



BASS NEWS

The Baltimore Area Soaring Society Newsletter

Year XXIII, Vol.III, No. 1 11

"Information Provider to the Glider Guider"

January-February 2003

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Gordon Cottrell

The next meeting will be held on February 6th, 7:30 PM, at St. James Academy. There will be a Board of Directors meeting at 5:30 PM, prior to the regular monthly meeting.

All BASS Members, Please review the minutes for important information about distribution of the newsletter. Also, please renew your BASS membership. A 2003 renewal is on the inside back page.

HIGH FLIGHT by: John Gillespie Magee, Jr.

*Oh, I have slipped the surly bonds of earth
and danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
of sun-split clouds-and done a hundred things
you have not dreamed of-
wheeled and soared and swung
high in the sunlit silence,
hov'ring there, I've chased the shouting wind along,
and flung my eager craft through footless halls of air.*

*Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
where never lark, or even eagle flew.
And, while with silent, lifting mind
I've trod the high untrespassed sanctity of space,
put out my hand,
and touched the face of God*

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 FROM THE DECEMBER, 2002 MEETING

Treasurer's Report

Tony Guide sent the following report:

This treasurer's report is being brought to you by the good folks at 1's and 0's. I will not be available to attend the next two meetings. The reason is I am currently enrolled in a masters program at the University of Phoenix. The class goes until January 16th 03. I may be enrolled for another one after that. If I do, then I will be unavailable until Feb 16th.

Here's your treasures virtual report for the month of October 2002.

LTRC:

Total month of income: 300.00

Total year to date: 176.83

Not yet reflected in the LTRC reporting is another deposit of 78.00 for November, 2002.

We also had an expense of 103.62. So in reality we have a balance of 151.21 for the month of November, 2002

The Bass cash balance is at 35.00. Maybe we should consider having some indoor club contests. Admission could be 2.00 dollars to enter. 1.00 dollar goes to Bass and the other dollar goes to folks who let us use the gym. Maybe an all up last down in free flight rubber band! We could be creative here. How about those raffle tickets, Don?

I have received 2 membership dues so far. I will be checking to see if all members have a current 2003 AMA membership. There are some who never gave me their AMA number from last year. I will be holding on to the membership dues for 30 days. This is because I will be depositing them in the bank on a monthly basis. It's a little difficult to get to the bank on a weekly basis. The closest

drive up window at 4:00 PM. Except on Fridays. So I'll see you soon. Hope fully on January 16th for some indoor flying.

Have fun,
Tony G

Old Business

There was a discussion and vote regarding whether or not to publish the BASS newsletter electronically. It was decided that:

The BASS newsletter will be published as a PDF document and distributed by email. The reason for this is to reduce the costs associated with publishing the BASS Newsletter.

Kevin Sharbonda has version 4 of Adobe Acrobat to generate the required PDF files. It was noted that some trial and error would be part of achieving an "electronic" newsletter and no specific responsibilities were assigned.

It will still be possible to receive a printed copy of the newsletter but the cost of the BASS membership will be passed on to the subscriber to cover the cost of printing and postage. (You pay extra only if you want a printed version of the newsletter.)

New Business

Al DeRenzis and Sally Marsh are coordinating the BASS Banquet to be held at Rudy's restaurant as in the past. The date for the event is Sat. Jan. 25th.

Elections were held and the officers for 2003 are:

President: Don Vetter

Vice President: Al DeRenzis

Secretary: Gary Sober

Treasurer: Tony Guide

Senior Contest Director: Eric Schlitzkus

MINUTES FROM THE DECEMBER, 2002 MEETING - *continued*

Please note: Tony Guide would like to step down as Treasurer. If anyone is interested in helping the club with this important function, please contact Don Vetter.

Al DeRenzis reported that the Delta Dart program held a St. James was a success with approximately 20 Cub Scouts attending. There was great support from BASS club members. I (The President) would like to thank everyone who helped make the event a success, and St. James for providing participants and a location to hold the event. Based on the response to this event it look like we will have it again in 2003.

