



BASS NEWS

The Baltimore Area Soaring Society Newsletter

Year XXIII, Vol.III, No. 9

"Information Provider to the Glider Guider"

November/December 2003

2003 Officers:

President

Don Vetter
[REDACTED]

Past President

John Appling
[REDACTED]

Vice President

Al DeRenzi
[REDACTED]

Treasurer

Tony Guide
[REDACTED]

Secretary

Gary Sober
[REDACTED]

At-Large Director

Bill Cavanaugh
[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 December 4, 7:30 PM, Ridgely Middle School.

Come to the December Meeting

Bill Cavanaugh

Have you noticed that attendance at recent club membership meetings has been down? This could be the time of year or maybe the terrible weather we have been having has had a dampening effect on flying activities. Whatever the cause, the December meeting is one that we should all attend. It is the most important meeting of the year since election of officers for 2004 will take place. Even though we have only one candidate for each office, it is important that the new officers have more than token support by the membership for their willingness to serve the club for the coming year. Having held every club office except treasurer I can tell you that there is considerable ongoing effort required of each officer. Indifference on the part of the majority of club members is discouraging, and probably the reason we don't have more members volunteering to be officers. So come to the December meeting and show your support for our new officers and give them a good send-off for 2004. Let's make next year

MINUTES OF THE NOVEMBER 2003 MEETING

Bill Cavanaugh Acting Secretary

The meeting was called to order at 7:40 p.m. at the Ridgely Middle School. There were nine members in attendance.

Secretary's Report

- The minutes of the October meeting as e-mailed to the membership by Randy Kleinert were accepted.

Treasurer's Report

-Treasurer Tony Guide reported that there was \$724.08 in the LTRC account.
-There was a discussion about the raffle funds. These will be used to purchase prizes for next year's raffle.

Business, Old and New

- CD Eric announced that the last open club contest for 2003 will be held at Villa Maria on November 23. The Hand Launch Golf contest will be in December, weather permitting, date TBD.

- Nominations. The following members were nominated for 2004 club officers:

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.

MINUTES OF THE NOVEMBER 2003 MEETING - Continued

President – Kevin Sharbonda

Vice President – Al DeRenzis

Secretary – Gary Sober

Treasurer – Don Vetter

Contest Director – Tony Guide

- Don Vetter has agreed to retake over web site operations.
- Randy Kleinert will continue as newsletter editor.
- Bill Cavanaugh suggested that - in light of the delay in the November newsletter, and the necessity of getting the December newsletter out prior to the December meeting so that all members will know who the officer candidates are - that the November and December newsletters be combined and put out not later than the last week of November. He further suggested that this one issue be sent out in hard copy so that every member will get one, even members who do not check their e-mail regularly. This suggestion was approved by the membership. [Bill will contact Randy, who was not at the meeting]
- Erich asked what we wanted to do about contests next year. After several possibilities were considered, it was decided that there would be one club contest each month. On alternate months the contests will be Open and "Woody." The woody contests will be for sailplanes with built-up wood wings and tails, 100" span or less. These will replace the Sovereign One-design contests. An official contest will be held if there are five or more contestants.
- There was a discussion about establishing a Yahoo news group for the club, a forum where any member could post a message that could be read by any other member, as opposed to our present system of sending an e-mail out to all members (who have e-mail addresses). This could be done on our own web site, but there was some question whether

There will be flying at the National Building Museum, Washington, DC, on the following dates:

Sunday, January 18: 10 am - 5 pm, Flying in the Great Hall

Sunday, March 7: 10 am - 4 pm, Flying in the Great Hall

Please contact Randy Kleinert if you want to attend. Close to each date I will submit attendees' names

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] [REDACTED]

Buy and Sell

All new JR radios;

JR 378 complete set with either 4 ballbearing 537 standard or two JR micro and the R700 very small slimline 7 channel receiver. Standard new set at \$290. and with micro servos \$305. Also 4 new 537 servos for \$75. Bernie

The BASS 2003 Awards Dinner!

