



Soaring News



Vol. 3 Issue 3

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

July 1998

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NEXT MEETING

Aug 2nd, Noon at Club Field
Sept 13th, Noon at Club Field

Corner

Jerre Ferguson

Greetings Fellow Buzzards.

As some of you know, I have not been very active over the past couple of months due to the illness of my wife's mother in Roanoke, VA. It was good to return home and be able to get back to doing some thermal searching. I want to thank the other officers for filling in during my absence.

Also, as some of you may know, I became officially retired from Lockheed Martin on the 1st of May. During the course of doing all the paper work to make this happen, I had to complete a check list to show that I didn't have or owe anything to the company before they would let me check out. The only items on the list that were loaned to me (for the Orlando Buzzards use) were the two generators we have been using and maintaining for our contests over the years. Bottom line, since there was no way they could sell them to us and since we are a non-profit organization catering to all age groups for a healthy outdoor activity in Central Florida, Lockheed Martin donated them to the club for permanent retention and use to support our club activities.

The Nostalgia Contest on April 26 was enjoyed by all. Dave Davidson did a super job putting it all together as well as supplying the very attractive trophies. Thanks Dave. I wonder though, since the greatest number of models flown were Gentle Lady's, if they could be grandfathered in so we could fly them again next year!

No response was received from the letter (concerning our use of the Snow Hill field) sent to the Forestry Service in March, so it was decided at the May club meeting to take the initiative ourselves and have as many members

as possible send letters to Tallahassee to the Division of Forestry of the Florida Department of Agriculture and Consumer Services, Attn: Bob Crawford, Commissioner. It was also suggested that members send letters to their Congressman or State Representative in order to arouse the attention of some one who would hear our request on a one-to-one basis. I hope that some of these letters have already gone out as did the one that Ed White wrote and shared with the membership via E-Mail.

Don't forget the big contest at Kenny's in Morriston on Labor Day weekend. The Buzzards always make a good showing at that site and Kenny always does a great job hosting all the entrants. That holiday weekend will also delay the monthly club meeting until the following Sunday.

"Good flying to all,"

Jerre

Editor resigned!

Wanted: member with investigation and writing skills to continue the tradition of SOARING NEWS! If you're that person, contact:

SOARING NEWS
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Deltona, FL 32738-9771

or email to: flyboy@bitstorm.net

WANT TO BECOME A MEMBER OF THE BUZZARDS?

The Orlando Buzzards are the largest Sailplane-Only Club in the State, and one of a handful of large soaring clubs on the east coast. With so many members, you can be assured that we also have some very talented and experienced flyers and builders. Wouldn't you like to have your sailplane test-flown by someone who understands gliders? Wouldn't you like to fly your glider in a large field, rather than having to compete with a runway pattern full of power flyers that don't give you any respect? The Buzzards are interested in fostering the growth of R/C Soaring and are happy to receive new members. If you want to fly silently, call one of the Officers listed on the cover of this news letter, come to our monthly meetings scheduled at our club field, or see our web page: <http://www.specs-usa.com/~ingo/OrlandoBuzzards/>. You could be soaring to new heights!



We are very fortunate to have the freedom to fly our airplanes any way that we like at our club field. We can take off in any direction required to be against the wind, we can land in any direction, and we can chase thermals over the pit area, the houses, etc. BUT, there is always a smart way and a dumb way to enjoy this freedom. I think I saw the dumb way demonstrated this last week end. While someone was showing off their new sleek speed ship, they thought it was OK to streak down from the sky at 150 knots, level-off across the deck at 5 feet and head into the "parkin zone" at the end of the field (by the sheds where cars and people were gathered. This not only

rattled some of the flyers in the air, but could have been very disastrous if the speed craft had strayed just a small amount. This particular ship was ballasted up to some outrageous amount to test handling at the maximum ballast weight. While I had full confidence in the pilot to control his aircraft, I did not have the same confidence in the structure and control system of the aircraft or the sudden interaction of other aircraft or people in the vicinity. Several people notified the pilot that his actions were not safe and he made sure he did not repeat such exercises. Sailplanes are docile only at slow speeds and safe distances away from people, but at high speed at any distance, these aircraft make a power plane look like a tortoise. Please restrict high speed flight to the open area of the field and don't forget that there are other aircraft circling in small thermals that you will impact if you fly a straight line. You should always have a safety person with you to watch ahead of your flight path, since pilots tend to restrict their own vision to the "tunnel" around their airplane. I'm sure that none of us want to be injured, nor do we want to restrict the freedom we have now. So remember, when you step out onto the field think; Safely First.

