



MATS FLITELINE

CELEBRATING 30 YEARS OF SILENT RC FLIGHT!!!

Volume 04 Issue 3

May 2004

In the beginning... a look at the origins of MATS

Based on the information I have been able to obtain from, photos, slides, 8mm film and information obtained from MAAC, the club was started by Steve Lentzner, (who apparently, according to MAAC, was the first president; however, I believe it was Rick Reuland) Bill Pettigrew, Malcolm Heaton, Rich Reuland and Bert Van Barneveld, members at the time of Charter. Unfortunately the MATS records are temporarily in storage; therefore, I cannot confirm the club's execu-

By Stan Sarskas

grass was knee deep with a corn crop growing in the background. At the time, the models were launched by high start; I do not recall anyone having a winch. Also, there was talk of approaching the owner of the land to rent a small portion for the club's flying field; however, I do not recall the reason why that never materialized. Because of the condition of the field and not having permission to fly as a club, the club never hosted any contests at this site. However, close by, also in St. Clet, MRCC had their flying field with paved runways, Johnny-On-The-Spot, a large parking area and room for anyone that had a camper. Rick Reuland, approached Marcel Boulanger, the owner of the MRCC flying field, and successfully got permission for MATS to host a glider contest at their field. The following is in Rick's own words of the contest we hosted at the MRCC field.



tive for the early years. So, based on what I have and what this old tired brain can remember, the club's first field was located in the St. Clet area. The photo of Ted Adamowicz, above, was taken at that field.

As one can see, the

Quote "I didn't recall that there was a relationship between the Montreal R/C Club and MATS (Montreal Area Thermal Soarers) but I guess there was, because the MRCC did allow me to organize sailplane contests at the paved field, much to the consternation of some of the power flyers. I remember that we had excellent prizes from the kit and radio manufacturers and the power flyers who showed up at the field were amazed at the number of sailplane enthusiasts who travelled in from Ottawa and even Toronto. I vaguely remember getting started with my Graupner Cirrus and flying often with Steve

(Continued on page 3)

Inside this issue of FLITELINE

Karl Puttfarken's Editorial	2
The Club TD Championship: How it Works	5
Bubble Dancer Project progress	6
Tech: Dr. Burlone on batteries...	7
The Trailing Edge..... Don MacCandlish lets her rip	8
2004 EVENTS CALENDAR...AGAIN!!!	12

UPCOMING CLUB EVENTS

- **Sunday May 23 The Pterosoar Bent Wing Contest**
- **Saturday May 29 HLG Round 2 at Ottawa**
- **June 5-6 ORCC 2 Day Contest**
- **June 12-13 Ottawa E FunFly @ Rideau Flyers**

Don't forget to consult the complete 2004 Events Calendar on p. 12

From the Editor...

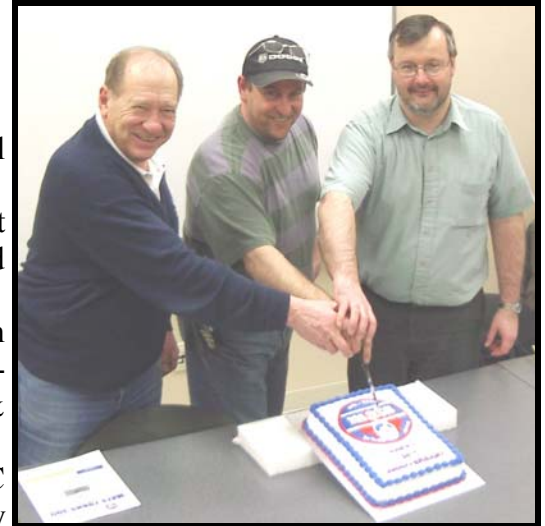
30th. Anniversary of MATS.

The meeting was held on the 25th. of March, 2004 at the Cultural Center in Dollard-des-Ormeaux.

The meeting was called to order at 8:00 p.m. Officers present were President Alan Gregory, Vice-President Tim Smith, and Sect.-Treas. Dan Gregory.

Members present were Claude Desloover, Mark Gervais, Jean Hubert, Joe Isrealoff, Ghislain Lamothe, Duc LeVan, Don MacCandlish, Karl Puttfarken, Stanley Sarskas, Manny Vardalas, & Horst Wendlandt. A new member, Eric Leclercq signed-up.

President Gregory & V. P. Smith spoke on the issues of MAAC Insurance & flight safety. Alan emphasized the need to identify ourselves as affiliated with the Ottawa Zone when renewing our membership with MAAC. Tim addressed the matter of MAAC insurance. To follow their guidelines, including permission of landowners. He again suggested we do our flying at the MATS site.



