BASS NEWS

The Baltimore Area Soaring Society Newsletter

Year XXIV, Vol.IV, No. 3 "Information Provider to the Glider Guider" April 2004

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The next meeting will be held on April 1st, 7:30 PM, Ridgley Middle School.

GARY SOBER

BASS members were saddened to learn that member and Club Secretary Gary Sober passed away on March 12th, following a battle with cancer. With his wife, Debbie and his daughter, Molly, Gary brought to BASS a level of energy and enthusiasm that was most appreciated and will never be forgotten.

Part of Gary's legacy is the articles he wrote for our newsletter expressing his love of flying. One of the articles, "It's Almost Spring!!!" is reprinted in this issue as a tribute to Gary and his contributions to BASS.

So BASS must say goodbye to its member and friend. As he would have said it; "Later, Gary "

BASS March 2004 Meeting Minutes.

The minutes for the March meeting were assembled from notes taken by Bill Cavanaugh and Randy Kleinert.

Call to Order
The March meeting called to order at 7:35 PM at the Ridgely Middle School. There were 14 members and guests in attendance.

Minutes of the February meeting were approved as printed in the newsletter.

REMINDER
If you have not yet paid your 2004 Membership Dues, please send a check and application/ renewal form to Treasurer Russ Bennett. *Thank you*

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.

BASS March 2004 meeting minutes.-*Continued*

Treasurer's Report
There was no treasurer's report tonight because the Treasurer was out of town.

We had three guests. Gill Smith, a former science teacher is interested electric and soaring flight, and has begun some flying with a small electric ship. Ed Yalow and son John also attended. They brought with them a freeflight hand-launch glider which John had assembled. These guests are interested in getting into the hobby.

OLD BUSINESS

ECHLC:
Raffle prizes were bought at WRAMs show. There were a number of donations and some prizes that were bought at a discount. Several members were involved. Erich showed a neat Corsair that was bought from Hobby Lobby, and hand-launch type "Diamond" servos, which were really tiny. CD John Appling will coordinate additional gift solicitation. We have 7 responses so far, which is about average at this point.

NEW BUSINESS

Bernie cannot go to the LTRC Bull Roast as he will be out of town. Don Vetter volunteered to go, and was given the tickets.

Gold Leader information has been submitted. There are problems finding community service events that satisfy the Gold Leader Club requirements (discussion). BASS has received a plaque from AMA for being a Gold Leader Club for ten years. Also we are entitled to wear a Gold Leader Club Ten Year Award patch. These were given out to meeting attendees. Others may get theirs at the April meeting

Newsletter editor Randy Kleinert said he needed input from the members. He has not gotten much lately. The AMA newsletter was discussed. This is a newsletter that goes out from time to time to chartered club newsletter editors, reprinting articles from various newsletters. These can then be reprinted. [An occasional reprint is OK, but our newsletter should not be filled with reprints from other newsletters]

Al DeRenzis showed a handsome plaque that Walt Good had won. He noted an article in the SAM newsletter that said that Joyce Good had donated Walt's trophies to be used by AMA clubs. Al asked Bill Cavanaugh to contact Fred Mulholland, who was distributing them, since Bill was a personal friend of Walt's. Bill did so and received the plaque. Al and Bill will develop a program for a establishing a perpetual BASS award that will be given each year to a BASS member to recognize significant contribution to the club or other worthy criteria.

Erich was appointed Field Safety Officer and Randy was appointed Field Marshall. These offices are required by the AMA.

There was a discussion of having an AMA sanctioned (non-ESL) "Woodie" or "Nostalgia" event in lieu of our cancelled open contest. Erich said we would need a CD. Al DeRenzis said he would be willing to do the work to run the contest but someone would have to be the CD. [Note, after the meeting, Bill Cavanaugh volunteered to be CD if Al would "do the work." Joe Allulis also agreed to help run the contest.]

IT'S ALMOST SPRING!!!
Gary Sober

Well, February is almost over and spring, while not here yet, is certainly just around the corner. This means that the building season is about to blend into the flying season. Funny thing though, the distinction between the two seasons can be blurred to the point that there really is no difference. There were a few days this winter that presented flying conditions that were just spectacular. Imagine days in December, January, and February in the 60's and 70's with beautiful blue skies and booming thermal conditions. Well for Pete, Tony, Erich, John, Marv, myself and others, imagination was unnecessary, as we found these conditions out at the Polo Field. Those of us who ventured out on these days a were rewarded with many long flights and (can you believe it) sunburn!

On the flip side of the coin, who says winter is the only building season. I seem to spend as much time at my workbench in the summer as I do in the winter. This used to be due the constant major repairs required to my planes, as a result of violent impacts with the ground and other inanimate objects. Lately however, it has more to do with the desire (need?) to build more planes.

