



MVSA Winch Line

March, 2010

March 2nd Club Meeting @ The Library

Contest Season Starts March 6th at the Sod Farm – Be There!

PREZ SEZ – Glauco Lago

Spring is almost here and I know everyone is excited about the fact we will be able to fly more often, for some that means several times a week while for other it will be once a month or maybe even less. But no matter how frequently we fly, the important fact is that we have fun, that is why this is a hobby.

At the last club meeting we finalized our calendar and included a couple of non flying events. One is the Highway 79 cleanup effort and mark on your calendar the scheduled dates, April 10, May 8, Jul 10 and Nov 13. It would be incredible if you could make at least two of these dates, we learned from the previous two that it doesn't take more than a couple of hours if everyone work together and we never know what we will find, from a \$20 bill to an alien's head, all is possible what makes it a fun and unique event. If you don't think it is fun at least know that you are giving something back to the community and that is always a good feeling. Also don't be shy if you want to bring family members or friends, your help is appreciated.

We have also scheduled a family barbeque at the sod farm on October 2nd and we plan to invite the sod farm employees and their families. This would be a great opportunity to meet these guys that keep our preferred flying place so well manicured and thank them. The Boy Scouts demo event on June 5 and 6 is

also scheduled and we need to discuss it a little more.

A somewhat new development is the Vista contest. Last year, thanks to Robert I was approached by a Phantom Flyers member asking if we could help them with an event they were planning for this year. It was based on an event held by a power club in Pensacola, In summary, this is a one class event using Vista sailplanes. Recently we were contacted again pressing for a date and we are tentatively scheduling it to be May 15th, pending approval from our club. Wayne and I have been in conversation with them to understand what would be our role at this event.

The Pensacola club just held another of these type contests and had 22 pilots flying it. Per the description, it was an open winch contest using two winches and two retrievers with 7 minute rounds and a 100 point tape. Since most of the pilots had no winch experience, the winch operators helped launching the planes. So the idea is to have one of these events in St. Louis either at their field or at ours. Our help as far as I know would be to provide and operate the equipment. We could also put together a demo with hand launch planes and unlimited ones. I think we should be able to get a few new members with this event.

Our 2 day hand launch contest scheduled for

May 22-23 is slowly taking shape. The exciting part is that it will be one of the qualifiers for the F3K team selects so we are certain to attract good talent. You can read more at www.f3K.us

Glauco

February Meeting Report – Rich Rennecamp

February Club Meeting

The February meeting set another attendance record with 20 members present. Lots of topics were discussed.

1. Four dates were selected for our hiway 79 clean ups in 2010: April 10, May 8, July 10 and Nov 13. Start times will depend upon the weather and will be set as the days approach.
2. A family BBQ including invites to sod farm employees has tentatively been set for October 2. This would follow the club contest on the same day.
3. The second 2-day MVSA HL contest is planned for May 22 and 23. Wayne is the event organizer. Wayne and Glauco will each CD one day of the contest. This 2-day event will replace the club HC contest originally scheduled for May 15.
4. Two points were confirmed regarding club contests. All club contests (Unlimited, RES, 2M and HL) must have a minimum of 3 contestants to qualify as an 'official' contest. **CLUB CONTEST DATES WILL NOT BE MOVED.** If poor weather prevents a contest on both the initial and rain dates, the contest for that month will be cancelled.
5. The possibility of having a 45 degree approach pattern rule for club contest was discussed. The purpose would be to keep someone from cutting across many approach lanes when landing. It was decided that the CD for each contest should talk about what is an acceptable approach pattern and decide what actions will be taken if the guideline is violated.

6. Glauco will CD our first club contest on March 6 involving Unlimited and RES. Robert was elected to CD the March HL contest.

7. Several versions of Paul's winning logo design were displayed and voted. The variation involving a red MVSA, a solid blue line under MVSA and a black and red sailplane was officially adopted as the new club logo. Chris already has the new logo on the club website.

8. MVSA will provide demonstrations for the Boy Scouts gathering at Forest Park on June 5 and 6. The demonstrations will occur all day on Saturday (9-5) and on Sunday morning. It was decided not to use a winch or high start. Demonstrations will involve HL, some foamy electrics and the display of some TD gliders. AMA insurance will be purchased for both days.