Saturday January 17, 2004

Rudy's 2900 Restaurant

2900 Westminster Pike, Finksburg, Maryland

410/833-5777

6:30 PM Arrival & Cocktails 7:30 PM Dinner

8:30 PM Awards Presentation

**There will be several dinner
choices from which
you can select.**

***Prix-Fixe \$27.50* per person**

Reservations required. Make check payable to BASS

Send to: Sally Marsh

Here is a press release about Steve Pasierb's latest accomplishment. Steve left the Baltimore area in September, 2001 to assume his new responsibilities with the Partnership for a Drug-Free America. We at BASS miss Steve's positive contributions to the club, as well as his flying ability, willingness to help others and great sense of humor. It's great to see that things are going well for he and Wendy in New York.

WASHINGTON, DC —The American Advertising Federation (AAF) has named seven accomplished young executives from all segments of the industry to its esteemed **Advertising Hall of Achievement**.

This year marks the 10th anniversary of the awards, which honor industry professionals age 40 and younger who are making a significant impact on the industry through their leadership, career achievements and inspiring personal achievements. This year's recipients were selected from a field of 33 nominees, and will be honored at

Stephen Pasierb, president & CEO, Partnership for a Drug-Free America

Stephen Pasierb joined the Partnership in 1993, was named to the Board of Directors in 2000, and became the president on October 1, 2001. His duties as president include staff leadership, Board liaison, outreach to the demand reduction field, government relations, serving as chief spokesperson to news media as well as strategic direction and fiscal responsibility for the organization overall.

In the eight years prior to becoming president, Pasierb directed the Partnership's State/City Alliance Program which helps states and large cities form public-private partnerships to operate statewide or citywide multimedia drug abuse prevention and education campaigns. These efforts created 54 PDFA member alliances, reaching over 92 percent of all U.S. households. Pasierb was responsible for the establishment of five regional PDFA technical assistance offices and supervised all Partnership media solicitation activity in the top 210 U.S. media markets. Under Pasierb's leadership, the Partnership enjoyed seven consecutive years of growth in local media support.

Pasierb previously served in the Maryland Executive Department under Governor William Donald Schaefer as manager of marketing and media communications for the Governor's Drug & Alcohol Abuse Commission. He was responsible for launching and managing the successful *Partnership for a Drug-Free Maryland* which delivered \$8.3 million in drug-abuse prevention messages in just its first twenty-four months, and which became the model for the national Partnership's alliance concept. The Maryland Alliance received several national awards for advertising quality and campaign business management under Pasierb's guidance.

Prior to working with the Governor's Commission, Pasierb was an account supervisor and new business development director at Freed & Associates in Baltimore, an advertising agency. Earlier, he was vice president of media services at GNVC Communications in Pittsburgh, and worked for several years in the radio industry.

Pasierb holds a M.Ed. degree with honors in communications media and a B.S. in criminology. He currently serves on the Board of Directors and Executive Committee of Community Anti-Drug Coalitions of America (CADCA) located in Washington, DC and the Partnership for a Drug-Free Iowa located in Des Moines. Pasierb

