



BASS NEWS

The Baltimore Area Soaring Society Newsletter

Year XXIII, Vol.III, No. 5

"Information Provider to the Glider Guider"

June 2003

2003 Officers:

President

Don Vetter
[REDACTED]

Past President

John Appling
[REDACTED]

Vice President

Al DeRenzi
[REDACTED]

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Tony Guide
[REDACTED]

Secretary

Gary Sober
[REDACTED]

At-Large Director

Al DeRenzi
[REDACTED]

Contest Director

Erich Schlitzkus
[REDACTED]

Web Master

Don Vetter
[REDACTED]

Newsletter Staff:

Editor

Randy Kleinert
[REDACTED]

Photographer

Bernie Sovitsky

The next meeting will be held on June 5, 7:30 PM, at Villa Maria or Ridgley depending on the weather.

MINUTES FROM THE MAY, 2003 MEETING

Bill Cavanaugh -Acting Secretary

Bill Cavanaugh agreed to take the minutes in the absence of Secretary Gary Sober.

The meeting was called to order by President Don Vetter about 7:30 p The newsletter was late this month, so Randy e-mailed the Secretary's report to the membership by itself so it could be approved at the meeting. The report was approved.

Treasurer's Report

Treasurer Tony Guide reported that we have \$617.98 in the LTRC account. Treasurer's report was approved.

Old Business GENERAL

There was a discussion about payment of the \$250 insurance deductible on the AMA insurance, with respect to the recent accident. The winch line went across the street at Villa and was hit by a car. The driver has claimed damage to his car. This was the first mishap resulting in an insurance claim in the history of the club. It was decided that the documentation regarding the claim and

the request for the \$250 deductible payment should be sent to the LTRC, of which BASS is a member.

The cancellation of our annual open contest at Walkersville was announced.

The ECHLC May 4 & 5 discussed, including required help. Preparations were all in order.

The ECHLC had 24 contestants signed up for Saturday, 23 for Sunday.

Members were reminded that the first Sovereign Contest of 2003 will be held May 24 at Cal Ripkin Field (Villa Maria). The flight window will be opened at I 1:00 a.m. for three hours. Contestants should be at the field not later than 10:30.

The arrangements for our June 14th club contest and picnic was discussed by Erich. Al will coordinate the food, Erich the fun activities.

Bill Cavanaugh announced that the Bald Eagles are flying on Wednesday afternoons, weather permitting.

50/50 Raffle - Bill Cavanaugh won (for the first time in 16 years of BASS membership).

BASS NEWS is a membership newsletter published 11 times each year by the Baltimore Area Soaring Society, a Gold Leader chartered club (#492) of the Academy of Model Aeronautics. Subscriptions are available via first class mail to non-members. Newsletter editors are welcome to reprint any article or portion of this newsletter provided that credit is given the author and BASS News. Article submissions are encouraged and should be submitted no later than the 15th of the month. We prefer submissions in either ASCII or Microsoft Word format, however other formats including printed or typed material are welcome. We reserve the right to edit any submission.

TEN TIPS THAT YOU HAVE FOUND LIFT

by Gordy Stahl - re-printed from the "R/C Soaring Digest", April 2003

Pretty often during my travels to your flying sites, I notice that pilots often launch through lift, fly through lift, fly away from lift or circle on the edge of lift. That's okay if I am flying against them in a contest, but mostly it's frustrating because I know I have done it for years myself.

With all my flying you'd think that I would never miss my times or a landing but, in fact, like most of us mortals, sometimes I head the wrong way too or do a dumb thumb on approach.

But one of the benefits of flying so often is that my frustration inspired me to identify cues and hopefully be able to explain them to the rest of us - not something the soaring legends are good at. They're great sailplane pilots but not very often talkers.

So let's talk!

Devise a flight plan

Prior to launching (and this assumes you have read and put into practice the things I have written prior about trim, balance and its effects on reading air) take a look around the flying site. Look for the obvious signs like birds circling, dust devils, big dark clouds, or one group of trees moving on a tree line. Look for a tilted black field, or a big building that might be collecting heat. Duh, look at what other planes are doing, but don't count on them to go to lift. Watch their travel path to see what kind of air they are passing through, as in did you see them wobble, or perk up their tails, or get sluggish and droop tailed? Take the wind speed into consideration too; it could mean that, once in lift, you will have to aggressively bank and crank, with tight moving circles to stay in the core.