9. The annual club auction will be held at Robert's house in April and will replace our usual monthly meeting.

10. Nelson reminded the group that indoor flying is held every Wednesday morning at the Concordia Lutheran church between 6 and 9am.

11. A number great looking sailplanes were brought to the meeting for all to enjoy, although there was not enough time at the end of meeting to show and discuss each one. Mark Miller was encouraged to take a few minutes to discuss his completed bare-bones version of the 2M Duet which looked great. AUW is expected to be in the mid 20s. There was also considerable discussion of the new Airtronics SD10 transmitter which is already owned by several club members. Ed took one home that evening.

A very good meeting!

Rich

Make sure you renew your club membership – download the form at:

<http://mvsclub.com/mvsa/docs/memapp.pdf>

Duet Version 2 - Mark Miller

Those of you who were at the January meeting saw some pieces for my latest Duet. Sorry if this is a rehash but I thought I'd jot the latest doings on this design.

About a year ago I started working on my Duet 2 meter. I ordered the laser cut parts and built enough to realize that there were many things that I wanted to change. The fuselage was pretty nice but the wing needed some changes. I sat down one day and made the changes I felt I wanted and incorporated them into a new set of laser cut parts. About 3 weeks ago I started the build. New fuselage, tail and wing were started on. The changes were basically to reduce the spar cap size and simplify some of the structure. This was after all supposed to be a beginner to intermediate class 2 meter and not something that warranted some of the over designing that I had originally incorporated.

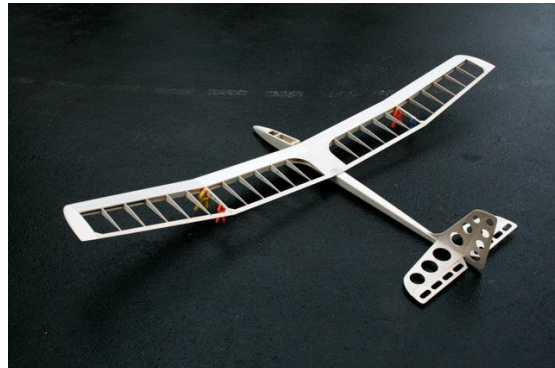


I am a fuselage first guy and so I always start my building there. I found a change I made during the first build to a fuselage former and the rear wing bolt tray did not make it into the latest part file. I am not sure how it happened but it was not a big deal really.



Next I built the tips and started working on the center section. Things pretty much fell into place which is good because it seems this is where I usually find problems and I run out of steam. The carving, planing and sanding went according to plan as I worked through the build and I pretty much like what I have so far.

I am at the bare bones picture part now. I have yet to add the wing joiner tubes but I just could not wait to have a glimpse at what it looks like. I put the major components together and I have to say I am pleased. The proportions look good which to an eyeball engineer like me is all I need to see. The wing is a 3 piece affair with 10 degrees of dihedral in both the center panel and at the tips.

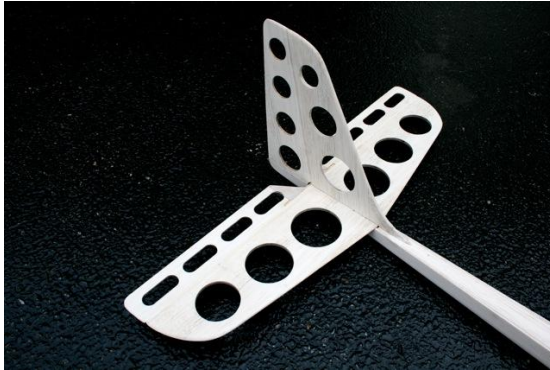


Right now with no joiners, control rods, radio gear or covering it is weighing in at 14 ounces. I am going to use Dubro's Laser pushrods which although plastic like the old Golden Rod types is said to not have the thermal expansion issues of the latter. Radio gear will be a pair of Hitec HS-82 servos since they are right for the job and what I designed the servo tray for. A four cell 2/3A battery pack and a yet to be determined receiver will round it out.

I designed the Duet to have the option of spoilers. I did not incorporate them in this build as I just wanted to get it done and actually fly it. In the next build before finalizing the kit I will incorporate spoilers.