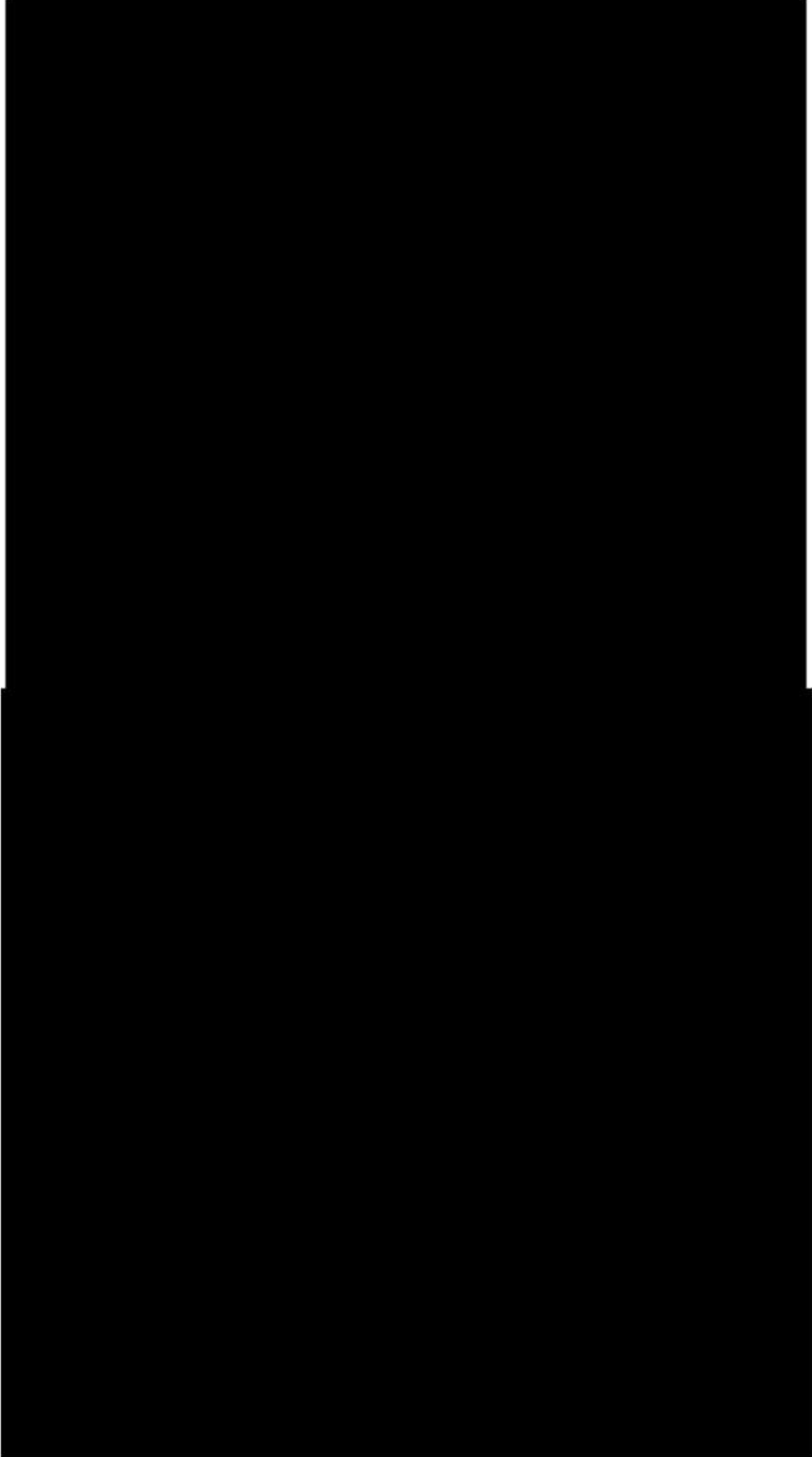
2003 BASS Contest Results
Erich Schlitzkus, Contest Director

