



BASS NEWS

The Baltimore Area Soaring Society Newsletter

Year XXIV, Vol.IV, No. 6

"Information Provider to the Glider Guider"

July 2004

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NEWSLETTER DELAY

The July Newsletter was greatly delayed due to work pressures and some equipment problems. The August issue should be available shortly. The editor apologizes for any inconvenience

IN THIS ISSUE

This issue contains several articles and hints from the AMA National Newsletter which re-re-prints contributions from various club newsletters. Where mentioned, credit for the articles is cited here, including an article on covering materials by Pat Trittle, who should be known to all electric fliers as a prolific designer of small electric scale ships. Also, page 6 contains an announcement just received about an RC happening at Lock Haven, PA. Home of the venerable Piper Cub.

BASS June 2004 Meeting Minutes.

Chris Kuhn Secretary

CONVENED:

The June meeting, held at Villa Maria, was called to order at 19:52.

ANNOUNCEMENTS:

The May minutes were accepted as printed in the newsletter.

OLD BUSINESS:

Information for the August 14th Woodie contest has been posted on the BASS web site. Kevin has sent an Email to the LTRC to get Villa Maria reserved for the club contests. The summer solstice fun fly is set for June 26th. The July club contest is on the 17th and will be an open event.

NEW BUSINESS:

The new club charter receipt was returned and our insurance is valid..

ADJOURNED: 20:01

SHOW & TELL: Some members went back to flying and talking. Try and come out to these summer meetings and maybe get a little flying in

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.

KEEPING YOUR RADIOS CHARGED

This information was extracted from a broader article covering model safety issues. It offers an alternative to special fast chargers.

This slow charge method is inexpensive, entirely satisfactory, and can be just as convenient as the use of so-called "fast" or "peak" chargers. It uses the charger supplied with the radio and an ordinary household timer, such as one used to turn lights on and off. Cost is less than \$20.

I know the instructions that came with the radio told you to charge batteries overnight. What they don't tell you is this: overnight charging is for the initial charge cycle when the battery is new and the cells are completely discharged.

After the initial charge cycle, it may not be a good idea to charge overnight unless the battery is completely discharged. If used routinely, this practice may result in an overcharged condition, and sooner or later, it might damage one or more cells, destroying the battery and possibly your aircraft. Overcharging can cause excessive heat and result in a condition known as "venting" one or more cells, limiting its ability to properly store a full charge.

How can you avoid this? The charge on a Ni-Cd, like other types of batteries, "bleeds off" over time because of internal leakage. This condition accelerates as the battery ages. It is normal and should be expected. For this reason, batteries should be brought to full charge before each flying session or should be kept in a fully charged condition. If you don't own a peak detector quick charger, no problem. This can easily be done using the charger that came with your radio and a timer. First, bring the batteries, transmitter, receiver, and glow driver up to full charge. To do this, you need a reasonable estimate of the amount of battery energy used. The transmitter uses about 200 mAh, the receiver and servos about the same, and the glow driver is difficult to estimate. (*All the more reason to fly gliders and electrics - ed*)

Your charger produces 50 mAh, so you'll need to charge four times the number of hours used. To keep the batteries fully charged, plug the chargers (transmitter, receiver, and glow driver) into the timer.

Set the timer to charge about two hours twice a day (every 12 hours) and connect it to an AC receptacle. Your equipment will always be fully charged and ready to use. Simple, inexpensive, reliable, and equally important, you won't forget to charge batteries.

In conclusion, batteries are the component of your system most prone to failure. If there is any doubt about the serviceability of the battery pack, discard it! They cost much less than the price of an airplane and are certainly not worth the risk of a crash.

from *The Propwash*

San Antonio Prop Busters

Covering Materials for RC models

By PAT TRITLE

Many years ago, covering a model airplane meant hours at the workbench, inhaling dope fumes, spraying tissue or silk with water to draw it tight, and waiting many hours drying time between coats of dope to seal and paint the cover. I've heard this era of modeling referred to as "the good old days."