My Majestic is finally done except for some minor adjustments, and I look forward to flying this plane this summer. I am building a Sidewinder discus launch hlg. I have Only the final touches to put on my Pico-Jet, (yes the one Debbie won 2 years ago!), which should provide some entertainment this summer. I have been out at the local school hill with my Boomerang. EPP may the greatest invention in the history of the model airplane hobby! This plane takes a LOT of abuse with hardly a whimper.

And much to the shock and amazement of those familiar with my fondness for wood planes, I am about to cross over into the dark abyss of a "FULL HOUSE FIBERGLASS AND COMPOSITE SAILPLANE", whew! I have recently taken delivery of a previously owned Weston Magic from Erich, and hope to get this thing going this summer sometime,(even though it's not really the building season right). This thing has a 143" span flat wing, no visible polyhedral, pretty scary huh. And if that's not enough I always have that Sailaire to build.....

I hope everyone else in the club has also spent some time getting ready for the upcoming flying season. New planes or old planes I hope everyone will come out and participate in our club events. We will have a full schedule of club contests as well as a series of Sovereign one design events. While I know not everyone loves contest flying, most of you know I'm no contest junkie, it is important to support our club activities. It makes the club stronger and you may surprise yourself and have some fun!

See you at the field!

Polo Field Reminder

BASS is very fortunate to have access to the Maryland Polo Field for contest and sport flying. BASS members are reminded that the posts should not be moved. Also, be sure to keep the entrance gate locked.

With the 2004 flying season underway, here are two articles on flying and landing our ships. The first comes from the AMA National Newsletter and the second is a re-print from a previous BASS Newsletter.

Thermal Entry, Escape and Recognition

from: Miss Information, the Michigan International Soaring Society

via the AMA National Newsletter

You know a thermal is basically rising air. To take advantage of this knowledge, you first need to have an airplane that flies reasonably well "hands off."

Good thermal recognition requires you to detect the slightest rise or fall in our sailplanes. Many a thermal has been missed by pilots who are too heavy-handed on the stick in search of a thermal. Also, an airplane with a tendency to fly in a shallow left or right bank makes recognition more difficult.

I'm not talking about the ability to find a "boomer" thermal but the ability to find the hint of one. Anyone can find the "boomers", but the Sailplane bloodhound can catch the slightest whiff. This often is the difference between first and third place. The edges of thermals are not well-defined. If you can find the edge, you can find maximum lift.

Don't search for thermals constantly. Don't panic if you're in some sinking air. Better pilots will resist the temptation to turn the airplane every four or five seconds. When you come off the line, allow the airplane to fly straight for at least 15 seconds unless you launch right into a thermal. This allows the airplane to cover ground away from you. You launch into the wind anyway. After four or five circles, you don't want the airplane so far downwind that it takes a lot of work to get it back. Thermals are easier to work with if you work them upwind.

I have seen airplanes do several things when they encounter a thermal but will only mention a few of the important ones. A big thermal needs no explanation. Even if you're a new pilot, believe me, you'll know when you're in one.

1) Watch the horizontal stabilizer. It rises when encountering a thermal, more so than the wing, and especially in weak or edge thermals.
2) Watch the wing tips. They often will bobble. The airplane goes through a series of rapid, but small, left and right roll gyrations.
3) Watch for an unexplained turn. Often a thermal will pull an aircraft toward it. This is further evidence of the rotating nature of a thermal.

So when do you launch? Don't launch when the wind is picking up. You probably just missed a thermal. Wait until the wind subsides a little and let the airplane go. Be observant to subtle changes in air temperature. Sometimes, you'll notice a puff of cool air. This is thermal wind. When or if you feel a cool puff, launch the airplane. Be patient! I have a tendency to release my airplane as soon as possible, especially when using a hi- start. If you can, wait a minute; it can really pay off.

Look down field. If you're lucky, your field has trees at the far end. Optimally, a thermal will generate upwind of you. Those downwind at launch time are useless. The trees often will swirl. Straight line wind is one thing but when the trees swirl or move haphazardly, they are probably in the midst of a thermal. If that's the case, launch your airplane.

Entry
When you encounter a thermal using what you just learned, ask yourself this: "Is the thermal to your left or right and do you feel lucky?"
Here's what you do. Turn left and begin a nice large arc. If the airplane does not climb, one of two things has occurred: You missed it entirely or it's on the other side. Continue your turn, straighten it out after 270 degrees and begin a right-hand turn. The 270 is important. If you complete the turn and then initiate the right turn, the thermal has probably blown past your airplane and is now behind it. This basic pattern is based on a wind of about 7-12 mph.