ODDS-N-ENDS

LOST, THEN FOUND! Victor yeung found his missing Alcyon in a yard near Dennis Simmon's house. Victor is still missing a Kummerow Searcher, so if you hear or see of one, please notify him.

CLUB FIELD ACCESS. Stan Pfof has asked that we return to the use of the proper access road to the Club Field. This road is much more convenient and feeds directly to Lockwood. A gate and matching lock have been installed on this access. The combination is the same as the previous gate. This road was discontinued many years ago when the owner was complaining of damage to his property. Stan was nice enough to buy the other access so that no ill-will would grow with the complaining owner. Now that the property has been sold

to the College, the road can be used without conflict, per the deeded access. Again, the Buzzards are thankful for Stan's actions.

LITTLE WOOD WAGON!! The winch wagon has been working great. Everyone is amazed at its ease of use. Thanks again to Al DeMarcken. (But Al; my wife says that the Buzzard Logo imprinted on my butt is too bazaar 'd!)

SNOWHILL ROAD UPDATE: There is none. It appears to be a long slow process to educate everyone in the State Offices that we can be a benefit to the SnowHill Field. Remember: future field use (drive on) is restricted to those with approved limited-use permits, normally issued for contests.



FSS. Rick Eckel is Newsletter Editor for the *FSS Silent Flight* and the FSS Contest Directors did a great job of reporting the contests in that Newsletter. So, I will not duplicate the reports for FSS#4, 5 and 6. I strongly urge everyone to get on the subscription list for *Silent Flight*. Rick is striving to make *Silent Flight* very easy to read. (No, that was not directed at you slow readers!) Rick would also like to expand the information in *Silent Flight*, so if you have articles or ideas contact him.

FIRST ANNUAL JIM SMITH MEMORIAL. Dave Davidson hosted and CD'ed the first Nostalgia Contest which has been named in honor of Jim (Jim passed away last year). Entry was **FREE!!** (*I love that word*) and Dave and Bud Moore did a great job of arriving early and preparing the field. The new access road was used (look out for the dip!) and signs were well placed. The winch gave a few problems, but a backup winch was in place and ready to go, so no long delays resulted. Lift down low was scattered and moved quickly. Most pilots averaged 3 minute

JIM SMITH MEMORIAL (NOSTALGIA)	
PLACE/GLASS	NAME
1-Sportsman	BOB BINGHAM
2-Sportsman	BILL TOWNSEND
3-Sportsman	CY BAYLOR
1-Expert	ED WHITE
2-Expert	DICK RENSKERS
3-Expert	JOHN MASIELLO

flights. Gentle Ladys (Allowed for this contest) dominated the entries and the winner's circle. Several Gentle Lady wings were damaged, but spares were available. Even Jim Smith's Gentle Lady was there, being flown by Pat Kivitkauskas. Congratulations to Buzzards: Bill Townsend, Cy Baylor, Ed White, and John Masiello.

GENTLE LADY PLUS CONTEST. Looks like the rain was kind enough to allow Snow Hill to be used for the Gentle Lady Contest! Weather was absolutely beautiful, but CD Rick Eckel says it was HOT! John Masiello took a great photo of all the contestants holding their Gentle Ladys and sent it out on email. Thanks John! It's really great to see everyone competing with a single design. And that's exactly what happened this time; all entrants flew a Gentle Lady. No one flew other brands of two channel gliders. So maybe we can remove the "plus" next year and promote the "one design" concept. The nice thing about this contest is that Rick always encourages Novice and Junior Contestants to come out and give it a try. It's amazing how many people really enjoy such a simple contest. (Rick: Did I say simple?) Clay and Bill Townsend returned for a second year and took home the Team hardware. Congratulations to all those who competed. Here's the results:

ANNUAL GENTLE LADY PLUS	
PLACE/SCORE	NAME
1 - Expert	ED WHITE
2 - Expert	RICK ECKEL
3 - Expert	RAY ALONZO
1 - Novice	CLAY TOWNSEND
2 - Novice	TJ WHITE
TEAM	BILL AND CLAY TOWNSEND

ANNUAL BUZZ CHUCK HLG. Eddie White worked hard to bring us another great HLG contest. Of course he just wanted to prove that he is still top gun in the HLG south! And try as hard as Ray Alonzo and others might, Eddie retained his title. (I'll get him one of these days!)

