

THE BUZZARD NEWSLETTER

Premier Issue

January, 1996



PRESIDENT'S CORNER

This is great! Our first newsletter! It's the start of what I think will prove to be a strong unifying force for the Buzzards. Rob Rierson and John Masiello have really pulled this thing together.

The first order of business is to thank John and Rob for all their enthusiasm and work. Without them this newsletter would not have come about. The second order of business is to let the club know that the newsletter will need it's support in the future. Every member should contribute a short article or tip for the publication during the year. Make it a new year's resolution - all you Buzzards!

The instructor program is also off to a good start. With seven volunteer instructors and a newly formulated and approved training sequence, all we need are some new fliers to instruct! I think that our program can be a significant draw for new members even if they just want to start out with sailplanes and move on to other interests. Let's make sure that we talk up the program to all prospective members.

MEETING NOTIFICATION: Buzzard meetings will be held on the first Sunday of each month unless that Sunday is during a holiday weekend or is the weekend of a Buzzards hosted contest. In either of those cases, the meeting will be held the following Sunday. Meeting time is 12:00 noon.

It is impossible to telephone and notify over 40 members of the meeting each month. Even more difficult is to give timely notification should there be a cancellation. Those members desiring confirmation of a scheduled meeting or who want to know if a meeting is cancelled may call the following phone number after 6:00 pm Friday night of meeting weekend to hear a recorded message confirming date and time. The recording will give the date and time of the rescheduled meeting should there be a cancellation.

The phone number is (407) 366-8852. This is my office number which is unused during the weekends. I will leave a recorded message on the machine concerning the club meeting each meeting weekend. you may call any time during the weekend to get the latest news about the meeting.

FUTURE MEETING DATES:

February 4, 1996	May 12, 1996
March 3, 1996	June 2, 1996
April 7, 1996	

More meeting dates to come later.

We will make every attempt to have a fun fly on each meeting date. Fun flies will begin at 10:00 am, but late entries will be tolerated (somewhat!)

Till next time - Rick "Still Desperately Seeking Thermals" Eckel

NEWSLETTER

The newsletter was created as a service to the club membership. It's primary purpose is to act as a source of information and communication among the members. News and information pertaining to club operations is the primary focus. The newsletter will share interesting bits of info with the club as they are submitted.

Members are encouraged to contribute material for inclusion. The newsletter will need the active support of all members to keep the flow going! Please make it a point to submit something to be included in the newsletter. Once again, the newsletter is for the benefit of the membership of the club, so be generous in contributing information.

Topics of discussion include news pertaining to the club, general interest articles, tips on flying and building, reviews of kits, radios, equipment, etc. Also, contest news, club bulletins, for sale/wanted items are invited. Virtually anything that pertains to the Buzzards or the sport of R/C Soaring is invited. Thank you for your support, fellow Buzzards!

By the way, we need to come up with some kind of catchy name for our new newsletter. See what kind of suggestions you, the membership can offer. The successful member to aptly name our publication will be named (blamed,) in the following issue.

Editor

FOR SALE /WANTED ITEMS

Futaba FP-T6NFK 6-Channel FM Radio, Reciever, Charger. Excellent condition. \$100.00/obo Contact Andy Harrell 679-5294

Dynaflite Apogee 100" Sailplane kit. New in box, untouched. E-205 Airfoil. \$35.00 Contact Rob Rierson 273-1127

Sophisticated Lady 2-Meter Sailplane, Futaba 4-Channel AM Radio, Reciever. Complete, ready to fly. \$100.00 Rob Rierson 273-1127

Carl Goldberg Electra Completely built and ready to fly. (This is esentially an electrified Gentle Lady). Includes Futaba 4-ch radio w/ proportional speed controller & BEC, 2-standard Futaba servos, overnight charger w/ trickle adaptor. Standard motor, Master Airscrew reduction gear drive w/ 12x8 folding prop. 7.2v 1400mah flight pack, 12v variable current charger, all Sermos connectors, 3-piece wing (tips are removable). Excellent airplane. \$300.00 Rick Eckel

This section of the newsletter is for members to offer equipment for sale and to let others know what items are wanted. Everyone is encouraged to participate.

CLUB NEWS

New Members: The Buzzards begin the new year with one new member and one soon to be new member. They are Rich Kiburis and David Veatch, both experienced sailplane pilots. Welcome to the club, guys!

Dues Are Due: Just a reminder to all club members..dues are due, so see Lewis if you haven't done so already. Thanks!

Hand Launch: Saturdays have become the days for informal hand launch sessions and competition. Most any weekend, weather permitting, there are a few of these diminutive sailplanes soaring around their corner of the field. In the club we have 10 or more members that currently own hand launch sailplanes. Several different models can be found: Climaxes, Monarchs, Kummerow Originals, Neons, Vertigos and Skeeters. Soon, we may see some more exotic examples such as the Orbiter II and Monarch CX (aileron ships).

