
Silent Knights Soaring News

July 2001

President's Corner

It's June 25 as I write this and we are all hoping for a repeat of this past Sunday's weather for our ESL Weekend. I am thanking all club members now who gave up one or two days to support our major activity of the season. Pre-registrations look really good - thanks to Jim Faassen's diligent efforts. John Kirchstein and John Jenks are standing ready to direct the contests. Bill Groft has been on top of many items with his usual enthusiasm. Bob Muma plans to cook up a storm. Everyone has committed to his or her assignment(s). I look forward to thanking everyone in the next newsletter. It's teamwork like this that makes SKSS successful!

Wednesday night flying continues to be a blast! You can see almost any kind of silent flight during these weekly club outings. Last Wednesday we got a look at Bill Brenchley's beautiful glider, a chance to throw Bill Groft's discus hand launch, and Breck Baldwin's new style flying wing. There were too many electrics to mention all of them, but Dick duPont's Mustang had the shortest flight. He promises a successful sortie for his P-51 at our next Wednesday night session. Even if you don't have anything to fly come on out and enjoy the camaraderie. See you at the field.

Dave DeGroot

June Meeting Notes

Great weather June 9th gave a boost to attendance prior to the June club contest, resulting in a count of 19 at the meeting. Bill Groft reported the treasury balance at \$2326.94, after recent expenditures for retriever line, pulleys for the turn-arounds, paint for the Birdhouse door and a deposit on the trophies for the East Coast Soaring Challenge.

Bill will issue e-mails messages to potential contestants at the ECSC advising of the upcoming closing of Paper Mill Road at the Limestone Road intersection, and clearing up confusion over the fee structure for the ECSC.

Bob Muma will assume responsibility for developing a suitable food offering in light of the limited interest in the barbecue originally proposed.

Joe Melchiorre will pick up the ESL winches prior to the contest.

The launch avenues for the contest will be set up in a favorable wind direction, and scores will be transferred to the scorekeeper in the Birdhouse using the golf cart if the launch location is remote.

The proposed amendment to the by-laws to provide for a Junior membership class was approved without dissent. Minor changes are also to be incorporated to recognize the separation of the Secty/Treasurer position into the two positions of Secretary and Treasurer.

Welcome to new member Edward Burke

Next Club Meeting is at the Big Pond Field – 10:00 AM July 7
Club Contest follows the meeting
Rain/Wind Date July 8

June Club Contest

Dave DeGroot

Fifteen members participated in the June club contest on Saturday the 9th. Five rounds were flown with 4 rounds to be 7 minutes and one to be 5 minutes. The results were as follows:

Open Class

Joe Melchiorre	2147
Jim Faassen	2098
John Lane	1738
Dick duPont (Just 4 rounds)	1700
Bill Groft	1229
John Jenks	1054
Dave Malone	699
Dave DeGroot (2 rounds)	494

Second place finisher is claiming first, because HE flew in observance of the Field Rules!

RES or Two meter

Dave Bourne	1452
John Bourne	1095
Tom Lackey	636
Mike Ott	629
Bob Muma (3 rounds)	456
Ed Gittelman (1 round)	80

It should be noted that Dick duPont was having a great day, but had to leave early, and the Bourne team flew a Kestrel to first and second place. This also might be Tom Lackey's first top 3 finish. Great to see the interest in RES and two meter.

Radio Channels

Note from the chart showing channel usage that we are beginning to show some crowding on several channels. For sure, we don't need any more users on channel 42! Please notify Jim Faassen or Bill Groft of errors & omissions.

Silent Knights Soaring Society

Dave DeGroot - President 410 885 2234
John Lane - Vice Pres 302 994 2906
Bill Groft - Treas 610 255 4844
Frank Nelson - Secty 302 738 0618
Jim Faassen - News Ed 239-4923

*Circulated to SKSS Club Members
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More About Weather

From the Book "Understanding the Sky" by Dennis Pagen, with permission of Dennis & Claire Pagen

COLD FRONT CHARACTERISTICS

"A cold front generally comes from the north and moves southerly in the northern hemisphere. This front is the leading edge of a cold, often dry air mass.