The maneuver looks like a figure eight. You also have made efficient use of time and energy. Your first entry into a thermal should be smooth with the wings banked no more than 30 degrees. Entering a thermal is a multi-staged event. The early stages must be smooth and controlled. Once you establish the strength of the thermal, you begin to work it. Recognition, entry, and establishment should take about 30 seconds to one minute depending on thermal strength.

Escape

Sometimes, no matter how hard you try, you can't stay in the thermal. It happens to the best of us. Don't panic and don't sweat it. Some veteran pilots feel that escaping from a dead thermal is more important than finding one. Here's what you do.

Decide when to get out. This is subjective. I've seen thermal recovery from as little as 20 feet off the ground. Turn the airplane into the wind and fly hands off, as though you were starting from the launch release. I determine a thermal is dead when I cannot gain altitude and have been losing it steadily for 30 seconds. Your mileage may vary.

There is no substitute for practice. Most Sailplane pilots require two to four seasons before they master those techniques. Don't get discouraged. I jokingly called this sport "The Hiking and Sailing Club". You do a lot of walking.

Sometimes the thermals are just bad. I have no formula for that; it all depends if you're happy just gliding around or not. This is usually when I quit and go home.

Keep the nose clean and your wings level!

Wednesdays, 1:00 PM, Villa Maria, weather permitting, The BASS "Bald Eagles" gather at Villa Maria to fly gliders and electrics. Contact Bill Cavanaugh for details: BillCavan@aol.com (443)535-0220.

Buy and Sell

Craft Air Step Two kit. 77” span, $25.00 call Ken Hands (410) 795-2060

An article on landing sailplane by Chuck Anderson. This should be a great help to those new to RES flying and just in time for our "Woodie" Club Contests

Many novice and Sunday flyers seem to have trouble with spot landings, particularly when they are also trying to land at a specific time. My old primary instructor told me many times "You can't make a good landing out of a crummy pattern like that" (expurged version for publication). Believe it or not he was right. I found that it applies to models too.

The primary requirement for a landing pattern is that it be easily repeatable for different flying sites and-or wind conditions. The pattern must also make it easy to identify and correct errors. The basic landing pattern I use is illustrated in the figure. The pattern is probably the most generally used pattern although variations are required to suit individual model characteristics and pilot techniques.

Almost all contest events require landing at a specific time in order to achieve a maximum score. Therefore I always fly the last two minutes of each flight as if it were a two minute precision flight. A two minute countdown is started exactly two minutes prior to the target landing time, assuming of course, that I have found sufficient lift to max. If I have to land early, I still try to enter the landing pattern with sufficient altitude to hit the initial point (IP). The most common mistake is to try for a few extra seconds of flight time and blow the landing which can be worth up to almost two minutes flying time. I know better but I still lose more points for this reason than any other.

The key to a good landing is to arrive at the entry point at the Proper time with the airplane trimmed for landing. This starts by -being at normal launch attitude or slightly higher two minutes prior to landing. The two minute countdown is started and the model positioned upwind of the IP. I also try to arrive at the edge of the landing circle about one minute into the countdown. (I know that a mad dash through a crowded pit area, over ditches, and around other obstacles is exciting but it doesn't help your landing).

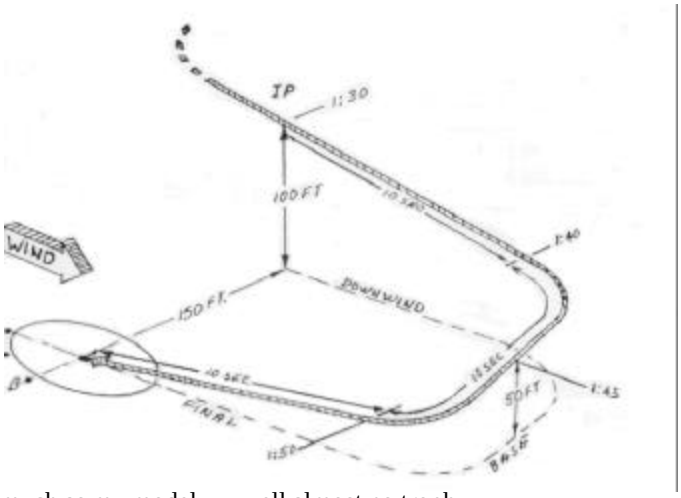
Most modelers stand directly upwind of the spot. to ensure good alignment on final approach (Position A in the illustration). Unfortunately, my depth perception isn't good enough to accurately judge the final descent from this position. Therefore I usually stand to the side of the point (Position B). This helps to avoid undershooting or overshooting but at the expense of some accuracy in alignment. I cheat a little here and fly the model straight at me on final approach with a slight turn to the center about 50 feet from the edge of the circle. A compromise between the two positions (Position C) gives better longitudinal accuracy than upwind and better lateral position than on the side. You should try several landings from each position and select the position that gives the best results. Wherever you stand, be in position well before the model arrives at the IP point.

