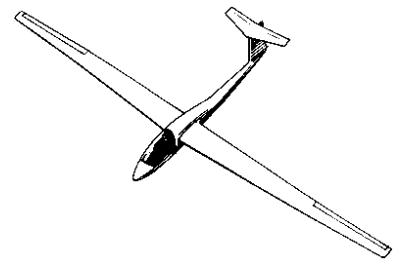


CLARENCE SILENT FLYAIR



QUARTERLY NEWSLETTER OF THE CLARENCE SAILPLANE SOCIETY

APR-96

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CLUB NEWS...



Boulevard Mall Show

By Lyn Perry

CSS participated in its first-ever Mall Show March 1st, 2nd and 3rd. We had no idea of what to expect when we were invited by Paul Schwartz of the Wing and Rotor Club, but a hard-core CSS group said "Go for it" - and we did!

We set our show up on six 3x6 tables in Boulevard Mall Thursday night, arranged continual coverage for the next three days, and waited for people to come. Our exhibit included the Club banner, a series of sailplanes from hand-launch Sagitta to HUGE and from Gentle-



Meet Lyn Perry... "Howdy Lyn"

Lady-like open structure to the latest composite Mako and Bird of Prey, two slope soarers, one electric, handouts with CSS information and event calendar, sheets explaining winch operation, thermals, and, of course, us, ready and willing to talk quiet flight.

Special displays involved a picture board created by Bill Neumann, with full-scale as well as club pics snapped over the preceding years, Dave Millikan's complete winch, turnaround and Bird of Time on a seven-foot tower about to be launched (Dave pointed out that one of the most frequently asked questions is "How do you get them in the air without a motor?"), and Erik's Bird of Prey on a six-foot tripod. These off-the-table aspects of our effort lent a great deal to the entire show -

thanks, guys! Dave, Bill and Erik had transmitters, and crowds were shown how control surfaces were moved from the ground - a big hit.

CSS members staffing the booth included Erik and Denise Rash, Roman, Joanne and Roman Paryz III (who sat with me after school Friday until 9 PM, and dealt beautifully with the Mall kids), Dave Millikan, Bill Neumann, Ron Marx, Don Chudyk, Fran Miller, Russ Canten and Richard Grady. No people, no show - thanks to all who helped make it a success.

Every other area club you can think of was there, with their own display areas - Flying Knights (these guys do a MALL SHOW!), Wing and Rotor, Aircrafters, Sunday Flyers, Balsa Dusters, and even the Great Lakes Kiteflyers.

We attracted a lot of attention, talked to many interested folks of all ages, and had a great time - Fran Miller says that standing around talking flying isn't the worst job in the world!

If there's a next time, we'll have maps to the Sod Farm on the flyers, hand out free copies of old aviation magazines (YES!), and perhaps schedule the three days more efficiently so that we always have at least two people in the area. Hope to see you at the next one!

NEIGHBORS TO THE NORTH...



A couple of weeks ago I received a letter from Gerry Knight who is a member of the GNATS (Greater Niagara Area Thermal Soarers). He had some interesting stuff to say about his club and events coming this summer. The following is a reprint of his letter.

Dear Erik;

I am writing this to you after receiving on of your flyers from the president of the Niagara region Model Flying Club here in St. Catharines last Monday (11th of March).

I also noted your little "blurb" in the RCSE this month, so I'd like to introduce ourselves as GNATS to you folk on behalf of our president, Lon Kleiman..

Many years ago I met up with Ed Waters of the C.S.S. who was at a C.O.G.G. meeting in Toronto (about 20 yrs ago), but kind of lost touch with him over the course of the years.

However, G.N.A.T.S. was formed about 4 years ago from a nucleus of flyers who had "one it" on their own for many years, & who finally consolidated into a club affiliated to M.A.A.C. with about 12 members in '92. Now we number about 23 members & are at this time going for Incorporation.

We fly from several sod fields in the Niagara are, all a owned or leased by one Sod Farmer which makes it nice for us.

Several contests and fun-flys are scheduled for this year & we would enjoy having some of your group come visit us on either scheduled events or any time that we happen to be "out there".