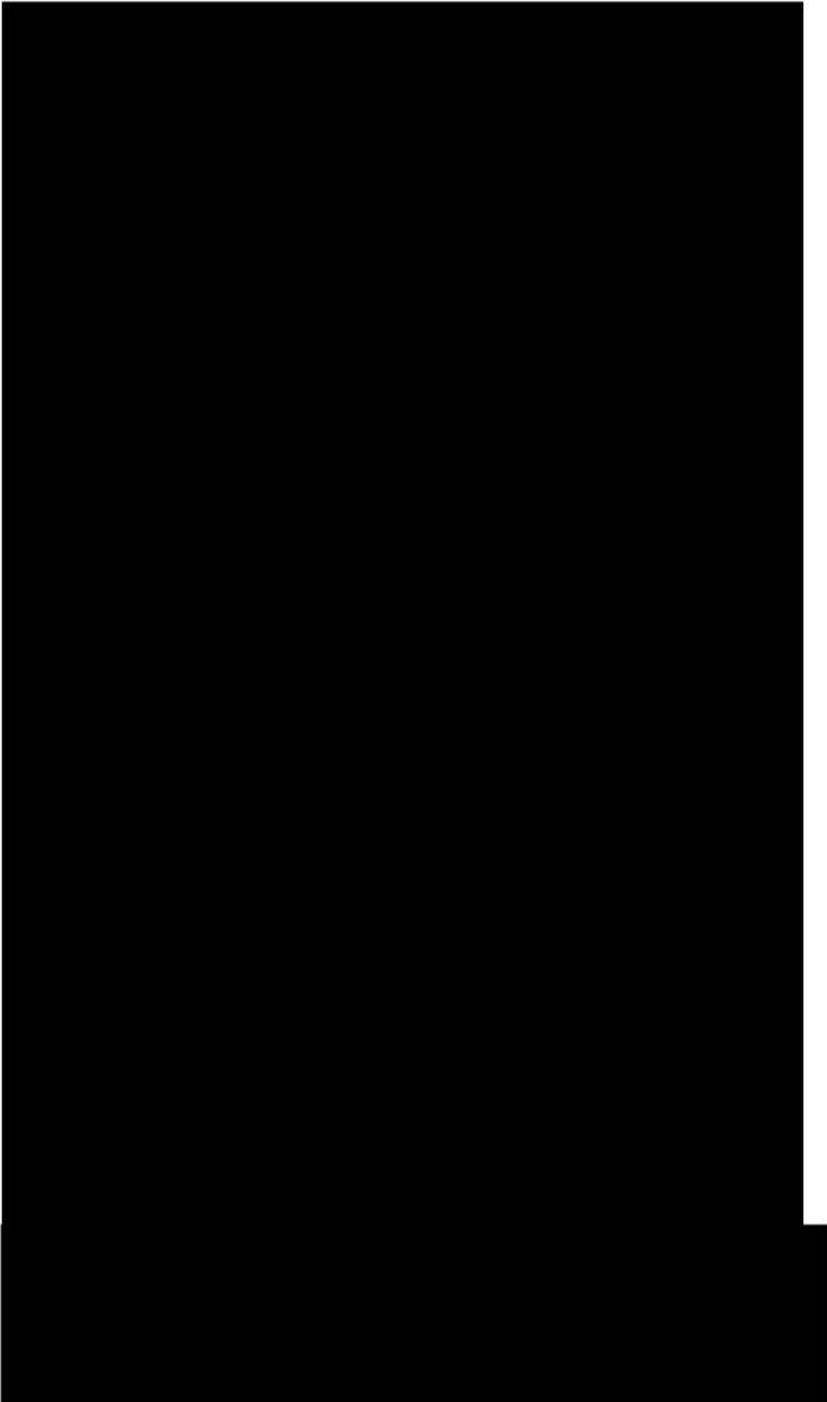
	Class	March	April	June	July	August	Sept	Total
E. SCHLITZKUS	E	912	1000	1000	924	0	966	4802
A. DeRENZIS	E	989	970	859	881	0	0	3699
R. BENNET	E	1000	850	889	955	0	0	3694
P. SCHLITZKUS	E	988	743	782	0	0	1000	3513
D. VETTER	E	818	799	0	0	912	892	3421
T. GUIDE	E	0	687	0	1000	1000	0	2687
J. APPLING	E	72	0	728	0	0	0	800
B. CHATMAN	E	0	555	0	0	0	0	555

K. SHARBONDA	S	0	0	743	643	857	886	3129
J. ALLULIS	S	0	555	896	870	789	0	3110
S. MEYERS	S	169	332	630	0	0	0	1131
A. FLESHER	S	0	0	911	0	0	0	911
B. DIETZ	S	0	0	0	0	491	417	908
B. CAVANANGH	S	0	0	0	0	744	0	744
G. SOBER	S	472	0	0	0	0	0	472
B. SOVITSKY	S	0	155	0	0	0	0	155

BASS ROSTER

The BASS Roster is printed several times a year. Please check your information and report any changes to Tony Guide

Name and Address	Phone	Frequencies Used	AMA Number
			7010198
			19, 06
			422549
			15, 25, 27
			468539
			35, 32, 34
			50284
			22,38,14
			573089
			24, 55
			5315
			04,06
			91153
			38, 48, 52,20
			54814
22, 25			
769804			
16			
540043			
38,42			
12028			
82,84,86			
14422			
16,26			
25,17			
44960			
48			
2578040			
49			
776337			

Name and Address	Phone	Frequencies Used	AMA Number
		24, 44	131372
		53,26,16,18	16117
		28	
		54	619709
		08, 46, 43, 32	174144
		22,16	770136
		19, 53	54331
		38, 43, 52	54330
		30,33	238331
		45, 14, 52	649130
		36	649105
		55	67543
		31 ,25, 54	448515
		17	545858
	57, 60	456593	
	52	15934	

Building Techniques

Here is an item from the Charles River RC site. I have used these techniques on two ships and am very pleased with the results. Following Harley's article, I've added some thoughts on painting with Krylon spray cans. I hope this information is helpful for your winter building projects. Just remember to use proper precautions when working with these materials. -editor

GLASSING/PAINTING WOOD SURFACES

by Harley Michaelis, LSF023

The objective is to get at least one layer of glass overall, plus additional layers in areas that take a pounding or otherwise need reinforcement, then smooth all to a glass-like finish for spray painting.