Tim also talked about the L.S.F. and the way they recognize soaring achievement on 5 different levels. Their web site is www.silentflight.org.

Alan & Tim again discussed Field Safety, including landing zone set-ups and Contest Director guide lines.

Finally it was time for a nostalgic 30 year look back at MATS. Slides were shown



by Mark and comments encouraged. Stan Sarskas recalled past fields and contests.

The evening ended with all sharing a piece of the 30th. Anniversary cake & coffee! It was a great meeting, giving everyone an opportunity to contribute something. MATS has a proud history, but for a bright future we should say, to para-phrase J.F.K., "Ask not what the club can do for you, but what you can do for the club!"

Karl.

HOLD PRESS!!!

In my conversation with our Editor Emeritus David Temple, on April 27th., I was pleased to learn that he is doing well and expects to be released from Lindsay Rehabilitation Hospital about May 7th. He will be recuperating @ home for several weeks, and will be pleased to have visitors or calls.

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TOP: The executive cuts the 30th Anniversary cake.

MIDDLE: The gang at the 30th Anniversary Meeting

BOTTOM: The *FLITELINE* staffers, Karl and Mark, unveiled their 'biggest' issue yet!

(IN THE BEGINNING ...Continued from page 1)

Lentzner, Ted Adamowicz and occasionally Bob Milne. I think Luigi Tiengo would join us too, but he usually went to Magog to do his thing. Bill Pettigrew was the real enthusiast who convinced me to go to many different meets, including the Nationals in Centralia. I won the 10 minute endurance and two minute task at the 1974 Centralia Nationals. In 1976 Bill convinced me to attend the National trials in Toronto for the 1st world R/C sailplane championship in South Africa. I won the Eastern division with a teacher named Humphreys. I built the Super Cirrus specifically for the world championship which was held in Pretoria in 1977. (Canada placed in the middle of the pack).

With this said, I guess Pettigrew, Milne, Lentzner, you and I were the founding members of MATS?" Unquote.

The picture below on the left is of Team Canada that went to South Africa which Rick was referring to. Jack Humphreys from Scarborough Ont., Rick Reuland from Montreal Que., Julius and Ruby Topf from Vernon B.C. The second picture (top right) is of the Team Captain, Stan Shaw from Guelph Ont. On the right is a better picture of Rick flying at the Vaudreuil field.

Eventually, MATS rented a field on the North West side of highway 342, approximately 2.5 km from



h i g h w a y 340, also called Blvd. de la Cité des Jeunes, in Vaudreuil. Also, in the same area if not on the same road,

there was another model club that flew power; they called themselves the West Island Club; the Pettigrews seem to recall some relationship between the West Island club and MATS which didn't work out; therefore, MATS went on its own. At this field, MATS would host many contests that were attended by most of the MATS members as well as fliers from Toronto, Ottawa and even Rochester New York. It was not uncommon to have up to thirty and

forty fliers attend our contests. Some of the contestants from other clubs that I can remember are, Gerry Bower from Ottawa; Jack Hum-



phreys, Jack Nunn, Neil Tinker, the Newman brothers, Ray Monroe, Stan Shaw and Bud Wallace from Toronto, Ed and Mary Grainger, Pete Fiorentino and Bill Wegman from Rochester NY. MATS continued to fly at this field for several years before relocating in the late seventies to the present field, at the sod farm in Coteau Station. Bill Pettigrew and possibly Andy Mora were

responsible for locating the field at the sod farm and getting permission from Mr. Richer for the club to use as our flying site. Bill was also responsible for finding the slope site in Mt. Glen where many members did their eight hours slope for their LSF level V. Margaret Pettigrew started flying gliders sometime



during the mid-eighties and about the same time we had Dave Westman and Elaine Healy another couple that flew gliders. During the thirty years that the club has been in existence, Margaret and Elaine were the only two ladies that flew gliders in our club.

MATS continued to host many contests at the sod farm site with contestants coming from various clubs such as; COGG, ORCC and the Rochester group are a few that come to mind. Eventually, prizes were harder to come by and perhaps for other reasons such as MATS not reciprocating in attending contests that were hosted by these clubs, except for the Ottawa group, fliers from the other clubs stopped coming.

Stan

WHERE ARE THEY NOW ???

What happened to our founding and earliest members? Where are they today? In no particular order:

Ted Adamowicz: - Deceased

Ernie Currington: - Deceased

Andy Mora: - Deceased

Steve Lentzner: - Moved to Sarnia Ontario in 1975.

Rick Reuland: - Moved to Phoenix Arizona in 1978.

Bill and Margaret Pettigrew: - Moved to Australia in 1995, they are both still very active in glider flying.