I noted that o the RCSE that the East Coast

Handlaunch Triad will no longer be a Triad, but a Quad event with the inclusion of the Down East Soaring Society Handlaunch held In North Carolina. The date for the North Carolina contest is not yet determined but will be earlier in the year than 2002. Denny Maize of Pole Cat Aeroplane Works will provide a new perpetual trophy for the Quad Event.

A board meeting will be held prior to regularly scheduled Feb. BASS meeting. The starting time will be 5:30 pm. Elected officials should attend and have voting privileges. Others are welcome to participate in the discussions.

INDOOR FLYING

Towson: Friday evenings, 6:30 - 9:00 PM, The Bykota Center, on Joppa Road, just North of Bosley Avenue. For details contact Randy Kleinert (410) 931-0094.

Monkton: 1st and 3rd Thursdays, 7:30 PM or following BASS meetings at St. James Academy, November - March

Washington: The National Building Museum, 4th and F Streets, NW, April 6th. contact Randy Kleinert (410) 931-0094 for attendance requirements, your name must be submitted advance for entrance and parking permits.

ANNOUNCEMENTS AND HAPPENINGS

Westminster, MD: The Westminster Aeromodelers are holding their annual flea market on February 8th, at the Westminster V.F.W. Hall. Info: Ed Bradley encb3@bellatlantic.net, or (410) 635-6436.

Westchester, NY: The Annual WRAMS Show, February 12 - 23. Info on the web at: www.wram.org. The Radio Control Modelers of Baltimore have a bus trip to the show planned for Feb. 22nd. For info contact George Beck, (410) 788-2707 (quickly)

Lebanon, PA: Very famous, very crowded Flea Market, just a half hour from the Breezy View Slope Site. Hint: stop by on the way home. This Flea Market must be seen to be believed. Where else can bring a car-full of junk, sell it, buy another car-full of junk drive it all home and and sneak it into the house til next year, Does that sound like fun or what?

Lakehurst NAS, NJ: June 21-22 will be the dates for the first INDOOR RC CHAMPIONSHIPS. Dave Robelen will be Contest Director and contact person, aplusfarm@havoc.com, or (434) 3923451. Watch's Dave's bi-monthly column in Model Aviation for more details. Information is also available in RCMicroflight.

Who Killed Model Airplanes?
by C. Howie Stalls

Who killed the model planes which once did grace the sky?

Everyone I interviewed said, "Certainly not I!"

"Not I!" exclaimed the TV set. "I merely entertain."

It's not my fault kids have no time to make a model plane."

Who killed the model airplanes that Grandpa used to get?

Banana oil and tissue, the dime or nickel kit?

"Not I" say manufacturers of the costly RC gear and pre-cut parts and instant glue which cost so very dear.

Who killed the pride in building, the work all done by hand?

Balsa sticks and printwood, we learned to cut and sand?

"Not I" says the plastic man. "With parts pre-formed and such."

Anyone can make a plane, the effort isn't much."

Who killed the model gliders we once bought for a cent?

That looped-the-loop and made us laugh, I wonder where they went?

"Not much profit selling those!" the local druggist chimes.

Pennies will not pay the rent, nor nickels, even dimes!"

Who killed all the flying sites, there's no place left to fly?

Where's the local vacant lot with grass so green and high?

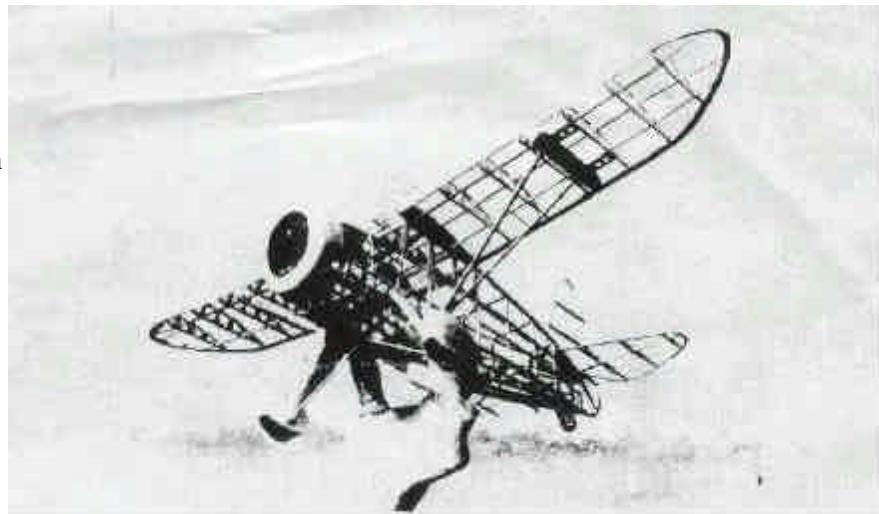
"Don't blame me!" the builder says, with "Keep Out" signs in hand.