Ed White and a few other key personalities have reportedly initiated the first annual "Buzz Chuck" Hand Launch contest. This contest is currently scheduled for May 5th at the Snow Hill Road field. Word has it that some mini H/L starts may be used to give everyone an opportunity to compete in the contest. This type of contest has been a long time in the making and should prove to be a lot of fun. More to come on this at a later date and at upcoming meetings.

CLUB OFFICERS: By this time, everyone probably knows that the Buzzards have elected new club officers. Officers for 1996 are as follows:

President: Rick Eckel
Vice President: Don Cleveland
Secretary: Andy Harrel
Treasurer: Lewis Gray

To our new officers and for those returning officers returning to current and new positions, welcome. You can expect the full support of the club in your efforts!

Many thanks for the hard work and leadership of our outgoing officers. Your participation and leadership during the past year is much appreciated! Officers for the Buzzards in '95 were as follows:

President: Hank McDaniel
Vice President: Rick Eckel
Secretary: Tom Galloway
Treasurer: Lewis Gray

UPDATE THE ROSTER: Our secretary, Andy Harrell, has requested that all members turn in an update on their full mailing address, telephone number (home and work phone if possible), AMA number and list of radio frequencies used. Please list frequencies in order of highest usage. This will help in avoiding situations where several persons purchase the same frequency. The club secretary needs this information ASAP! Write your current information down on the slip provided in the newsletter - please be prompt in turning it in! A box will be ID'd in the shed for the slips.

CLUB NEWS

Club Library: A reminder to club members that the club maintain a library that contains a number of resource materials useful to the builder. Subjects include foam core cutting, vacuum bagging and more. For a complete list of materials contact Lewis Gray, our treasurer. Also, all donations of resource materials are cheerfully accepted.

Foam Core Cutting: There are a few members in the club reported to have foam core cutting capabilities. Contact Dwight Parks or Hank McDaniel. One of them should be able to put you in touch with someone who can get you what you need.

On a related note, there are several members who are experienced with building fiberglass fuselage aircraft. This process is vastly different from the built-up models. See one of our officers for referrals.

ODDS-N-ENDS

Ridge Soaring: If you have ever wanted to try ridge or slope soaring, there is a place known for just that only a few hours drive from Orlando. The club down in Punta Gorda has a field located right next to the water that is known locally for the strong ridge soaring. The field is a public park bordered on three sides by boat canals and on one side, separated from open water by a tall tree line. The layout is not unlike a severe water hazard on a golf course. The local club does admit to a few sailplanes ditching in the drink!

The wind coming off the open water hits the tree line and is forced up the face of the "ridge", resulting in unusually smooth, strong lift. This current of rising air just above the tree line is smooth, but the resulting rotor turbulence a short distance downwind is extremely strong. Description of this rotor turbulence overheard at a local contest was a 'Pucker Factor Of 10'! This type of soaring is definitely different from thermaling over relatively flat terrain in more calm conditions, but it sure is exciting! For more information, call S/W Fla. Soaring Society Ollie Wilson (941)626-2117.

Video Review: "Old Buzzard Goes Flying" Video by Dave Thornburg. This video is a very good basic learning tool for the new soaring pilot. It also contains some good material for the more experienced flier as well. Aside from the entertainment and good photography, there are also some pertinent flying tips for locating and working thermals.

Thornburg covers everything from launching and landing techniques to locating the CG on your glider. This video would make a good addition to the home library. If nothing else, you can show your friends what it is that you do when you disappear on the weekends.

CONTEST NEWS

TANGERINE 1995: The 22nd Annual Tangerine Soaring Championships were held at the Snowhill Road field on Thanksgiving weekend in November. As in past years, the contest was the greatest of the Buzzards club events of the year.

This year, there was a total of 202 entries over the three day event. The Buzzards hosted 85 fliers from 9 different states in what is held to be one of the most prestigious R/C Soaring events in the southeast. These numbers represent a 7% increase in participants over last year's entries.

CD's for the three days were; Cy Baylor, John Claytor, Hank McDaniel. The contest went well, with fine weather on Friday for the Two-Meter Gliders and Sunday for the Unlimiteds. Saturday was overcast and windy. The contestants had their hands full with some rough air. Entries for the three days were as follows; Friday-63, Saturday-71, Sunday-68.

Buzzard members who placed in 2-Meter; Terry Cusak (2nd), Jerry Ferguson (3rd), Dwight Parks (4th) in Sportsman. John Claytor (4th) in Expert. Club members placing in Unlimited; Jerry Ferguson (1st), Don Cleveland (3rd & 5th) in Sportsman.

John Masiello has written a complete article on Tangerine '95 and is submitting it to the FSS Newsletter, RCSD, and possibly to Model Aviation. For a more indepth look into the contest, keep a look out for John's article. Thanks for your effort in creating the Tangerine write-up, John!