Cliff Morris: - Gave up glider flying; however, is still flying power, lives in Cornwall Ont. Cliff ran our concession stand during contest for many years.

Arthur Gray: - Moved to Saudi Arabia in 1980 and back to Canada near Port Hope Ont. in 1998. Arthur is a member of three clubs in his vicinity, Peterborough, Cobourg and a very small private club with only six members. Arthur no longer flies standard gliders, however, flies power and currently switching from large glow 4 cycle to electric park flyers plus an electric glider.

Bob Milne: - Living in Kingston and is a member of Kingston RC. (This information was obtained from MAAC)

Bert Van Barneveld: - Moved to Lancaster Ont., year unknown.

Dave Westman: - Moved to California after breaking up with Elaine Healy

Elaine Healy: - I suspect is still in the Montreal area; however, I believe she is no longer flying models.

Joe Bedford: - Living in Kanata Ont. and is a member of Ottawa RC Club (ORCC).

Luigi Tiengo: - I believe still lives in the Town of Mount Royal in Montreal. S.S.

WHAT WAS HOT IN THE 70'S...

The models of choice during the mid to late seventies were the Super Cirrus; Grand Esprit and Bird of Time. The Todi, Maestro MK III and the Maestro Megan by Dodgson Designs were high performance gliders. The popular radios during that period were EK Logitrol; Futaba; Kraft; Orbit; Pro-Line and Royal, mostly four and six channel sets were used. Also, we had very few frequencies available, six on 27 MHz, six on 72 MHz and one on 75 MHz, anyone with a ham license could operate on 53 MHz as well and no such thing as narrow band. During the early years we flew by the seat of our pants, so to speak, we didn't have the fancy computer controlled systems that are available these days. The smallest servos during that time were large compared to today's micros, integrated circuits, IC's weren't around then, the servos were built with discrete transistors making it very difficult to make them small.

S.S.



ERRATA:

In the March 2004 issue of Fliteline, we mistakenly identified the gent in the photo at left as Rick Reuland. This is actually a photo of Ted Adamowicz. That's Rick Reuland on the right. Heads have rolled in the Publisher's offices and we apologize for the mixup. MG



I would like to thank Bill and Margaret Pettigrew, Rick Reuland and Arthur Gray for providing information and photos which helped tremendously in preparing this article.

Stan

QUOTE OF THE MONTH...

“One can pay for a myriad of aerodynamic sins with an extra 50 ft of launch altitude.”

ANONYMOUS



The Club Thermal Duration Championship

By Mark Gervais

Well, with the terrible weather so far this Spring, we haven't been able to get a single flying event in. What better time to go over just what the Club Thermal Duration Championship is and how it works?

WHY DO WE HAVE A THERMAL DURATION CHAMPIONSHIP ANYWAY?

Well as you may already know, the club was founded 30 years ago as a glider club and whether they fly thermal, handlaunch or slope, the proportion of club members who fly gliders is still 80 to 90 percent. What better way to regularly bring the membership together at the field than to have friendly 'I can fly better than you..' sessions, hence the Thermal Duration contest format and the Club Championship just to keep score.

WHO CAN PARTICIPATE?

While any sailplane pilot from any club is welcome to participate in our club's events, only club members' placings are tabulated in the club championship standings.

There are two classes of flyers in the Championship, Sportsmen and Experts. Flyers who are beginners or have limited experience start out in the Sportsman class. Once a Sportsman flyer gains some experience and wins three Sportsmen club events (beating out other Sportsmen), he or she then moves into the Expert class.

WHAT EVENTS COUNT FOR THE CLUB CHAMPIONSHIP?

In all, there are thirteen events that count for the Championship. The complete list is shown elsewhere in this article and is posted on the MATS webpage. Eleven of the events are held at the MATS field. One is held in Ottawa, the ORCC Two-Day Contest, and one is for those who qualify only (the MATS-ORCC Challenge, more on this later) and it alternates between the ORCC and MATS fields.

New for 2004 is that the Club Championship is now a 'three drop' championship. This means that the maximum number of contests that will count towards a flyer's total Championship score will be the number of contests held minus three. A flyer 'drops' his worst three scores if he has completed in all of the contests held. The "contests held" is mentioned because the cancellation of contests due to bad weather are not considered as dropped contests.