One feature I like with the Duet I like regarding spoilers is instead of cutting the bays out and forcing them on the builder, I have lines laser engraved on the appropriate ribs to mark where to cut if you want the spoiler option. The kit has laser cut ply servo bay hatches to which the servo will be mounted and are screwed to the wing. I have found some more

changes that I am making to the next and final version of the kit.



By the March meeting I should have the Duet covered and hopefully some test flights on it. I'll report about that next month.

Mark Miller

Irregular Brainwaves – Mark Nankivil

National Contest Events –

Having been intimately involved in the two previous World Soaring Masters, and having had a number of our club members take part in the competition or come help out with running the event, here's a heads up on this year's contest. Make sure to mark your calendars for September 24th thru 26th for the 2010 World Soaring Masters which will be held at the AMA's National Flying Site in Muncie, Indiana. Entry registration will open up in May. Be sure to bookmark and check in frequently at:

<http://www.worldsoaringmasters.com>

Don't forget this year's AMA/LSF Soaring NATS which will be held at the AMA National Flying Site in Muncie, Indiana from July 24th thru July 31st. The actual event days and registration information is available at:

<http://www.silentflight.org/2010-Nats.shtml>

Controllable Slope Soaring -

If you are looking for something a little bit different in the way of Soaring, then you might

want to take a look at a link that John Leclercq posted in RCSE recently:

http://www.youtube.com/watch?v=PmpsRvlezhc&feature=player_embedded

Considering the extraordinarily low Reynolds numbers the wing is working at, the zig-zag leading edge makes a lot of sense. For more on these neat little models, also check out:

<http://sites.google.com/site/controllable-slopesoaring/>

March Issue of R/C Soaring Digest –

The latest issue of R/C Soaring Digest is available for download at:

<http://www.rcsoaringdigest.com/pdfs/RCSD-2010/RCSD-2010-03.pdf>

This one does the MVSA proud with an excellent article by Ken Trudeau about Chris Lee's recent 8 hour slope flight. Well written Ken and thanks goes to Robert Samuels for the photos to add "color" to the text. Tony Estep also makes a solid contribution with a scoring spreadsheet article. Well done guys!

Links & Other Stuff -

A few nights ago, I woke up way too early and there was no way I was going to go back to sleep. So I tip-toed on downstairs and fire up the PC and after sorting thru e-mails, I started looking at links I had saved and came across over the years. There were quite a few I had not looked at in a long time, like in years and not too surprisingly, a lot of dead links too. Bit I did I rediscover some sites that may be of interest to others.

Model Research Labs -

<http://www.modelresearchlabs.com/index.html>

Some good prices on coverings and carbon fiber bits and pieces.

Though it is not flying model related, Chad Slattery's display model collection is quite impressive:

<http://home.earthlink.net/~chadslattery/index.html>

For those who might still like, or even love, building in wood, you might want to take a look at Tom Martin's site:

<http://www.tmrailsplanes.com/>

The quality of his drawings is excellent - I have his 1/4th scale Schweizer 2-33 plans and recently obtained a 1/3rd scale set of plans for his Schweizer 1-23. He actually reworked the CAD files for the 1/4th scale drawings (his normal plans set) and worked up sheets for the 1/3rd scale size. His kits are supposed to be top notch too but he no longer sells them thru his own website but instead has teamed up with:

<http://www.aerosente.com/>

to market his kits. This is an interesting site with a lot of activity, whatwith building logs, photo sets and various other comments which make for good reading. Mike Smock, who runs the website, has gone to great lengths to track down vintage photos of various full scale sailplanes which he then posts to the site. Some of those finds are quite spectacular and seeing the photos really adds a lot to the history behind the sailplane and the people involved with the design.

The kits are laser cut and Tom does a fair amount of beta testing/building so the final kit parts are accurate and go together well.

That's all for me – look forward to seeing you at the field!

Good Health and Good Lift!!

Mark

Ready for a New Club T-Shirt?!

Make sure you make it to the upcoming club meeting to discuss the new club logo design and its use on a new t-shirt for club members.

You can eyeball the logo in both white and gray t-shirts at:

<http://groups.cafepress.com/projects/432069/shares/12fe22>

Here's the logo design on the gray t-shirt – nice!



If you cannot make the meeting, be sure to stay in touch with Glauco and/or plug into the club's online discussion group for further details.