Tangerine '95 was a huge success due to the work of the club, and particularly to a few key individuals. Garnet and Ed White were instrumental in coordinating the transportation of equipment. The contest CD's; Cy, Hank and John ran very smooth events. Henry, Lewis and Julius worked very hard in keeping up with the scoring. Don & Ben Cleveland worked wonders in obtaining materials for and running the raffle. It proved to be a huge success! Also, a big thank you to any and all those persons that I forgot to mention. Without the help and support of all these individuals, this event would not have been possible. We can look back and say that this was a job well done!

This year's Tangerine Soaring Championships will surely prove to be just as memorable an event. The club has more potential contestants now, and the contest's reputation should prove to increase participation even further. We all look forward to this year's Tangerine!

MEMBER INFORMATION UPDATE: Please use this form in writing current information for the roster update. Turn the information in ASAP...there is a box in the shed for the slips. Thanks for your cooperation.

Name &

Address: _____

Home Ph#: _____ Work Ph#: _____ Fax#: _____

AMA#: _____ Frequencies: _____

CONTEST NEWS

Florida Soaring Society Calendar

FSS #2	February 24-25,	Cape Coral,	2m-Unl.
FSS #3	March 23-24,	Orlando,	2m-Unl.
FSS #4	April 20-21,	Orlando,	2m-Unl.
FSS #5	May 25-26,	Morrison,	2m-Unl.
FSS #6	June 29-30,	Morrison,	2m-Unl.
FSS #7	August 3-4,	West Palm,	2m-Unl.
FSS #8	August 31-Sept. 1,	Morrison,	2m-Unl.
FSS #9	September 21-22,	Orlando,	2m-Unl.
FSS #10	October 19-20,	Morrison,	2m-Unl.
Fun Fly	May 24-27,	Morrison,	X-Cntry.
Fun Fly	August 30,	Morrison,	X-Cntry.

Buzzards Soaring Calendar:

March 23-24,	FSS #3
Apr. 20-21,	FSS #4
May 5	"Buzz Chuck" Hand Launch Contest
July 21,	Gentle Lady Contest
Sept. 21-22,	FSS #9
Nov. 29,30-Dec. 1	23rd Annual Tangerine Soaring Championship

Each day is a separate contest with the first contest day 2-Meter and the remainder of days Open contests. Entry fees are \$10.00 per contest and are open to any current AMA member with gold stickered radio equipment.

FSS #1: The first FSS Contrst of '96 was held in Punta Gorda on January 13-14. Saturday was very windy with ridge soaring conditions prevailingI for the 2-meter fliers. Max time durations were not unusual, but landings presented more of a challenge. The rotor turbulence made landings a little difficult! Sunday was Unlimited day, and had more calm flying conditions. In fact, only one round was reported to have had decent thermal conditions. No ridge soaring was done on Sunday, as the wind was unusually calm.

Seven Buzzard members ventured to the contest over the weekend. Only Don Cleveland managed to place in the top three of his class. Don placed 1st in Expert class - his first contest since moving up from Sportsman! Way to go, Don! The folks at Punta Gorda put on a good contest - we enjoyed the experience very much.

TIPS & TRICKS

Contest Timers: The role a timer plays can greatly affect the success of many pilots in contest flying. Choosing a timer for flights should be given a little more consideration than approaching the first person walking by with a stopwatch. This may suffice for timing the flight, but little else. Ideally, the timer is someone that the flier is comfortable with and can communicate with clearly. The timer should also be more experienced.

Before the flight, decide whether you want the timer to talk to you during the flight or not. Some people prefer not to have too much discussion and go it alone when it comes to making decisions and flying. Others welcome any and all suggestions. communicate your needs and expectations to timer before the flight.

Your timer can help spot signs of lift that you may not be aware of. Often, a good and helpful timer may mean the difference between a max flight with a good landing, and falling down early. Watch the guys that do well on their flights and approach one of them for help in timing. More often than not, they will be glad to offer their help. A good timer is a good way for the less experienced and intermediate flier to improve their contest results in short order.

Adding Ballast: The addition of ballast to a sailplane is a "trick" known to most experienced contest fliers. This allow lighter aircraft to penetrate in windy conditions.

Adding ballast will increase the wing loading of the aircraft, thus the aircraft will fly faster. It will not, contrary to what many newer fliers think, lower L/D. The aircraft will fly faster, covering more area in a given time period. If lift is not encountered, the sailplane comes down faster. This is due to an increase in flying speed, not a decrease in overall L/D. Adding weight to the plane simply makes it heavier, increasing wing loading, making it fly faster at a given sink rate.