HOW CONTEST SCORING WORKS

All points scored in the MATS TD Championship Rounds are converted into League of Silent Flight (LSF) points. How are these calculated? Well, here it is as explained on the LSF website, your score is run through a formula that takes into account the number of contestants you finished ahead of as follows:

HOW TO CALCULATE LSF POINTS- Competition points are computed by first dividing the participant's score by the winner's score and multiplying by 100; then, multiplying the resultant value by one (1) plus the number of lower standing contestants. A minimum of six (6) contests must be flown no matter which scoring method is used

Example:

- (a) Winner earns a score of 531
- (b) Participant earns a score of 312
- (c) Participant beats 5 other contestants.
- (d) Participant's Competition Points are:

$$312 / 531 \times 100 \times (1 + 5) = 352.$$

THE MATS ORCC Challenge (commonly known as the DUEL), what is it anyway??

This is the prestige event of the season for the serious contest flyer. MATS' four best against ORCC-G's four best. The venue alternates between the MATS field in Coteau and the ORCC field in manotick Station just south east of Ottawa.

How to qualify for the team? Well it works like this, the three best L.S.F. scores of ALL Club fliers for the first 8 contests of the season (the ones before the Duel) are compiled and the top four flyers, irregardless of whether they are Sportsmen or Experts are invited to represent the club in the Duel. Here's what Dan Gregory so succinctly wrote about the event back in 1998:

'...What makes this Duel so special that we want to try to get onto our club's team? Its like the Olympics. You train and compete all year to get to know your model and yourself individually, and then, as a unit. When you make the team, you know that you will be competing against their best pilots and models. This gives some of us an adrenalin rush that is hard to describe but easy to enjoy. Not everyone is so inclined, as there are individual personal goals and abilities which govern our actions. Therefore you may not want to compete or try to make the team and this is OK, but you could come to the contest and lend your support and assistance to your club's team members. For

(Continued on page 11)

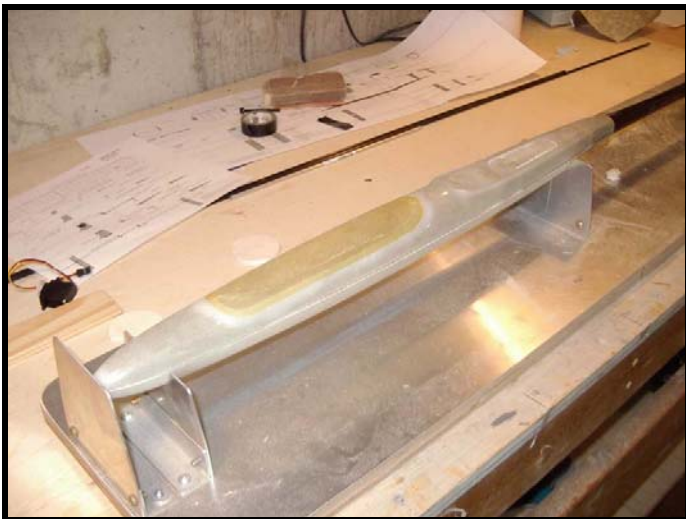
Bubble Dancer Project Update . . .

At last, some progress to report!!! Those of you that have been following the BD project will be aware that we have tail feathers, booms, some fuselages, (strange that I had to make my own!) and the spar systems. Recently I epoxied 4 of the centre spars into the centre panels and did the first coats of spackle to produce a smooth contour. This was the status until about 3



weeks ago when Mark G and myself had a go at bagging the centre section. The first photo shows the Kevlar reinforcement being applied. Two triangles of Kevlar were applied, one to each surface, the idea being to provide an extra load carrying layer and also to provide reinforcement for the cutouts to house the flap servo's. Additional Kevlar was used to complete the flap hinge lines on the bottom surface.

The bagging of the wing was a little more involved than for the HLG's because we decided to include the paint



finish into the process. I chose a bright yellow for the top and a nice deep red for the bottom. Krylon paints from Reno Depot were used, the Krylon is the paint of choice according to the expert called Barnes. The paint was warmed in hot water and then a couple or three coats were sprayed onto the waxed mylars. In addition, a light coat

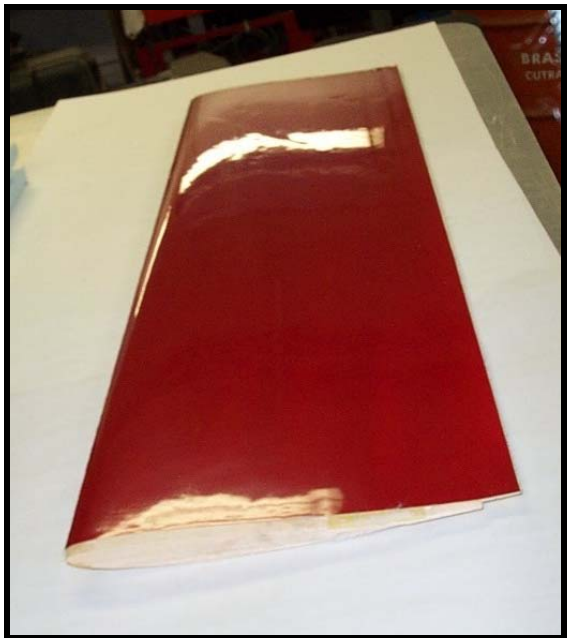


of white was applied to provide a more opaque finish, the white being last is actually on the inside!