Two possible situations are: the cold air replaces either unstable or stable air. In the former situation the unstable warm air is lifted by plowing cold air and forms convective clouds. Often squall lines or thunderstorms accompany this type of frontal activity.

In stable conditions more stratus type clouds may form before and behind a cold front. A lingering shower may slow the clearing of the sky after the frontal passage, but the passage itself is accompanied by less violent conditions.

WARM FRONT CHARACTERISTICS

"A warm front is often a (*power plane*) pilot's nemesis. Such a front can present an unpleasant package of cloudy skies, high humidity, haze, excessive heat and rain that lasts for days. Only if the air mass is dry, or it's the dead of winter do we grudgingly welcome a warm front. They bring warm, humid and often stable air behind them.

The warm front rides up over the cooler air it is replacing. Because warm fronts tend to move slower than cold fronts - 15 mph or less - and introduce less dense air, they tend to ride up over the cooler air in a gradual manner. The slope of a warm front is from 1/50 to 1/400, considerably less than that of a cold front.

"(There are) two types of warm front; those bringing either stable or unstable air. In the first case we should expect long periods of steady rain and generally smooth conditions except perhaps near the frontal boundary. In the unstable case we should expect bursts of heavy rain intermingling with steady drizzle as well as dangerous turbulence associated with thunderstorms. In either case the time during which a warm front passes is best spent indoors doing something constructive such as reading a weather book."

Snapshot Wednesday Eve

The Wednesday evening fun fly continues to be a popular attraction. Here is a report by Bill Jordan on a recent outing.

The week of May 23 saw nine pilots turn out to enjoy an absolutely perfect evening. Conditions were not exactly prime for thermal duration, but we weren't really expecting much lift that time of day. Planes ranged from hand launch to mantis, to electrics. Bill Groft covered both extremes of the flying spectrum with his HLG Taboo (launched discus style), and the grey-nosed Mantis. Two-meters were well represented. Tom Lackey with his Aspire managed to find a bubble and work it for an eight minute flight. Bob Bickerton flew his two meter Pire (The "As" part of the name was missing as a result of a repair job on the wing) Ed Gittelman was conservative enough to set up the hi-start for his pretty red Gentle Lady. Dave Bourne was flying a two meter I didn't recognize, and did very well. Dave has a rather unique flying style. He launches with his left hand so as to keep the transmitter in his right, and once off the line he rests the transmitter on his right hip and flies one-handed. Very laid back. Mark Garfinkel was a little too enthusiastic on the winch pedal and exploded his plane on launch. A lot of pieces flew and the fuse did a creditable imitation of a javelin, burying about three inches into the fortunately soft ground. But after a quick autopsy, mark says all he needs is a new wing. My Spirit refused to launch, popping off every time. Shades of Gene Gresham!

It was particularly gratifying to see a couple of new faces. Dave Bourne and Bob Muma are both relative newcomers. Bob flew his Zagi and looked like a veteran flyer. I was amazed to hear that it was his first flight. Come to find out he taught himself to fly with a flight simulator. Well done, Bob.

Bob Bickerton and myself also flew Zagis, and I had some good flights with my electric Spectra.

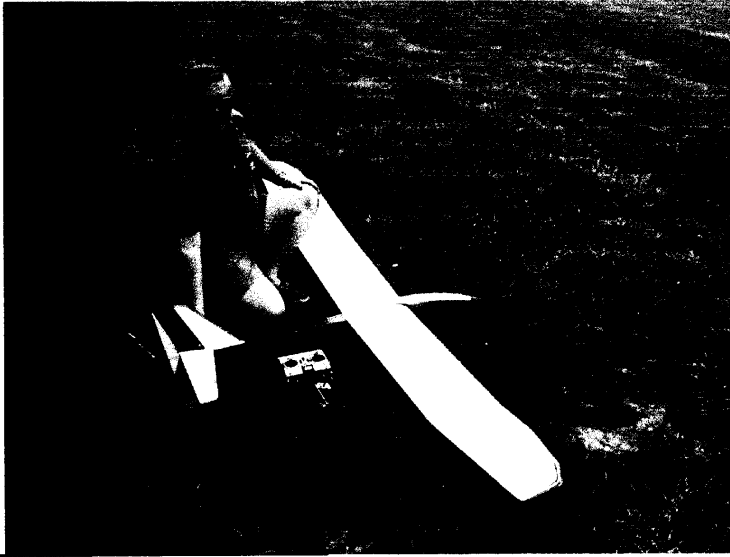
The highlight of the evening came when Dick duPont rolled out his big Super Kadett electric. After a pre-flight check he revved up the 16 cell powered motor, taxied to the runway, and took off just like the real thing. The Kadett flew great, and looked like stand-off scale. Reminded me of a Taylorcraft.