Personally, I really enjoy doing this type of covering, but for the modeler with a limited amount of hobby time, there are several alternatives that require far less skill and still produce a nice looking finish in less time and with a lot less effort.

Within the realm of iron-on covering, there are three basic types: the weaves, the Mylars, and the synthetic tissues. Within those major groups are some subgroups. For the weaves, there is Solartex (also found as Colortex) and Super Fabric. Also in that group, you'll find 21st Century pre-painted fabric, Nelson Lightfab, and Super Coverite. These materials are available in eight basic colors.

In the Mylar realm, there is MonoKote, UltraKote, TowerKote, EconoKote, Oracover, and Nelson Litefilm. The color selection of these materials is excellent.

Finally, there are iron-on synthetic tissues, found under the names Litespan, Airspan, and Black Baron Coverlite. Again, color selection is limited to about a dozen choices, including some fluorescents.

Iron-on fabrics

As weaves go, my favorite is Solartex simply because it's the easiest to use. It lays down nicely, it's easy to remove the wrinkles, and it goes around compound curves beautifully. The downside is that over time, the adhesive will release and the cover will fall off the model. A simple cure is to brush on a coat or two of Balsarite (the type recommended for film covering) before you cover your model.

Nelson Lightfab is a lighter grade of the same type of material. I recommend this one for .40 size or smaller models. For models larger than that, stay with Solartex or others in that family.

21st Century fabric is by far the most difficult of all the fabrics to use. I have found that this material is difficult to apply, does not tighten well, and is torture to use around compound curves. The shrinkage is limited, offers little rigidity when applied over open structures, and does not hold its shape well in direct sunlight. However, over sheeted surfaces, the material does lie down nicely, but it requires a fair amount of maintenance to eliminate the bubbles that occur when it is exposed to heat or direct sunlight.

With the exception of the 21st Century fabric, all of these materials, when used on liquid-fueled airplanes will require some type of sealer coat to eliminate fuel soaking that holds dirt and grime in the weave and is very difficult to remove.

Iron-on films

There are two basic classes of iron-on films: MonoKote and UltraKote. The easiest way to distinguish one from the other is that MonoKote is stiff, where UltraKote is more pliable and rubbery. These films are available in several colors, but MonoKote still offers the best selection. The MonoKote class materials are applied and shrunk at a higher temperature than UltraKote, but UltraKote handles compound curves much more easily, though offers less torsional strength than MonoKote over an open structure.

Over fully-sheeted models, I prefer UltraKote since it goes on with much cooler temperatures and is not prone to bubbling like MonoKote. For trimming, UltraKote can be applied over MonoKote since it is applied with cooler temperatures, though MonoKote shouldn't be ironed onto UltraKote. Also, when MonoKote is applied with heat as a trim material over MonoKote, the adhesive will tend to gas off and cause bubbling between the layers. The only way to avoid this problem is to apply the trim with commercially available solvents or even Windex glass cleaner (or other types of cleaners that contain Ammonia D).

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.

Finally, there is Nelson Litefilm, which is also available under the name Solar Film, and is recommended for small park flyer electric models, although I've heard of people using it on gas models up to .10 size with excellent results. This material is applied at very low temperatures, shrinks beautifully, and handles compound curves better than any other iron-on material I've used. What's even better is that it will shrink only as much as needed to eliminate puckers and wrinkles and will not distort even the lightest of airframe structures. Even though Litefilm is applied at very

This type of material is an excellent choice for electric park flyers, but I've also used it on gas models up to .074 size engines. Neither of these materials has adhesive applied, so before it is ironed onto the model, a coat of Balsa-Loc must be applied to the model, everywhere you want the cover to stick. Having used several different adhesives to apply Litespan, I found the water-based Balsa-Loc to be the best choice since it releases with heat, allowing the cover to be pulled and tugged around to eliminate wrinkles.

The downside to this material is that it doesn't do compound curves well. Airspan is better than Litespan, but neither is all that great. Also, the material has a very limited shrink, so the wrinkles need to be pulled out before shrinking begins. Finally, this is a low temperature application and is very sensitive to overheating. Once overheated, it will never shrink again.