The glass cloth layup consisting of an outer layer of 0.75 oz and an inner layer of 1.7 oz cloth was epoxied onto the painted mylars. The final stage was to carefully align the mylars to the core and vacuum bag.

The final result is shown in the picture below, lovely red eh?

The pictures on the left show the fuse pod that I made from the mold that various people contributed to last year. The fuselage layup consists of 3 layers of 6 oz glass cloth and epoxy.



So, what's next, well, we have to cut the outer wing panels, glue in the spars and complete the wings as above. From there it is just an assembly job to finish. If all goes well we should get at least a couple of the beasts completed before the end of the season!!

Tim

TECH: REVIVING BATTERIES

Walter Burlone

Last January, I picked-up an old Sanyo NiMh pack used in a portable PC. I had no idea as to what the contacts over this pack meant.

Wanting to find out if there was any life left, I tried all possible connections to a Digital DC voltmeter. They all read zero Volts. I had in hand a dead battery.



Curious by nature, I decided to open this pack to verify the voltage of each individual cell, and to my surprise, each cell still indicated from 0.85 to 0.9 volts. This pack was not yet due to RIP.

There were gadgets such a temperature sensors and overload protector connected to an intricate wiring system. I removed all these and separated each cell to make a 9.6 V. nominal pack. I then proceeded to charge this pack at a very low (150mAh) charge current.

A Peak Detector Charger may refuse to charge at a high current rate a pack that has been left unused for several weeks. (for instance at 1C) This may lead to believe that this pack is dead.

When preparing for spring tune-up, it is essential to very slowly charge all packs to their maximum capacity, and cycle these at least 3 times. That is:

- 1- Slow charge at 1/10C. Discharge at 1C.
- 2- Charge at 1/2C. Discharge at the normal flight current (5 to 10C)
- 3- Charge at 3 to 5C

Note: "C" indicates the nominal battery capacity (i.e. for a 600mAh rated pack, 1C charge equals 600mAh, and 1/2 C equals 300 mAh). Some chargers may not be capable of charging under 200mAh, in this case, a 1/10C charge is not possible. Installing a proper sinking resistance in parallel with the pack will permit a lower charge rate but; caution, there will be no peak detection)

After following the cycling procedure described above, I wanted to verify if this pack would hold its charge. The chart below indicates the state of depletion over a 20 day period. Except for the time span, this curve pretty well simulates the discharge

rate of a pack submitted to the rapid discharge in a normal or motorized usage.

To verify is this pack was properly charged, I connected it to a 0.68 Ohms parallel resistor from an old toaster filaments. For well over 10 hours the discharge rate was around 11.8 amps, indicating that this pack was still very

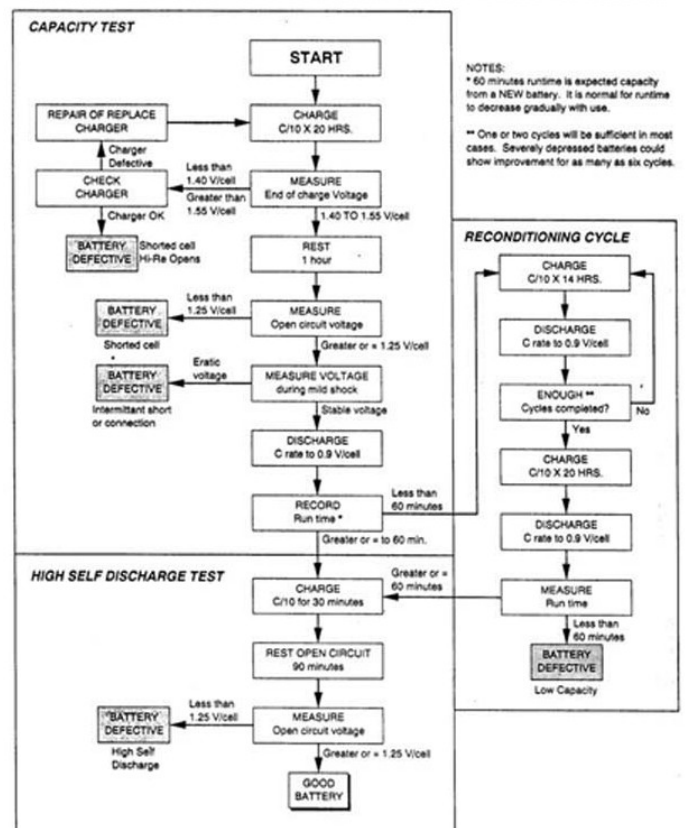
much usable.