Once you have noticed all you feel you can, make a search pattern plan, and follow it. It's a big'Duh!' if the plane before you went left and it sunk like a rock, pretty much assured of a spectacular one minute flight; you should choose a right turn off of

If there is a gaggle of planes in great lift, definitely do a 'turn and burn' off of the launch to get over that way. Once there, don't be in a rush to get right in with them. Move past them to see if they are really just on the front edge of the core, or the back edge. If heading to a gaggle, do not take your eyes off of your plane, and advise your timer to do the same. It's easy to lose which model is which.

Recognizing lift

If you read my previous articles, this part is redundant, but important. If your model is balanced (As opposed to, "I set the CC according to the plan with a micrometer.") then when it is in lift it will signal and confirm. It will signal via the tail popping up and the controls getting really lively. Once you feel that is the case, then by simply hitting your rudder either direction your plane will circle upwards if there is lift, or downwards if you are in sink. Your controls get lively because there is air (energy) rushing up underneath for your plane to slide forward off of. They become sluggish because there is cold air dropping on top of your plane's tail, sticking the nose up, slowing air moving over the control surfaces. If your model is 'set dead on the CG according to the plan' chances are it will not signal or confirm anything other than the fact that you will be getting skunked on that flight.

Launching into lift

You can tell that you launched into lift because your wings ripped off. You can tell you launched into lift by the sound of the winch really laboring. You can tell you launched into lift because your launch was really vertical and your altitude seems really good.

When you hit lift on a launch, don't lay on the pedal! Kite your model up instead taking all the line in more line out - more altitude on release. Fast, short duration tapping, just to keep the line taunt (sort of like keeping beat with your foot to a fast Polka).

Only stand on the pedal at the very top of the launch, then let off and just pull your plane up AFTER you let off

with a big dive and pull up.

Once off, circle search the area for a signal, then ask for confirmation by hitting rudder. I know that rudder thing has you freaked because you've never touched it except accidentally, but you paid a thousand dollars for what you think is the most trick airframe design out there, loaded it up with really expensive servos, yet don't use one of the most important parts of it: the rudder. So get your thumb on that left stick and leave it there! Force yourself to go back and re-read my article on "Balance, and Hang Tail and Return to Balance and Trim", then start looking for lift, leading with your model's rudder. You paid for your whole radio. Start using it.

Finding the Core

When your model indicates lift, don't just stop and turn, search the shape and edges of that thermal. Doing so will tell you which direction it's moving or if it's moving at all. That means taking a few seconds to fly flat and straight till your model gets sluggish, then turning 90 degrees to see what's over that way. Once you feel that you have 'felt' it out, then dig back into the core area.

Use ALL of your Radio!

Once in lift, get to work with switches and levers. Since you paid for your trim levers it's silly to just set them and then let them rust in place. They get lonely and need lots of attention just as both control sticks do.

One question I always ask a pilot I am timing for is, "Wouldn't you rather your plane was falling upwards instead of downwards while in thermal turns?" Too often guys are doing a bow-tie pattern of circling because they don't take advantage of their elevator trim lever. Why not crank in some up trim when you hit lift, then control your model's nose by working in the needed down stick to keep your plane from slowing down too much, but all the

time working up?

Camber too! There's never a better time to dirty your plane up with about a 1/ 8" of full trailing edge camber than when you are in lift. Like I said, just watch the nose to keep your plane moving along, instead of porpoising.

You'll be surprised how you suddenly start adding a minute to every flight!

When it's time to head down for your landing approach, take that added up take that added up trim and camber out. In fact, add a dick of down trim in for landings; it's a lot easier to fly through a ground thermal than it is to correct for a surprise nose pop up on approach.

Lift is:

Energy, same as jet fuel. With it your model is active, responsive, nimble, perky, quick and FUN.

Sink is:

Iron poor blood, sloth-y, un-responsive, weird acting, tail hang-y, stall-y, slow, up for sale.

A Final Tip

You know you have found lift when your model tells you. IF you have your model balanced for flying versus some misguided lead filled nose idea that a model is 'more stable' when it has a snoot full of lead, its tail can pop up when the slightest amount of lift blasts up under its tail. But even with a perfectly balanced model, YOU need to be watching for that invisible rising energy that will super charge your controls (go back and read my article on "The Hunt").

That means as you fly along you can't just sit there and hope lift hits you on the noggin; you have to be looking and testing all the way away, bumping rudder to see if there is a response.

What happens if your rudder doesn't seem to do much on YOUR model? Your expert friends would advise you to install a bigger rudder, but don't!