One approach to cloth application is to pre-cut pieces, spray with 3M77, press all in position, coat over all with resin, then roll with toilet paper to sop excess resin. I personally prefer to apply, cure and sand the pieces individually, not using the 3M. I feel I have more control of the outcome. This is detailed below.

You need the softer cloth that will stay put around curves when wetted with resin. 1.4 oz. item WF-09A received from Aerospace Composite Products stayed down well. That received from Composite Structures Technology, & fine for bagging, was stiffer & did not. I do not know if all batches are the same. If it wants to spring away from a corner, etc. when wetted, it is just too troublesome to bother with. I like to overlap around corners and this is quite easily done with pieces progressively applied as detailed below using a polyester "coating" or "finishing" resin, such as the K & B, Hobby Pox, etc. Unlike slow curing & critical mix epoxies, polyester resin is easily mixed in small quantities, like 1/4-1/2 oz. Working time is adjustable by amount of catalyst used. Heat quickly reduces cure time. It is tough, scratch resistant, forms a good base for commonly used paints & sands easily when fully cured. Acetone cleans up. Note: Polyester resins won't cure over epoxy other than some quick formulas. Check on scrap.

You need: 1 oz. plastic mixing cup, popsicle stick, scissors, squeeze bottle for acetone, toilet tissue roll, acid type brush, a fine camel's hair brush 3/4" -1" or so wide, container to clean it in, newspapers, #80 or 100 aluminum oxide sandpaper & in wet or dry, medium 220 & finer 400-600-800, etc. K & B Two Part Brushing Primer makes a fine filler. Other hobby or automotive products may be used. Other than on the fin where 1/2 to 3/4 oz. cloth is preferred, 1.4-1.5 oz. cloth is used. SANDING BLOCK: Make a block about 1-1/2" x 3" x 3/8" with rounded edges. Small pieces of sandpaper can be wrapped around this and used to prevent sanding dips as would occur using the fingers against the paper.

10 min. is about right to spread 1/4. oz. or so, clean up fingers & brush. 3 to 4 drops of catalyst per 1/4 oz. generally gives 10 minutes. This is smelly, messy work. Do outside if possible. As a piece is brushed on, promptly sop up excess resin with toilet paper roll. Roll from center toward edges to press to the structure & avoid puckers. The work goes easiest with one person holding the fuselage & another applying. After a piece is applied & sopped, make 15-20 passes over it with a heat gun, but don't boil the resin or scorch the work. If the resin & catalyst are fresh, it will quickly cure out enough to handle to apply successive pieces. In hot sun & low humidity, polyester resin may cure in 1/2 hour. Direct exposure to sun's rays (UV?) speeds cure more effectively than heat alone. In cool, humid conditions cure may be quite slow, even with heat. The surface may feel tacky and gum up sandpaper for days. However, if it's freezing outside, but sunny, cure can be effected by placing the work in a window the sun hits.

WRAPS: Prior to applying overall layers, certain areas, such as just behind the wing where the ship would be gripped for launching, can have carbon fiber strands, spirally wound around the fuselage, pulled flat and attached with thin CA.

This leaves a ridge which can be made hardly noticeable by adding layers of glass cloth of different lengths to feather out before applying the overall glass. If there is a former in the area this also helps prevent the sides from parting from it. Apply, sop, roll edges & cure the glass layers with the heat gun. Lets call that ASRC from here on. Snip any loose strings, as pulling on them will dislodge the cloth. Well-cured, the layers can be feathered nicely.

TOWHOOK BLOCK: Similarly prepare CF strands or tape to wrap under the towhook block & about 1/2 way up the fuselage sides.