This is by far the most difficult of any of the lightweight iron-on covers to use, but once you get the hang of it, it works nicely for a "tissue look" cover. Trim is applied using Japanese or domestic tissue and can be applied using dope or water-based varnish. Since I always add tissue color trim, I prefer Airspan since it starts out lighter, and a sealer coat will be added over the trim anyway, ultimately producing a lighter finish.

Conclusion

The one thing all of these materials have in common is to get good results, they must be applied properly. More heat isn't necessarily better and won't cover a sloppy job of applying the cover or preparing the surface to which the cover is applied. The best advice is to follow the manufacturers' recommendations for application and shrinking temperatures, and to use the material best suited for the type of model you're building.

low temperatures, the adhesive is very aggressive, and as a result, the material is prone to sticking to itself if the adhesive side contacts itself. The instructions offer a clear description of the solution and should be followed closely.

Synthetic iron-on tissue

The iron-on synthetic tissues are available in two types: Litespan and Airspan. Litespan is also available from Black Baron under the name Coverlite. Both of these materials are identical, except that Litespan has a sealer coat applied and Airspan doesn't.

from *The Flying Machine News*
 Rocky Mountain Flying Machine
 Bob McCachren, editor
 Albuquerque NM

SPECIAL THANKS

Special thanks to Bernie Sovitsky, long time BASS member who has served for many years as BASS's representative to the Lutherville-Timonium Recreation Council. Bernie was recently made a member of the Lutherville-Timonium Council Board, a real honor and recognition of his on-going participation and support of the club's interests. Many thanks Bernie!!!

HINTS AND TIPS
from the AMA National Newsletter

Sharpening brass tubing

Often, using a brass tube sharpened on the end to cut holes (or grooves) in balsa provides a much cleaner and more accurate hole than would a regular drill bit. The sharpening procedure below works on any size of hobby tubing.

1) Sharpen the outside of the tube using a fiber reinforced cutoff wheel or a metal file. Roll the tube between your fingers to sharpen the opening all the way around. If using a cutoff wheel, be certain to use the reinforced variety and always wear safety glasses.

2) Use a hobby knife with a No. 11 blade to sharpen the inside of the tube by rolling it on a wood block.

3) When it's time to use the tubing to cut the holes, you can either turn the tube by hand or use an electric drill. After the hole has been cut, the material usually sticks inside the tube. The balsa "plug" can be removed with a wire or the next size smaller tube.

from the newsletter of the Odessa Propbusters R/C Club

Keith Conrad, editor

Odessa TX

Masking tape

To remove masking tape from your model without damaging the covering, first heat it a bit with a heat gun. Don't get it too hot, just warm it up. Then, pull the tape back over itself. You can remove decals the same way. If you need to reuse them, place them on wax paper.

Clogged aerosol cans

The manufacturer recommends inverting the aerosol can and pressing the tip until the paint stops flowing and only propellant comes out. Sometimes that works and sometimes it doesn't, and it wastes a lot of paint. Here's another method. After spraying, pull the tip off the spray can and press it into the top of a WD-40 spray can and give it a little squirt. The WD-40 cleans the paint out of the tip and leaves it ready for the next job. Replace the tip on the aerosol can carefully to avoid ejecting more paint into the tip. Before using the paint in the future, give it a squirt first to clear the tip of any WD-40.

from *The Cam Journal*

Central Arizona Modelers Inc.

Marvin Hinton, editor

Sedona AZ

Clamp racks

Clamp racks are nice because they hold many types of clamps and are simple to build. The rack is made from 1/2-inch metal electrical conduit pipe and two 3-foot pieces of 2x6. All the parts are available at a home improvement store for about \$5. Cut three pieces of conduit into 32 inch lengths and drill $\frac{1}{8}$ -inch deep holes into the wood sides. These dimensions ensure that the wood sides can be mounted directly to wall studs that are 16 inches on center. If you live in a home built to some other standard, adjust the conduit length accordingly. The pipes are spaced so they are three inches from the wall and evenly spaced along the 2x6. When you are finished, it will look like a ladder mounted to the wall. To store clamps, just attach them to the rungs.