"People they want houses, and houses use up land!"

Who killed model plans once found in mags of

yesterday

That you could use that very night, not have to send



"Not I!" say all the editors, "We need the space for ads! RC is what pays the bills, not kid directed fads!"

Who killed the rubber powered planes we kids all used to fly

Before the city ran us out of park and field and sky?
"Not I!" the councilman disclaims, his golf clubs in his hand.

Your planes are much too dangerous, and take up too much land."

Who killed the model airplanes, so small and pure of line

That challenged skill and heart and soul and cost but one thin dime?

"Not I!" shouts Macho Melvin, whose plane is big and loud.

Without which Melvin's manhood might be questioned by the crowd.

Who killed model airplanes? Is their time now past?
Can it be that times have changed and that the die is cast?

In a pre-cut, plastic world where batteries are a must
Will the skills of yesterday become but balsa dust?

Who'll save model airplanes? Is there still time to win?
Where do model planes leave off and where do kids begin?

Will other people save them? I'll have to disagree. . .
Find a Junior, show him how. Don't leave it up to me!

TWO TIPS FROM THE AMA NEWSLETTER

Mounting Servos

Servos come with rubber grommets which fit into the mounting lugs to provide vibration isolation. Brass ferrules are inserted into the grommets to control the amount of compression applied to the grommets by the mounting screws. The ferrule must be inserted from the bottom so that its flange contacts the mounting surface and the sharp end contacts the screw head. If installed the other way, the flange will be under the screw head (not necessary) and the sharp end of the ferrule may cut to the mounting surface due to overtightening of the mounting screw or vibration.

For flight controls, like aileron or elevator, it is best to mount the servo with its long dimension aligned with the pushrod or output device.

Hinge Installation

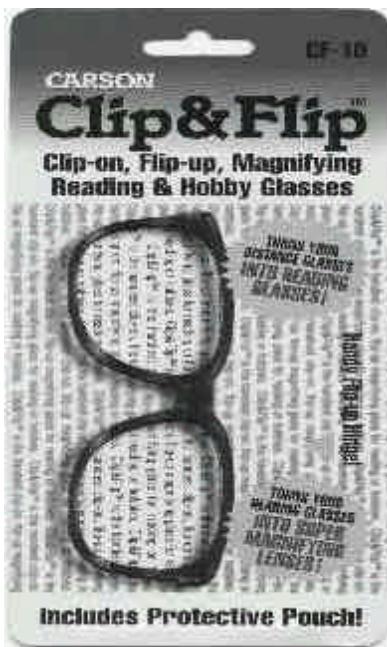
For one piece hinges, draw a thin line across the middle of the hinge. Cut a slot in the flight surface to receive the hinge and install the hinge just up to the line. When you press the mating (control) surface onto the hinge, you will be able to tell if the hinge is being pushed into the control surface properly. If the hinge is going further into the flight surface, stick a small pin through the middle of the hinge to keep it centered between the flight and control surfaces.

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.