Conclusion:

Before discarding an old pack, follow the above cycling procedure. Back in May 1992, RCM Magazine published a Trouble Shooting NiCad batteries chart that deals with Capacity Testing, Reconditioning Cycle and High Self Discharge Test. I still use it for my NiCad and NiMH packs.

Walter,
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TROUBLE SHOOTING NICD BATTERIES



SHORT DOWN - SPRING BACK TEST This test is designed to detect potential shorts. Discharge individual cells to 0.9 volts. Short out individual cells for 24 hours. Remove short and let cells rest open circuit for 24 hours. Measure open circuit voltage. A good cell should "spring back" to greater than 1.0 volts. Any cell failing to reach this voltage is suspect and should not be used for flight critical applications.

The Trailing Edge... Miscellaneous Ramblings by Don MacCandlish

Being asked to write an article for our FLITE-LINE brings with it a degree of pressure.

In mentally reviewing the targeted readership, I recognise the technical level of members within our club on just about all aspects of RC flight. Thus, this article will be void of technical jargon and will not explore the deep mysteries associated with electric motors, motor controllers, radio technology, and efficiency of propeller design or, the aerodynamics of flight. If you wish to further your knowledge on these various subjects, I have friends within the club who can help you. I use them all the time!

I will attempt in this article to explore some of the flying experiences I am enjoying, attempting to connect the pursuit of "silent flight" to an appreciation of nature and the dynamics of the atmosphere.

WATCHING THE WEATHER

For me, our hobby heightens my interest in the weather and the opportunity to stay connected to the sky, reading its message! From the north shoreline on Lake St. Louis, from what we call "the

Lakeshore"

I often see a cloud street developing across the lake on the north side. I speculate on what is producing the "hot spot" that is initiating the thermal activity.

I have thought of taking a bearing on the upwind cloud in the line and then calling someone across the lake to take a similar bearing, the intersection of the two bearings confirming my speculation. One of these days Lou Hooper (in Chatequay) may be asked to climb on his roof and do a sighting to confirm my analysis. I feel sure that Lou would risk this to gratify my excitement in observing the happenings in the atmosphere.



SEARCHING FOR THAT ELUSIVE THERMAL...

The pursuit of thermal flight justifies staying tuned to the condition of the atmosphere. I could be sold on measuring the variation at our field of temperature, wind direction and velocity that, plotted against time intervals of a minute, would produce a vivid picture of thermal activity and lead to understanding the production process of thermals.

As I state this I hear many who are reading this saying "it's been done", I already know all that stuff, I can "feel" thermals, I know where and when and why they occur". All I can answer to that person is that I hate you!



On the other hand if you do have a depth of knowledge of this nature I would suggest getting into print and sharing it with fellow club members.

OK, SO I'VE BECOME A SLOPEHEAD...

My initiation into our hobby was through "thermal flight". Recently, in the last couple of years, an additional time pressure has entered my life. Now the first "click" on the TV is not to find out how Mr. Martin or Mr. Bush is making out, but to hit the weather channel. This, to find out what the prediction is for the wind velocity and direction. I am now a "slope junky" and thoroughly enjoying my exposure to this activity, which can be done "year round". I have put in more flight time this winter than all my flight time at our field last summer. Being retired I enjoy the luxury of time that a younger employed person might not have. On the other hand if you know of a medical procedure to trade "youth" for "time" please let me know, we could cut a deal!

Memories of sloping adventures include the day at Leclercville last fall in what was a howling gale. On arrival, peering into the open trunks on the cars of those who had arrived earlier, I was alarmed it the bits and pieces of "crunchies" that were stored

therein. I believe that even Etienne had managed to crack up a few of his planes based on the parts I saw in his car - I might be wrong with this circumstantial evidence!

Manny my fearless instructor, against my advise, readied his red “foamtastic”, which I call “the Cardinal” after the bird of the same color, and proceeded to launch. With the lift available it would have been easy to fly the south bank of the river all the way to Quebec City, but on this day the entertainment was screaming flights back and forth just in front of the ridge. There was another plane, a “crunchy”: in the air at the same time, also doing fast passes. On one of Manny’s fast turns there was a loud “crack” which sounded like a structural failure but the plane continued to fly without problem. Duc Levan suggested the noise was the breaking of the sound barrier. Sorry Duc, a few weeks ago Manny took the wing apart and found that that the epoxy bonding the iron rod joiner within the carbon fibre tubes at the wing roots had failed. Seems that epoxy doesn’t flex.