It's the lead in the nose that stops your rudder from having the strength to move your plane's nose. Get your model balanced, reduce your control throws to settle the improved reaction, and watch your plane tell you the "Ten

Club Contest and Cookout Erich Schlitzkus

The June 14th club contest/cookout at the Polo Field is fast approaching. This contest will be a 2 meter contest and will count toward the club championship.

Only poly-ships with no landing devices will be allowed. Landing tasks will be in or out. I hope to see some of our less active flyers show up along with the regular Sovereign flyers. \

I will start the contest around 12:00 and fly till about 3:00

Following the contest we will have a picnic and flying until dark. All Bass members and their families are invited.

Here is a list of items needed for the picnic. Please e-mail me with what you can bring. If there are any duplicates, I will let folks know so we don't have too many of one thing. *(Except beer ... - ed)*

Soda	Beer	Potato Salad
Macaroni Salad	Hamburgers	Hot Dogs
Rolls - Hot Dog	Rolls - Hamburger	Condiments
Plates	Plasticware	Napkins

Buy and Sell

WANTED: SOVEREIGN, either kit, flying or anywhere in between... Looking forward to flying one design this year. Please contact Scott Myers. Cell:

STUFF REDUCTION SALE!

SR X440 electric sailplane with motor, prop, spinner, ESC (with BEC) and 2 servos. All installed. Two 7-cell batteries. Complete and undamaged. Plug in your receiver and fly.

New price for all above was \$439.95. Will sell all for \$200.

Regulated power supply, Radio Shack brand, 12 volt, 3 amps. \$20.

Amprobe Rotary Scale Snap-Around Model RS-3 multimeter, case and operating instructions \$50.

Variac, General Radio. Input 120 volts, output 0-140 volts. This is the real McCoy, perfect for foam cutting. \$75

Digipace, Ace, with trickle feature. \$15.

All new JR radios;

JR 378, 7 channel computer digital trims four 537 servos, complete set with slimline very small 7 channel R700 receiver, 8 model memory, many mixes capable, trim memory . great price \$295.

XP 652 airplane, comp radio set 6 channel 5 models \$230, XP 662 airplane, comp radio set 6 channel 6 models \$210

XP 631 airplane, comp radio 6 channel 3 models \$190, XP 631 airplane, comp radio set 6 channel 3 models \$190

8103 JR Radio, Channel 59. Sailplane version 2 JR 341 micro servos. Excellent Price.

Kestrel 2 Meter RES Sailplane, JR Servos, Hitec Receiver Nikon F70 autofocus with Nikon

28-80 zoom lens, excellent built in flash on camera.complete set \$280.

Bernie

CLUB FLYING OPPORTUNITIES

Wednesdays, 1:00 PM, Villa Maria

The BASS "Bald Eagles" gather at Villa Maria on Wednesdays to fly gliders and electrics. Contact Bill Cavanaugh for details: [REDACTED]

Thursdays 4:30 PM, Polo Field

Come out and enjoy the flying, fellowship and the scenic surroundings at our Polo field site. Visitors and student pilots are welcome. As with all our activities, gliders and electric ships are welcome.

Friday evenings, 6:00 PM, Bykota Senior Center, Towson

Indoor free flight and small rc flying. Trim out your Butterfly for the prestigious BASS one-design contest. Learn the mystic way off indoor rubber powered flight. Novices welcome. Contact Randy Kleinert for details and directions: [REDACTED]

Polo Field Reminder

BASS is very fortunate to have access to the Maryland Polo Field for contest and sport flying. The back field has a new set of goal posts. They are made in the old traditional way, with wooden slats. BASS members are reminded that the posts should not be moved. Also, be sure to keep the entrance gate locked.

SOVEREIGN CONTEST SCHEDULE

Bill Cavanaugh

The Sovereign One-Design contest schedule for the 2003 flying season is as follows:

June 7

July 26

August 9

Contests will be held at Villa Maria and rules will be the same as last year. Last year's contests were relaxed and fun. There are a lot more Sovereign kits in the hands of BASS members than contestants last year. So if you haven't yet finished building your Sovereign, you still have time before the first contest to do so. If you have a kit and don't want it, see the Buy and Sell column on page 8.

If you have any questions, contact Bill Cavanaugh at [REDACTED] or Joe Allulis at [REDACTED]

BASS EAST COAST HAND LAUNCH CLASSIC
May 5th - 6th

The 2003 ECHL Classic is over and the contest was a success, thanks in large part to the contest planners and directors, as well as numerous BASS members who came out to volunteer their time to help the event run smoothly.

