfixed for months and even years?" For most of us, the art, the mystery, the outdoors, the freedom, the challenge and the oneness with nature are some of the captivating forces. However, if soaring continues down the path toward "new breed, Politically correct copycat sameness" and the dubious pursuit of technology as an end in itself, Soaring will end up like the motorcycle industry of 1978. For our sport to continue to evolve, to grow and to bring the maximum pleasure to its participants, we need to have the Hogs and the Choppers —not just the wound-up-tight Kawasakis.

What do Buzzards look like???

1. Ed White prepares to release his Condor while Scott Hunt starts the clock.
2. Ye ole Prez-Man himself, counter-balancing his Kummcrow 2-meter with his Transmitter.
3. Masler Craftsman, alias mild-mannered Treasurer, Lewis Gray and his own Scimitar.