The skill level requirement was about to be ratcheted up and I am talking about landing. The pilot of the “c r u n c h y” made a few passes, attempting to smuggle his plane in just above the crest of the hill and set it down. On about the fifth attempt about five feet above the crest, his plane was grabbed by the rotor, tossed around like a



leaf and smashed nose first into the ground at his feet. Newton’s law of motion came into effect and the massive lead ballast weight required for proper handling in this extreme wind velocity, continued its momentum, cleaning out the fuselage cavity ant stopping only as it buried itself into the ground. This was definitely not a rebuild situation. Manny, probably feeling a little more secure with a “Foamy”, smuggled the Cardinal in over the lip and dumped it

down into the rotor, immediately behind the crest of the embankment, to a successful landing. I recount this to indicate the latitude slope flying gives in allowing flight in severe wind conditions and also to suggest that, a neophyte pilot being introduced to this aspect of our sport might consider starting with a “foamy” – a Diabolos from Mark would be my suggestion!

Sloping where we live is challenging because we simply do not have sites readily available to us. The hill above Don Quichotte Boul. in Ile Perrot is the least terrifying to me. Keep in mind that when sloping one is often flying about 10 feet above the ground. Pilot error is quickly reckoned with. A NE wind is best at this site. You have to clear your flight with the sanctioned club site across the road for permission to fly to avoid radio interference. Not a problem so far, keep in mind that when it is windy they don’t usually fly and certainly not in the cold winter. I become very brave at this site flying my Carbon D, and Nimbus (both crunchies) and with great courage, my Green Foamtastic and Diabolos. For those with a poetic nature this is the most attractive site. At this site one can combine thermal flying with sloping when conditions are producing thermals. You can observe change in wind velocity, temperature and, of course, the change in flight characteristics of the aircraft. I have, while sloping there, circled my Carbon D into a thermal and within what seemed like seconds was out of my sight and had to scream for Manny who, as with all you young guys, could easily see it and bring it back to the slope. Almost within minutes, Karl Puttfarkin, flying his electric Carbon D (with motor off) followed a thermal out of site and had to yell for Manny. I want you to know that Manny never yet has negotiated a fee for this service when we have been in this predicament. Generally speaking, an advantage to sloping for some of us older members is that one can fly for long periods with the plane always in sight. Lots of us guys in our 70’s could easily nail down the longest thermal flight of the year but the bloody plane goes out of sight. Seems that with ageing, the brain, amassing more and more knowledge, draws down energy from the eye mechanism, causing reduction in sight. Don’t dispute this theory; there are many of us “mature” members within the club who stand together when required.

At The St Lazare site we fly at the sand quarry where happily the owner “looks the other way”. A west wind finds us at the east slope which I call ‘The Hillary Step’ because Sir Edmund would, I am sure, be terrified to climb it – as we often are required to do. In the summer the slope borders a shallow lake. In addition to the thrill of flying while there, I enjoy watching the wind patterns creating patches of waves on the surface of the water. The shifts in the direction of the wind are easily seen. Thus one can enjoy observing the effects of downdrafts and thermals as they pass by. One can even look windward and speculate what will happen when the big black cloud upwind approaches. I thoroughly enjoy this graphic confirmation of Thermal activity, always attempting to understand it. The bonding to this natural process is good for my soul.

With a South West wind we are forced to fly “Beaver Corner”. So called because there seems to be a beaver that has felled a tree that was making our flight path difficult when flying in that corner. I hate flying there because I crash there so often. Again I try to understand why, why, why? Now, if from a bridge, say the Bridge at Ste Anne de Bellevue you peer over the railing and look down onto the shoreline, you will see the eddy currents created by the drag of the shoreline. I speculate the same phenomenon occurs in Beaver Corner in the air stream hugging the south-facing slope of the corner, the ground friction causing Eddy currents or turbulence in the air stream. When I don’t make my turn perfectly, I fly into these eddies and down I go – a lousy way to gain knowledge! To complicate things there is a small hill just a bit upwind of the main slope, it too seems to set up a rotor or turbulence to upset the streamlines of air ascending the main slope. As with the wind pattern on the water, in winter the snow surface gives messages. One can see the shifting wind pattern confirming the reason for constantly needing to be controlling the attitude of the plane to compensate for changes in airflow. A blue cloudless sky produces mellow smooth air airflow. Blobs of Cu passing overhead make for turbulent flying. The intimacy with nature that this flying produces is very exciting to me. The purpose in my writing this article is not to describe all our local sloping sites. Simply put, we do not have many that, other than an expert, would feel comfortable flying. From our recent focus on

“insurance” my interpretation is that once off a MAAC sanctioned field, you are on your own. I sure don’t want to stir up debate on this subject but feel I must give you my interpretation.