ANNUAL BUZZ CHUCK (HAND LAUNCH)	
PLACE/SCORE	NAME
1 - 2339	ED WHITE
2 - 2176	RAY ALONZO
3 - 1939	VIC MANGET
4 - 1818	LEWIS GRAY
5 - 1777	GARNETT WHITE
6 - 1596	RICK ECKEL
7 - 1371	JOHN MASIELLO
8 - 749	GARY GREEN

MID SOUTH REPORT. In previous years it seemed I was the only one not to go to the Mid-South Soaring Championships. Well this year was just the opposite, I was the only Buzzard to attend Mid-South! (except for those out-of-state Buzzards, Ben and Don Cleveland) All I can say is that it was extremely tiring (I took my whole family) and very Rewarding! I came home with a 4th place plaque, a gift certificate for Slegger International, and some new Volz micro maxx servos. I learned a ton, saw all the "Names" in national soaring and got to see how a really big contest is managed. I was impressed. As for the results of my efforts, I was 10th of 37 in HLG, 6th of 10 in HLG Golf, 4th of 36 and 15th of 37 in Unlimited Sportsman (like FSS Expert) Thermal Duration. I did not fly Nostalgia, and I only had my 2-motor Kummerow Searcher for the Unlimited events. Don Cleveland and Mark Kummerow were both very impressive. Mark created quite a stir when he beat many of the best east-coast HLG pilots! He was first out of the 37, beating Joe Hahn (Monarch Designer), Mike Fox (Wasp Designer), and Paul Seagle (Cincinnati Buzzard Beater) just to name a few. And he did it with his latest version of the Helix which he repaired after I mid-aired him the night before on the practice field! His new slender fuselage is very nice. I suggest anyone who wants a competitive HLG ready to fly, had better order one while the price is still cheap! Mark also placed in Nostalgia, but I failed to see what he was flying. Don received 5th in a field of over 40 exports in Unlimited Thermal Duration. His Pelican just didn't want to come down and his landing points just kept adding up. Ben was not so fortunate; his weekend ended on the practice field when his Modified Victory was totaled while still attached to the winch line. Cause of the crash is unknown.

I could ramble on about all I saw at this event, but I don't have that much room. I will spend the space to tell you how much I enjoyed HLG Golf. This was really a hoot! The course was beautiful, with hills, ravines, ponds, and a cliff overlooking the tops of trees inline to the fairway. I was very apprehensive about throwing my airplane into some of the narrow treelines or over long ravines with water hazards. But after I saw Ed Slegger succeed, I simply wound my arm up and chucked as hard as I could. But that was not the hard part. After launching, I would have to run after my plane trying to fly to the hole. There were many times where my plane would disappear over a ridge or around a dog leg of trees and I would just have to hope it maintained a steady course to the hole (and a gentle landing on the ground). Although I was dead tired at the end of this event, it was some of the most fun I have had in R/C Soaring. I hope we can do something like this in Florida. FINAL NOTE: I spent some time at the VOLTZ servo display and I think these servos deserve some attention for your next project. These servos have the highest quality I have seen and the prices are very fair. You need to check out the engineering in these servos and in the matching installation devices. They have the highest torque in their class, metal gears, ball bearings, and the smallest and slimmest cases possible. I held the output arm with all my might and could not stop it from moving! Contact Terry Cusack if you need more info.

25TH ANNUAL TANGERINE. It is not too early to be thinking about this year's Tangerine Soaring Championship. November happens sooner than you think, and we have a lot to do. Contact Jerry Ferguson or Bill Townsend if you would like to help in some way. We need everyone to pitch in and make this the best Tangerine ever!

Future Contest Dates:

July 27	AMA Nationals, Muncie, Indiana (see Model Aviation Magazine for info)	Oct 17-18	FSS#9, Morrilton—2 meter/Unlimited CD: Bob Wargo (813) 938-6583
Sep 5-6	FSS#8, Morrilton—2 meter/Unlimited CD: Ken Goodwin (904) 528-3744	Nov 27-29	25th Tangerine Soaring Championship Orlando Buzzard's Snowhill Road

TECH-TIPS

COULD YOUR NEXT GLIDER BE A FOAMIE? *By Terry Cusack*

There has been a lot of controversy over the expanding popularity of EPP foam gliders. I have read many heated

arguments over the RC Soaring Exchange about the poor performance, ugly appearance, and how hard-to-

repair they are. Many people seem to think of foamies as a "slope only" machine. While originally intended for the slope and slope combat, foamies are now becoming thermal trainers and even HLG's. Some of our own club members have tried the foam trainers and have put them on the shelf. Well, after reading a couple of positive articles, I finally decided to see for myself if a foamie could make a reasonable thermal trainer. After all, if I was going to have both my kids learning RC, then why not have something that wouldn't break on every flight. My budget manager (wife) easily approved of the purchase when I told her it was "for the Kids". (That didn't work when I discussed a \$500 competition ship?!)