VISUAL AIDS

Randy Kleinert



Sometimes I use a visor type magnifying lens for close-up work like making small glue joints, soldering thin wiring, etc., but I've always been bothered by the metallic band which holds the unit on my head, and the fact that it makes you look like a Sci-Fi Space Cadet (vanity at my age!). At any rate, I found a set of magnifiers that clip to my glasses and flip up out of the way when not needed. They are perfect when coaxing a small rubber motor on to a prop shaft. I found mine at JoAnn's Fabrics on the Notion Wall. Get on their mailing list for deep-discount coupons (which I have to hide from my wife). I paid about \$5.00 on sale. While you are there, many JoAnn's (and A.J. Michaels) stores sell Midwest Balsa. I often find nice 6 - 8 lb quartersawn sheets.

EXTRA LIGHT WINGS

by Al Flesher

If you have been into modeling for a long time, one rewarding endeavor is resurrecting models that you built long ago. The technology of today frequently allows these models to perform better than originally possible. The plane that I used to train for multi-channel power R/C was built in 1961 as a rudder only, diesel powered ship. Not too long ago I rebuilt a 1953 Ringmaster. Flying that ukie with its Fox 35 engine after almost 50 years was a real trip down memory lane.

So it was that I recently found the fuselage of a Schoolboy in my basement. Some may remember the series of small R/C planes designed by Ken Willard around 1960. Solid state radio equipment was new then and miniature receivers were starting to appear. Ken designed the Schoolboy for the 0.020 Cox engine and single channel escapement gear.

Back then I did not build the wing as he designed it. Always willing to innovate, I built the wing as balsa sheet covered foam. Pretty radical construction for 1960! The Schoolboy flew fine with its slimer engine, but now to electrify it, weight had to be trimmed. My old foam wing weighed 3.4 ounces and, as the saying goes, this would not fly.

With the help of Randy Kleinert's brother, Roger, the plans of the original wing were found. Ken's design for the Schoolboy wing was simple and light construction. There are two "stub spars" to re-enforce the dihedral joints. Bottom and top surfaces are 1/32" sheet balsa with 1/16" ribs between and 1/4" square leading edge. The trailing edges of the lower surface are beveled to provide additional gluing surface and a nice 1/32" thick trailing edge.

The photos show the wing during construction and after completion.

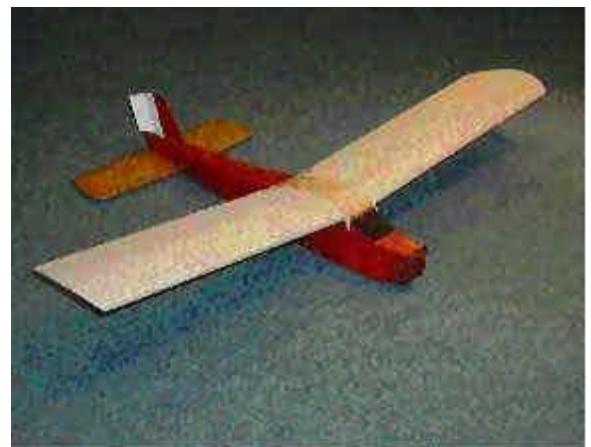
This method of wing construction has some great attributes. Assembly is easy. It has a good airfoil (no sag between ribs), superior torsional rigidity, and is light weight. The Schoolboy wing of 179 square inches weighs only 1.6 ounces before finishing.

Try this building technique for your next scratch-built ship.