Saturday

Sunday

Contestant	Class	Raw	Norm
Golovidov Oleg	E	4454	7986
Barnes Phil	E	4175	7909
Weston Adam	E	4125	7712
Davidson Bruce	E	3995	7606
Kiesling Tom	E	3988	7539
Proseus Richard	E	4012	7482
Bennett Russ	E	3701	7265
Schlitzkus Erich	E	3573	6985
Baggs Brady	E	3668	6892
Sharbonda Kevin	E	3216	6247
DeRenzis Al	E	3135	5985
Vetter Don	E	2961	5956
Appling John	E	3168	5739
Guide Tony	E	2663	5306
Haymaker Bill	S	3402	6448
Ressler Don	S	3457	6327
Fritz Lee	S	3006	5915
Spargur Stacey	S	2868	5573
White Regis	S	2585	4965
Marks Ken	S	2356	4548
Matthews Frank	S	1902	3787

Contestant	Class	Raw	Norm
Golovidov Oleg	E	3358	6000
Barnes Phil	E	3287	5945
Weston Adam	E	3185	5828
Vetter Don	E	3097	5747
Davidson Bruce	E	3124	5738
Bennett Russ	E	3072	5651
Proseus Richard	E	2978	5555
Schlitzkus Erich	E	3050	5491
Kiesling Tom	E	2769	5218
Baggs Brady	E	2619	4995
Sharbonda Kevin	E	2401	4548
Appling John	E	2170	4141
Guide Tony	E	2175	4052
DeRenzis Al	E	2048	3789
Spargur Stacey	S	2437	4669
Marks Ken	S	2130	4065
Fritz Lee	S	2040	3798
Matthews Frank	S	1957	3578
Haymaker Bill	S	1917	3482
White Regis	S	1517	2822

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Baltimore Area Soaring Society

2003 Membership Application

Full memberships are \$30.00. Junior memberships are \$12.00, and associate memberships are \$18.00. If you would like to join BASS, or have not renewed, please take a moment today to write out a check and send it in along with a copy of this application. Please complete all information.

2003 promises to be another award-winning year for BASS. Be part of it!

Personal Information

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE (WORK): _____ PHONE (HOME): _____

AMA NUMBER : _____ (Valid 2003 AMA Membership is required)

LEAGUE OF SILENT FLIGHT & LEVEL (if _____

PRIMARY RADIO FREQUENCIES USED: _____

PRIMARY PLANES FLOWN: _____

NAME OF SPOUSE OR SIGNIFICANT OTHER: _____



E-MAIL ADDRESS (IF AVAILABLE): _____

Signature: _____

In what areas of the club would you be interested in becoming involved? _____

How can BASS help you? _____

Please return this application with a check or money order payable to BASS.

SEND To:  Mr. Tony Guide


BASS EVENTS

June	5	7:30 PM	BASS Meeting, Villa Maria
June	7	10:00 AM	Soveriegn One Design Contest Villa Maria
June	14	All Day	BASS Fun Fly Polo Field
July	26	10:00 AM	Soveriegn One Design Contest Villa Maria
July	9	10:00 AM	Monthly TD Contest Villa Maria
July	26	10:00 AM	Soveriegn One Design Contest Villa Maria
Aug	9	10:00 AM	Soveriegn One Design Contest Villa Maria
Sep	21	10:00 AM	Monthly TD Contest Polo Field

BASS Meetings during the summer are held at Villa Maria, weather permitting. Otherwise, at Ridgley Middle School

From 695, North on York Road. Right on Ridgley Road (Lincoln/Mercury dealer on corner) At first light turn right on Charmuth

BASS Contests start at 10:00 AM unless otherwise noted. All skill levels are encouraged to attend. Be at the field 1 hour early to help set up contest. Fun flying after events. Spectators and

SOARING SCENE

June 14-15	BRASS Waynesboro, VA
June 21-22	BARCS HLG
June 28-29	LISF 1 Syossett, Long Island
July 12-13	DBSF Reading, PA
July 19-26	AMA / LSF NATS
Aug 2-3	SKSS 2 Newark, Delaware
Aug 9-10	CRRC Soar-In Sudbury, MA
Aug 16-17	South Jersey
Sep 6-7	CASA Open Warrenton, VA
Sep 14	South Jersey
Sep 27-28	CASA HLG, Rockville, MD
Oct 4	ESL End of Season, Reading, PA
Oct 10	DESS HLG XC Wilson, NC
Oct 11-12	DESS HLG Wilson, NC

*** Denotes Eastern Soaring League (ESL) sanctioned event.**



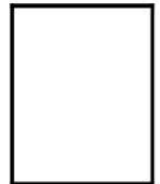
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June 2003



First Class Mail