from *Great Plains Combat News*

Control Line Combat Newsletter

for the Great Plains

Bob Furr, editor

Omaha NE

**WINGS OF WILLIAMSPORT PRESENTS
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The 100 Minute Club
from Silent Flyer
Newsletter of the South Bay Soaring Society
Sunnyvale, California

Do you ever wonder just how much time you spend flying your glider? Do you have any idea how many flights it would take to fly 100 minutes? Do you think you're flying more than most of the other guys? Well, join the 100-minute club, and you will know the answer to all of the above questions. You will need a stop watch close at hand, a note pad of some kind, a glider, and determination

at the beginning, you will record all flights of one minute and over until they add up to 100 minutes of flying. You then start recording all flights of two minutes and over, adding them up until you have another 100 minutes. You progress through each level that meets the requirements for that level. The third level will require 100 minutes of flights of three minutes and over and so on. As you move through the levels, keep a log of your flights. Keep a record of the weather, wind, etc., along with the flight times. Also, you can apply to the AMA for an All Seasons Flyer patch, by flying at least once in each month of the year and recording it.

Club Flying Opportunities

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.

Thursdays, around 4:30 PM., there is flying at the Polo Field.

Anytime the spirit moves us. Check <http://groups.yahoo.com/group/BASSrc> to see if anyone has posted a message about flying.

Buy and Sell

Gil Smith, new BASS member is interested in an electric trainer, preferably with radio gear. Contact him at : wgilmoresmith@msn.com

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

The Baltimore Area Soaring Society
A.M.A. Charter Club #493
Sponsor

The BASS “WOODIE” CONTEST

Saturday, August 14, 2004 at Villa Maria, Timonium, Maryland
Pilots meeting 9:45 a.m. First round starts at 10:00 a.m.

Pre-registration required. Registration fee - \$10.00
BASS Medals will be awarded First through Fifth Place, Expert and Sportsman.

This is a one-day contest, AMA sanctioned (not ESL)
Class A Unlimited Thermal Soaring Rules Apply

----except----

Wings must be built-up open bay construction, and stab/elevator may be built-up or wood.

Contest Director - Bill Cavanaugh 443-535-0220
Assistant CDs – Al DeRenzis 410-876-8030 & Joe Allulis 410-465-4853

For directions to site, go to BASS's web site, SOARMD.ORG

Name _____ **AMA No.** _____

Address _____

Tel No _____ **E-mail Address** _____ **Frequency** _____

Sailplane _____ **Expert** **Sportsman**

Enclosed **Check for \$10.00**

Send to: **Al DeRenzis**
5003 Wetheredsville Rd
Baltimore, MD 21207

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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 applicable): _____

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

Jul 17	Polo Field, Open Contest
Aug 5 7:30 PM	BASS Meeting, Villa Maria
Aug 28	Villa Maria, Woody Contest
Sep 2 7:30 PM	BASS Meeting, Villa Maria
Sep 18	Polo Field, Open Contest
Sep	BASS Meeting, Villa Maria
Oct	BASS Meeting, Ridgley Middle School

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

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

Jul 10 -11	DBSF - Reading, PA
Jul 25 - 31	AMA/LSF NATS (not ESL)
Aug 7 - 8	CRRC Soar-In - Sudbury, MA
Aug 14	BASS "Woodie Contest", Villa Maria
Aug 21 - 22	SKSS 1 - Newark, DE
Aug 28 - 29	CASA Hand Launch, Rockville, MD
Sep 11 - 12	CASA Open - Warrenton, VA
Sep 25 - 26	LISF 2 - Syosset, Long Island, NY
Oct 2 - 3	ESL End of Season, Reading, PA

NOTE: ESL schedule is tentative and subject to



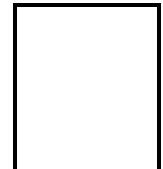
BASS NEWS

The Baltimore Area Soaring Society Newsletter

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June 2004



First Class Mail