ABOUT THE KIT

I chose to purchase the most common trainer, a TG-3 from Dave Aircraft Works (DAW) for a cost around \$70. The contents of the kit was sort of refreshing, just a few cookie-cut foam pieces, a cloroplast tail group, a single stick of balsa, and some accessory bags. The balsa stick was the wing spar, and a wing joint was fashioned from the bagged parts (ply joiners). The spar, the tail, and the servos are all glued-in with flexible Shoe Goo. The wing leading edges were sanded to shape; the poly wing panels joined; and the wing was ready for covering. The Fuselage also had to be rounded to shape, and then several cutouts made for radio gear, pushrods, and tail group. I was not satisfied with the floppy (and heavy) cloroplast (corrugated plastic sheet) tail surfaces, so I built-up some balsa sticks covered with monokote. As compared with another TG-3 I have seen with the stock tail, this turned out to be a practical idea, although I was worried if this would compromise durability. Covering this type of airframe is something that took me a long time to study before accepting. I had to cover approximately 75% of the airframe with strapping tape. This seemed like over-kill to me, but being new to this type of model, I did not want to deviate far from what the instructions assured were "proven best practices". So I plastered the outside with tape, then misted on a light coat of 3M 77 adhesive, followed by some low-temp iron-on covering. If you worry about appearances and nice smooth covering, you don't even want to bother with one of these foamies. From a short distance, everything looks pretty nice, but the foam and tape surface can only hide so well under the covering. Glue in some servos, stuff the receiver and battery in a hole near the nose and its ready to fly! I still had to add a significant amount of nose weight to balance, so I was disappointed that even with my lighter tail, the design did not get me close to the CG. If I had to build another one, I would move the standard size servos all the way forward with the battery.

FLYING

Well, it flew good from a hand launch, but the hi-start launches were stalled all over the sky. I have played with the CG and hook locations and am just getting it tuned after about 50 flights. It tends to fly fairly fast for a trainer, and therefore can react too fast as it builds speed. Maybe a little more tweaking on the CG and it will become a little more manageable. Both my children (8 and 10 yrs old) have flown it and are still struggling to keep on top of it. But, I don't worry when they get out of control because it can take a lot of ground impact! Will it thermal? I was a little disappointed at its total weight and its thermalling ability. At first it would only "sustain" altitude in lift. But as I get use to it, I am seeing that it will thermal in strong lift, especially if speed is kept high. I would not refer to the TG-3 as a "floatier". It flies fairly well in wind, provided you don't mind a quick up and quick down (short flight). But the fact that it can handle the wind makes it easier to say to my kids: "lets go flying!"

CASH SURVIVAL

The TG-3 does not even seem to wrinkle when it punches into the ground. My daughter nose-dived it on the high start right into the dirt. This would have totalled any other plane I know of. I also launched it right into a tree over my head (trying to get that extra 10 feet of hi-start tension). It went thru the tree branches, ripping them into sticks, and out the side of the tree before coming loose from the hi-start line and driving inverted into the ground. In both cases, I picked it up, straightened the wing (it's a friction fit), and launched again. It flew just fine. The only breakage so far has been a separated glue joint at the wing center joint and we didn't even notice it until four flights after it happened. The built-up tail has held up great, since most contact with the ground is either the nose or the wing tips. A few times the tail did contact the ground, but no damage resulted, probably due to the flex of the fuselage. I have let eight kids fly it so far, and that alone speaks for the confidence I have in this aircraft's crash survivability. It also travels easy, since the wing slides out from the fuse, it's stubby in length, and the construction is not prone to hanger rash.

THE CONTROVERSY

As far as I'm concerned there is no controversy. These types of airplanes have their purpose and serve it well. If you don't combat, don't slope soar, or don't prefer durability over performance and looks, then stay away from a foamie. But if you want FUN, Durability, or something you can let your neighbor fly without stressing you out, then get your hands on a foamie!

**Your Lotto ticket lost. Your lawn mower broke.
Your wife left you. Your Goldfish went belly-up.
And now you may beholding your last issue of
Soaring News. But... the Thermals are popping!
Is life great or what!?!?**



Summer is here, lets go flying!!!

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