Wing Under Construction



Re-incarnated Schoolboy ready for it's motor and some electrons



A NEW ONE-DESIGN CONTEST

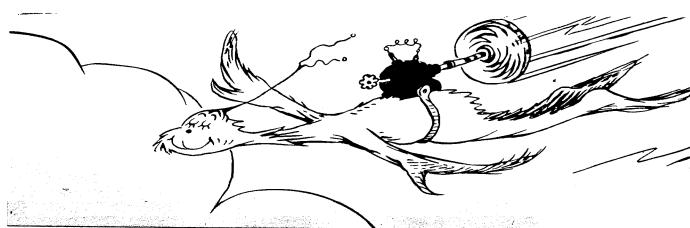
Bill Cavanaugh

At BASS's Awards Banquet, held January 25th, I had the privilege of handing out the awards for the Sovereign One-Design contest. I then expressed an idea that several members had discussed at our indoor flying sessions at the St. James Academy. That is, why not have an indoor contest when the winter weather prevents outdoor flying? I further suggested that this be another one-design contest, with the Butterfly being the design. Several members already have Butterflies, which come completely built and ready to fly out of the box. And they fly quite well. Our indoor guru, Randy Kleinert, has agreed to work out the details and flying rules and will be or "CD". So, if this interests you and you would like to buy a Butterfly, I will be happy to buy them at the WRAMS show from Peck Polymer. They charge \$18 for the Butterfly and \$18 for a 15-to-1 winder (there are several winders in the club, so you won't need one for the contests). I got requests for six Butterflies after dinner, so interest is definitely in the club for a Butterfly one-design contest next winter. E-mail me at :BillCavan@aol.com or call me at 443-535-0220 if you want me to get one for you at the WRAMS show. I promised Sandy at Peck Polymer that I would let her know how many we wanted by February 10.

Some of the guys Winding up a "Butterfly"



Dr. Seuss's Electric Conversion
-courtesy of Bill Cavanaugh

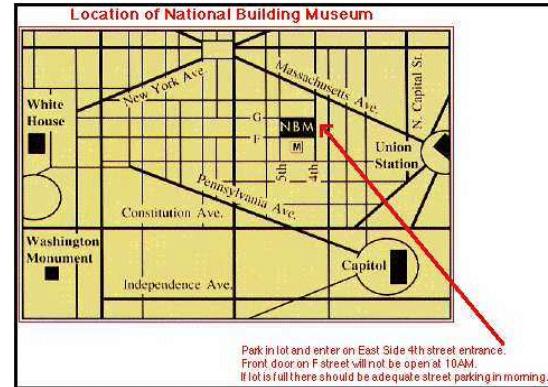


Indoor Flying at the National Building Museum

Come join BASS and D.C. Maxecuter flyers for two more flying sessions this season. January 19th and April 6th We will be flying free flight and RC electric, rubber and CO2 powered airplanes at the 100 foot high site.

The map at the right shows the location, about 50 minutes south of Baltimore and just north of the Judiciary Square Metro stop. General admission is at 12 Noon. Flying begins at 10:00 AM however you must be on an admission list.

Contact Randy Kleinert for details. (410) 931-0094 or



Buy and Sell

TG3 beginner foam plane new in the box -\$40.00

Spirit kit -partially finished - \$35.00

Rolls of Plastic Cote \$5.00/roll, purple, yellow, red and white

Battery paks - 2 for wingo \$10.00 each

Bob Trimble, (410)-667-1549

* * *

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, computer radio set 6 channel 5 models \$230.

XP 662 airplane, computer radio set 6 channel 6 models \$210

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

XP 631 airplane, computer 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 (410)-296-0321 Call for details

* * *

SHADOW, 2M fiberglass fuselage, wings balsa covered foam \$110

With 6 installed servos \$199. Mike Miecznikoski (410) 668-8775

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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
115 S. Shaffer Drive
New Freedom, PA 17349

BASS EVENTS

Feb 6	7:30 PM	BASS Meeting, St. James Academy
Feb 20	7:30 PM	Indoor Flying, St. James Academy
Mar 6	7:30 PM	BASS Meeting, St. James Academy
Mar 20	7:30 PM	Indoor Flying, St. James Academy
Apr 6	10:00 AM	Indoor Flying, National Building Museum

SOARING SCENE

May 3-4	BASS HLG
May 17-18	SKSS 1 Newark, Delaware
May 31-June 1	LASS Lancaster, PA
June 14-15	BRASS Waynesboro, VA
June 21-22	BARCS HLG
June 27-28	LISF 1 Syosset, Long Island
July 12-13	DBSF Reading, PA
July 19-26	AMA/LSFNATS

BASS Meetings are being held at St. James Academy, 3100 Monkton Road, Monkton, MD 21111
Directions to St. James Academy are at <http://www.saintjames.org>

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

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



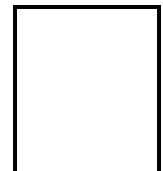
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7982 Honeygo Blvd # 48

Baltimore, MD 21236

JANUARY-FEBRUARY 2003



First Class Mail