It is very important to add the ballast at the C.G. of the aircraft. Check the manufacturers plans for proper placement, or consult with an experienced club member. The amount of ballast added at the C.G. is up to the individual, however, it seems to be most common to add approx. 4-6 oz. of lead when it is needed.

Adding ballast need not be a stressful experience. The extra weight added can lead to a smoother flight with increased penetration in the wind. Many times, the aircraft will not be noticeably different in it's handling except for an increase in flying speed.

Non Stick Building Surface: Most builders cover their flat building surface with wax paper, as per the model kits' instructions. Ben Cleveland suggests saving the backing from Monokote and other covering materials. This backing is tough, low cost, and is completely removable from glues and adhesives. Wax paper can lose it's wax coating and allow CA and epoxy to adhere to it. Also, water based glues will seep through the wax coating and become difficult to remove.

One Hundred Strokes

Epoxy is one of the best modeling materials available. It is useful as an adhesive, for wetting out fiberglass cloth, as a filler and as a finishing material. It can be thinned and thickened for special applications for a variety of purposes. Although epoxy can be very useful it can also be a pain when it doesn't harden properly.

There are two critical issues when dealing with epoxy: proportioning and mixing. Of these two mixing is the most critical. Misproportioning the hardener to the epoxy generally leads to slow hardening but lack of proper mixing can lead to permanently sticky epoxy! One hundred quick, hard strokes are recommended when mixing any amount of epoxy. Count them to make sure that your mixing is adequate.

Always mix your epoxy before putting in any additives. Either thinning agents or thickening agents can keep epoxy from mixing properly. Give the epoxy one hundred strokes first and then put in the additive.

Thinning

Epoxy can be thinned using acetone or denatured alcohol. Either of these can be added to make the epoxy more watery. A mix of up to 50% doesn't seem to have any effect on the final strength of the epoxy. Thinning the epoxy will slow down the curing time and make it wet out fiberglass and carbon fiber better. Thinned epoxy can also be wiped on to balsa or obeche as a finish.

Thickening

Epoxy can be thickened by adding almost any inert fine grained solid from sand to cotton fiber. Modelers usually use microballoons for thickening epoxy since they are readily available and add little weight. Thickened epoxy can be used to make fillets or to fill gaps.

5 Minutes, 15 Minutes, 30 Minutes, - More?

Epoxy comes in formulations for different curing times. The times listed on the packaging are strictly nominal and generally refer to curing time! 5 minute epoxy does not give you five minutes of working time! At best you will get 20 seconds of working time in which to place 5 minute epoxy before it starts to 'hit'. 30 minute epoxy gives you something like 3 to 4 minutes before it starts to hit. These times will vary with temperature, mix proportions and proper mixing, but they are good starting reference points. In general 5 minute epoxy is only for spot gluing. It is great for small quick jobs but not for involved tasks.

A general rule of thumb is that the working time for epoxy (after 100 strokes of mixing) is about 10% of the time listed on the package. And keep in mind that epoxy mixed and left in the cup will hit faster than if you spread it out immediately.

Clean Up

Epoxy on the hands can be cleaned with acetone, denatured alcohol or vinegar. Vinegar is the most desirable of these three, but boy does it smell. I find that soft soap, when used straight and rubbed patiently and thoroughly on the hands, removes epoxy residue in a completely satisfactory fashion. Try it, you'll like it.

But the best thing to do is to wear latex gloves while working with epoxy and toss them when you're done. It avoids any possible allergic reaction while eliminating the cleanup problem.

SOARING WITH THE EAGLES

Frank, Bob and Jack, to Muncie did go.
The National were on and they had entered the show.

Two Magics were ready, the epoxy dry,
Poor Jack had a crash, during a last minute fly.

They arrived at the site, and studied the scene.
Their transmitters charged, their reflexes keen.

The "two meters" were flying and the launches were steep.
Most landings were perfect. The water looked deep.

Next day they rose with the birds and went straight to the field.
Our fellows were ready, if their nerves didn't yield.

The top guns were there, thicker than fleas.
Flying Falcons and Eagles, Saturns and Vees

Our men watched Wurts, Weaver, Agnew and Shaw
Talk about awesome. There should be a law.

Projectiles....they launched as if shot from a gun.
Then they thermalled like hawks, as high as the sun.

Then down from the heavens, they came like a shot.
Deployed their flaps and nailed the spot

Our boys winched up their sailplanes, but their zenith was low.
If the green air was left, to the right they would go.

The lift was elusive, but most landings they made.
Their flights weren't impressive, but their zeal didn't fade.

When the contest was over they posted the score.
Mike Fox was the winner, our guys' dreams were no more.

Would they do it again? Would they challenge the best?
Will they hone their skills and go back for the test?

The response was a chorus. The answer was, "yes."
What is it that drives them, to take up this quest?

To challenge the gods. To fly from that knoll.
To dream the impossible. That is their goal.

"Anonymous"