I have been attracted into Sloping By Manny, a very patient teacher. Manny, after an exciting outing of sloping laments that few club members are sharing our experience. I tell him to think of it as one would of a secret fishing hole, don’t tell anyone!

HAND LAUNCH ANYONE?

Leading onward into the soulful experience that our hobby presents to us, leads me to mention Hand Launch Gliding. This, to me, is the ultimate skill within our sport. My exposure to it has been through Mark Gervais. Don’t get me wrong, my attraction to this facet of what we do, does not come from success. I think I have only once been able to blunder into a thermal from a hand toss. It was, and still is, the thrill of thermal ling so close to the ground that to me is inspiring. In my mind the hunt for thermals from a hand launch requires the sensibilities of a graceful hawk. For those of a competitive nature this, to me, would seem the ultimate test. Again it is the attraction of being able to



read the air that is exciting. A by-product of Hand Launch Gliding is the rapid improvement of flying skills, again you fly close to the hard ground and unless you are the Wizard of Oz in finding thermals, you will be landing every couple of minutes. All of this being good practise. The snobs may not agree but I speculate that, for we others, the combi-

nation of "Hand Launch" and "Foamy construction" would put one on a fast learning curve for the improvement of flying skills. At the meets I see competitors who find thermals and have the ability to follow their path, all at a low altitude where the thermal column is narrow. I think there is no closer way to embrace the unseen patterns in the airflow and it continues to excite me.

THE LONGEST THERMAL FLIGHT OF THE YEAR...

My name is on the Longest Flight of The year Trophy. I think I flew about 22 minutes. It is there because one day on landing, Alan Gregory, then President, informed me of that information. I sincerely suspect that all, except Alan, had forgotten the event and that other members were not aware of the trophy. I do know that there are many names on that trophy with times in excess of an hour. I remember Bill Pettigrew with extra battery power in his Transmitter so he could attempt the goal of longest flight of the year, which as shown on the trophy, he has done more than once. This year I suggest that one of you young guys, with strong eyesight and a good bladder, should campaign for the trophy and become the ultimate eagle. I see a number of members who could easily soar for in excess of an hour. Just wait for a good day, tell the boss to "shove it" and head for the field (with a club member witness).

The theme of my writing has been to express how this hobby works to fulfill my desire for connection with some of nature's forces. One of my most relaxed flying days however was a mid week afternoon when Lou, David, and I. were all at the field. We sat in lawn chairs in the sun and resolved world affairs and only periodically arose and did a little flying, Lou and David flying electrics and I bungee launching my Carbon D.

So besides observing the elusive engines of the dynamics of the sky, our hobby brings together a highly intelligent and pleasant group of people. How grateful we should be that we live surrounded by a gas that has the ability to change density with heat and that follows the physics of fluid flow. Don't probe me on the physics bit; I'm too busy to answer Technical questions while attempting to learn to fly well.

D.M.

(Club Championship- Continued from page 5)

those that may be interested in the team, here's how to do it. To be eligible, you must compete in a minimum of three of the approved contests which are shown on the contest calendar with this symbol, ''. Your score is then converted to L.S.F. points and at the final calculations your three best scores are added together and compared to all the other club members' results. The best four are then invited to be on the team. At times, the fifth or sixth best had to be invited because higher placings declined to be on the team.*

The Duel itself is a man-on-man competition flown on four winches at a time by two members from each club. Ten rounds are flown, with each round's scores being normalized, and the top scorer(s) getting 950 flight points plus 50 landing points, if he hits the LSF level II 5 foot tape. All others receive a proportional amount of points relative to their score.'

This year's event will be hosted at the ORCC home field in Manotick. Get out there, fly the early rounds of the Championship and score well and you may be our reps in this year's event!!! We need you!!!

-The Club Thermal Duration Championship- -2004 SCHEDULE OF EVENTS-

-The Frost Fly	March 21st
-Spring Tuneup	April 11th
-Greedy Egos Triathlon	May 9th
-Pterosoar Bent-Wing	May 23rd
-ORCC 2 Day	June 5-6
-WAITT78 2m-2ch	July 11th
-MATS 2 Day	July 24-25
-Novathon	August 8th
-MATS-ORCC Duel	August 21st
-Anniversary	Sept 5th
-2m-2ch	Sept 26th
-Great Pumpkin	Oct 17th
-Indian Summer	Nov. 7th



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