EXTREME NOSE: Cut 10-15 skinny pie-shaped pieces 4-5" long. Mix 1/4 oz. Brush on around the nose area, coming over, under & around all parts. Try to get a couple of layers everywhere. ASRC. To reinforce the nose block/slab sides butt line with 3 glass layers, either side, cut 2 each of 2", 3" & 4" glass pieces in increasing width. ASRC. With resin only, coat raw structure where canopy butts & rests, the saddle top & turtle deck front, fin top & rear, avoiding any pre-made hinge slots. If possible, get this in the sun to fully cure. Using the sanding block & the 80-100 paper dry, sand off the bumps. Gently feather edges that are not flat. Once the glaze is cut, the fully cured resin sands off quite easily in a white powder & won't gum up sandpaper. Don't worry about scratches on the cloth, but avoid cutting thru it.

BOTTOM FRONT: Cut pieces to fit from near the front of the nose back to the towhook area. These should wrap around the bottom corners of the fuselage 3/8" or so. ASRC.

BOTTOM REAR: If a solid fin is installed, cut piece to wrap at the tail end underside to extend to up the fin 1/2" or so. Same as for the Bottom Front, similarly size 2 layers to go from the towhook area to the tail end. ASRC.

TOP/SIDES: Cut a piece to drape over the area ahead of the canopy & to wrap 3/8" around the bottom SS edges. Cut pieces to similarly extend down the sides & 3/8" around the bottom corners in the area of the canopy & saddle. Cut a 6" piece to fit over the area near the TE of the wing. Place it 2" ahead & 4" behind it. This is your primary "grab" area for launch. Brush it to any fillet under the saddle edge. Cut a single piece to drape over the entire turtledeck & down 3/8" around the bottom corners, without overlapping on itself on the underside where it will want to pucker. Lastly, cut odd-shaped pieces to complete an overall layer on each side or where otherwise missed. At this stage it won't look like much. Fret not.

FIN: Preferably using 1/2-3/4 oz. cloth, cut a single piece to wrap around the LE, reach down the fuselage sides & extend back to the fin TE. This does not wrap around the TE. Brush one side down avoiding resin at the fin LE. Sop & cure enough to handle. Pull cloth around LE. Catch the other side & the LE. Sop & cure enough to handle.

Let all thoroughly cure to sand off in a white powder. Using the block & #100 paper dry, sand off excess cloth at fin, saddle, canopy area, etc. Sand down high spots where pieces overlap. Sand off any puckers, dab with resin, cure & smooth. If rudder cables are being used, open the exits for the cables. Sand off all shine or the flow coat to next be added will bead up.

FLOW COAT: Clean work area. Wipe fuselage clean with acetone. Tack. An overall coat of resin is next applied to fill weave & pits, with minimal runs, drips & brush marks to sand out.

Mix 1/2 oz. of resin. Current K & B is quite thin & will brush & flow well, but for thicker formulas add acetone to increase volume 10-15%. Mix well, then add catalyst. With the camel's hair brush, quickly coat the fin, then work forward to about mid-saddle. Weight the front end so the rear can stick out over the workbench, fin horizontal. Clean the brush. When cured enough to handle, sand the area of overlap & apply the remainder of the flow coat. When cured,

An "I" shaped pedestal to jam fit in the saddle area, former to former, as a handle & support for priming & painting, is very handy.