In all, a good time was had by all. Come on out for the next Wednesday show.

Sticking With that Thermal

From the ESL Newsletter – May 2001, Courtesy Tom Kiesling

1. **Make constant bank angle circles.** This will insure that as the thermal drifts downwind your model will stay with it.
 2. **Adjust your turns until you are cored in the thermal.** If one side of the circle gives you a better kick, allow your circle to drift to the good side and resume your circle once you think you are cored. You can even do a reversal. By changing the direction of your circle you will effectively shift where you circle by one diameter.
 3. **Pay attention.** If your model is no longer showing signs that you are in a thermal, chances are you did not execute items 1 and 2 properly. In many case I have watched people circle to the ground, in which case they forgot all the tips for identifying they are in a thermal. In most cases the thermal has gone down wind. So, if you notice you are no longer going up try going down wind a bit to see if you can engage the thermal again. If you don't find it, the bottom may have passed you, or it may have just dissipated.
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Knowing Gene Gresham's propensity for aggressive launches, Dave DeGroot snapped this picture of Gene with his brand new Spirit 100 BEFORE the first launch.

Such foresight proved unnecessary, however, as Gene put her up in a flawless launch on the first try. And, it stayed up awhile, too! Nicely done.

Now, if he can just get the Thermal Eagle to do the same.....

Launching

More from that ESL Newsletter, courtesy of Tom Kiesling

The best advice for optimizing launch is to actually take time to do it. Although it does take time, it is very rewarding.

The first thing you need to do is set up your CG. Once you have done this the towhook should be positioned pretty much right on the CG. (You have to have an adjustable towhook to optimize your launch.) If you want to err on the side of caution put the hook slightly ahead of the CG. If your model is properly trimmed for minimum sink level flight, this hook location should be very close to optimal. For models without flaps it is fairly straightforward to adjust the hook location. With the hook on the CG and the proper trim setting, launch the model. If it goes up fairly steep, but stable, try pulling a touch of up elevator. If the model does not stall, the hook can go back a bit more. Repeat this procedure until the model will stall with the slightest bit of up elevator. Once you have reached this point you have optimized your launch. You should not require any up preset for a properly optimized launch setting.

If you have flaps the procedure is essentially the same, except you have two parameters to optimize. The amount of flap you use is really dependent on the airfoil. Typically it is best to drop the entire TE the same amount. This will force the entire wing to work to its optimum

during the launch. Typically the amount of flap you use influences your optimum towhook position. It is a bit of a balancing act and there can be many iterations before you get the correct balance between the two parameters. Again, when you have the launch optimized you should require no up preset.

With a properly optimized launch setting the model should rotate to vertical immediately on release. If the wind is blowing it may feel as if the model is going up behind you! Also, it may be necessary to add a touch of down trim if you are launching on a winch equipped with a retriever.

The zoom should occur before the model finishes its upward arc. (i.e. - before it reaches the turnaround). Timing your release, the amount of dive into the bucket, when you turn off your launch flaps, are all parameters you can experiment with.

Lock and TRY

At times the padlock on the gate gets a bit stiff, and it requires an extra push to get it to lock. (It's also necessary to spin the dials before it will lock.)

The garage door at the Birdhouse has been another source of security breaches. Last man out, check the latches on both sides of the door to see that they engage the stops, and try the handle to be sure the lock bolt is extended.

Missing.....

A spare battery for Dick duPont's Stylus has disappeared from the Birdhouse.