The model enters the traffic pattern on downwind at the IP. The exact location of the IP will depend on the model characteristics and will have to be determined by trial and error, The IP shown in the sketch is approximately what I use with models such as the Cirrus and Aquila. The downwind is flown for about 10 seconds (no wind) during which approximately one-third of the altitude is lost. The turn to base, base leg, and turn to final should take another 10 seconds with the model rolling out on final at about one-third of the IP altitude. Note that if you can hit the IP at the correct altitude, the turn to base and rollout on final come at 10 and 20 seconds after the IP (assuming no wind of course). This traffic pattern also assumes that the airspeed is held constant until just before touchdown. The easiest way to do this is to run in just enough down trim to increase airspeed slightly above normal thermaling speed before entering the traffic pattern. Then lay off elevator except in turns.

The model should be half way across base leg at 1:45 with about half the altitude at the IP. If late or low at this point, turn directly to the spot and keep the nose down (raising the nose slows the model AND shortens the distance flown before touchdown). If early, overshoot the final turn slightly. I try to be a little high at this point so that I can crack the spoilers. The speed is held constant by lowering the nose slightly.

The rollout to final approach should be completed with 10 seconds to go (1:50). If early or too close, retract spoilers and raise the nose to slow the model. Final descent is delayed until near the circle where the spoilers are fully extended for a steep descent. If high, fully extend spoilers and drop nose to hold speed constant. If late, retract spoilers and lower nose to increase speed, If low, retract spoilers, keep nose down, for maximum distance and pray, No further time adjustments can make any significant difference so from here on in, concentrate on hitting the touchdown point.

Cross the edge of the landing circle at about 3 feet. Adjust speed by extending or retracting spoilers. Make final SLIGHT turn to line up if required. Just prior to touchdown extend spoilers and lower nose, however avoid "kamikazi" approaches. Shed parts or inverted landings give zero points. Also, no trophy is worth as much as my model . . . well almost no trophy.



Correction for winds are made by adjusting the time over the IP and, for high winds, moving the IP closer to the landing spot. Adding half the surface wind speed to the IP time usually works reasonably well except in very high winds. For example, 5 seconds would be added to the IP time (1:35) for a 10 mph wind.

A similar correction can be made to the time for the base leg, turn to compensate for early or late arrival at the IP. Add half the time late or subtract half the time early at the IP to the time for the turn to base. A 5 second late arrival at the IP (1: 35) would give a 2 to 3 second delay in the base leg turn time (1:42 to 1:43). This correction increases or decreases the total time on downwind and final approach by the amount early or late, however the total correction is limited by the amount that the glide slope can be stretched or steepened.

This traffic pattern works for models without spoilers although the lack of a control to separate the interaction between airspeed and rate of descent make the task more difficult. Altitude and airspeed adjustments will have to be made by "s" turns, overshooting or undershooting turns, and pitch changes. Just remember that if you are anywhere near the target time, you can usually gain more points by forgetting the time and concentrating on hitting the spot.

Well, you now have a traffic pattern that will work IF YOU PRACTICE ENOUGH. That shouldn't be much of a problem though. After all you have to land every flight (unless you just arrive like Navy and airline pilots).

MEMBERSHIP

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. Russell Bennett
30 Maple Avenue
Baltimore, MD 21228

BASS EVENTS

Apr 17		Villa Maria, Woody Contest
Apr 25		Villa Maria Hand Launch warm-up
May 6	7:30 PM	BASS Meeting, Ridgley Middle School
May 8		Polo Field, Open Contest
Jun 3	7:30 PM	BASS Meeting, Ridgley Middle School
Jun 12		Polo Field, Woody Contest
Jun 26		Polo Field, Fun Fly and Picnic
Jul 1	7:30 PM	BASS Meeting, Villa Maria
Jul 17		Polo Field, Open Contest

BASS Meetings during the summer are held at Villa Maria, weather permitting.flying before the meeting 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

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

May 1-2	BASS East Coast HLG Classic
May 22 -23	BRASS - Waynesboro, VA
Jun 5 -06	LASS - Lancaster, PA
Jun 19 -20	LISF 1 - Syossett, Long Island, NY
Jul 10 -11	DBSF - Reading, PA
Jul 25 - 31	AMA/LSF NATS (not ESL)
Aug 7 - 8	CRRC Soar-In - Sudbury, MA
Aug 21 - 22	SKSS 1 - Newark, DE
Sep 11 - 12	CASA Open - Warrenton, VA
Sep 25 - 26	LISF 2 - Syossett, Long Island, NY
Oct 2 - 3	ESL End of Season, Reading, PA

NOTE: ESL schedule is tentative and subject to

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April 2004

First Class Mail