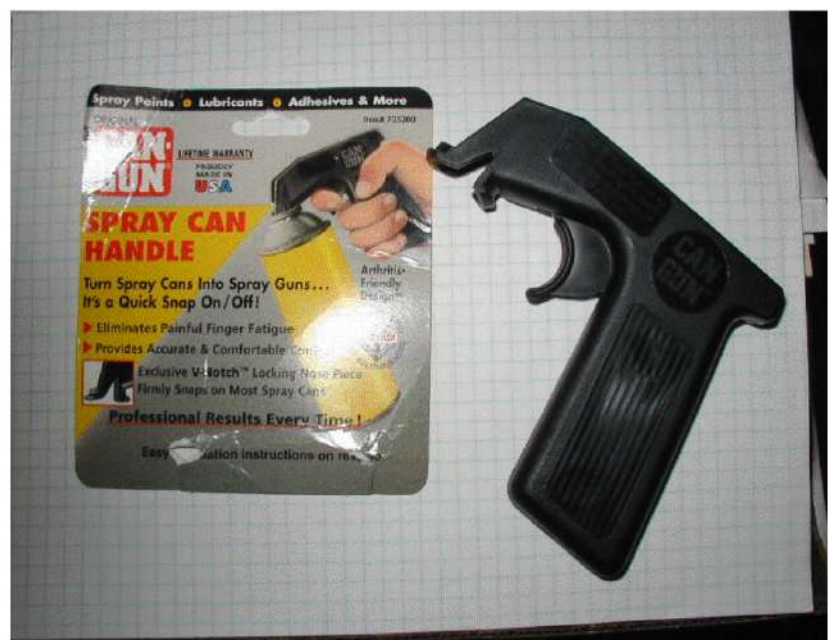
PRIMER/FILLER: Scratches & low spots need filling. The K & B 2 part Primer works very well, or other paintable hobby fillers could be used

If you can get the 2 part, mix 3/4 oz., wipe the fuselage with acetone. Quickly brush on a thin, overall coat. In a few minutes dab obvious pinholes. When cured, this readily sands off in a powder as there is no glaze to cut. Dry, you can start with #100 paper, lightly, then go to progressively finer wet/dry paper, moistened to pick up the powder. #220 cuts quickly. Rinse paper frequently. #400 leaves fine scratches only noticeable up close. Progressively finer grits & enough sanding, makes them hard to find when painted. To preview the excellence of your work, tack & apply a light coat of quick-dry, high-gloss, spray enamel. Sand & fuss until satisfied.

PAINTING: If you have no spray outfit for K & B, etc., Krylon (the quick-drying formula using lacquer thinner as a base is a favorite rattle can paint. Lacquer based Glossy White has a # of 1501. Read manufacturer's instructions. Remove hand oils with acetone, then wipe clean & tack just before spraying. If possible, work outdoors from the upwind side. Wear protective glasses over yours to avoid spray settling on them. Test paint on scrap. White makes a good base for other colors. 12-15 LIGHT coats applied at say 1 minute intervals gives a very smooth, semi-gloss finish. Catch the nose tip, fin edges, saddle edges, etc. first, each coat. Spray light passes while holding your breath & move from the mist to breathe if not wearing a protective respirator. Get the work inside to a clean area. When dry, lightly sand off any bugs & paint clumps. Follow instructions regarding cure time before trim colors may be applied. When fully cured, (many days) Krylon can be worked to a deep, satin gloss with a polishing compound such as Dupont #7. Chips will feather out to

Using Spray Paint Cans Randy Kleinert

Although I have spray painting equipment, the quality and ease of use of Krylon spray paints is very tempting. At first I was not satisfied with the results, however, after a quick call to Krylon I learned a few things that I'd like to pass along. Shake the paint vigorously. The can says two minutes. More can't hurt. Hold the can upright. This is something I was not doing and it results in uneven spray. Finally, depress the spray button fully. This sounds like a "no-brainer", but the person I spoke with advised that you must really exert a lot of force to ensure an even flow. I'm sure this was a big part of my previous problems. Which brings me to the picture to the right. Called the "Can Gun", this handle eases the task of applying pressure to the top. I've only tested briefly to date, but it looks like a winner. Mine came from Walmart.



Spray Can Handle

M
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Baltimore Area Soaring Society

2004 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.

2004 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 2004 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

Dec	4	7:30PM	BASS Meeting, Ridgley Middle School
Jan	8	7:30PM	BASS Meeting, Ridgley Middle School
Jan	17	6:30PM	BASS Awards Banquet, Finksburg, MD
Feb	5	7:30PM	BASS Meeting, Ridgley Middle School

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 Rd. Immediate left turn into parking lot. Ridgely Middle School, Room 123.

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

Jan 18	National Building Museum
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*** Denotes Eastern Soaring League (ESL) sanctioned event.**



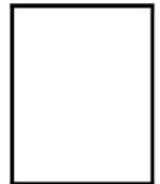
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7982 Honeygo Blvd # 48

Baltimore, MD 21236

November/December 2003



First Class Mail