One of our events this year will be an aerotow get together with Robin Lehman & Jim Blun hopefully coming over - that is in Sept. 21-22.

We are trying to promote scale sailplanes & aerotowing here & have been doing his for about 3 or 4 years now with Quadra powered tugs & 1/4 scale sailplanes with much success. There is also a scale movement in the S.O.G.G. group with whom we have a close relationship for all types of soaring.

One or two of us will be going to the Aerotow meet at Elmira, N.Y. on June 1-2 & we'll fly with the Harris Hill L/D/ R.C. which should be fun.

I digress: - I'm enclosing a small sheet with a schedule of the sailplane events with the groups in this part of Ontario. Also, a flyer that we are sending to clubs & individuals promoting the Aerotow Event in Sept.

In return, I'd be interested in learning of your event schedule for this year along with a map locating your field, etc.

Hoping to hear from you in the near future
Regards
Gerry Knight

It would be nice to see some of these guys come down and join us this summer. So how about if some of us make a trip or two up north and enjoy a day of flying in another country.... that would be neat. I have printed the even schedule Gerry mailed to me for those of you who may be interested. Give me a call if any of you have a particular date in mind. I am looking forward to making at least one, hopefully two trips myself.

I have already sent Gerry our schedule of events and maps and will be receiving maps to there fields in the near future

Ontario Area Event Schedule 1996

May 26	C.O.G.G.	2m contest
June 8 & 9	S.O.G.G.I.	Elec. Fun-Fly

June 9	C.O.G.G.	Man on Man
June 15 Rain - June 16	S.O.G.G.I.	Stand off scale
June 29 & 30	C.O.G.G.	Grand Prix 2m & Open
July 6	S.O.G.G.I.	Triathlon
July 7	S.O.G.G.I.	Navathon
July 13 & 14	S.O.G.G.I.	Elec. Fun-Fly
July 28	G.N.A.T.S.	Invitational 30 min. Accum. - (6)flights
August 11	G.N.A.T.S.	Invitational Open TD 7min max.
August 25	C.O.G.G.	TD - Open
Sept. 1	S.O.G.G.I.	Big Bird Bash
Sept. 15	G.N.A.T.S.	Invitational Navathon
Sept. 21 & 22	G.N.A.T.S.	Scale Rally

.(The C.S.S. '96 Schedule is posted in the following pages)

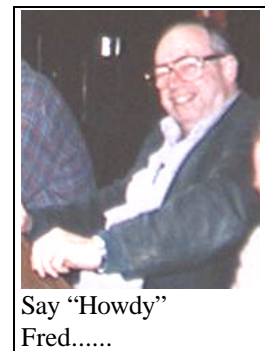
HLG ANYONE?...

There has been an increase in the HLG (Hand Launch Glider) popularity in our club recently (and around the country if the mag.'s are right in what they print), and a few of our C.S.S. members would like to pass the word along to all rest of you.



Fred Maier would like to start a HLG group (if you will) for anyone interested in participating. For further info you can contact Fred @ 886-1970.

When the weather is cooperative and your thinking of heading out to do some "Hand Chucking" (that just kinda rolls of the tongue doesn't it), give Fred a call. Knowing Fred, there is a good chance that if you were thinking about flying, he was too.



Say "Howdy"
Fred.....

If there is anyone who doesn't know Fred, here he is in a picture to help you pick him out of a "Line-up" (just funn'in with you Freddy). As you can tell from the pic, Fred's a happy guy. Come to think of it I can't remember ever seeing him without a smile on his face.

So next time your going "Hand Chucking", pick up the phone, Fred's waiting for the phone to ring..... My apologies to Fred, I intended to get this info printed in the last newsletter. Sorry again for the delay Fred.

R/C SOARING EXCHANGE....

The "R/C Soaring Exchange" (RCSE) is an electronic mailing list for R/C soaring enthusiasts of all kinds. This is a forum where you can post questions and comments, thru an internet link, that will be received by the entire mailing list (which is presently about 800 subscribers long). Thanks goes to Lyn Perry for pointing me to the RCSE and helping me get started.

Anyone with e-mail capabilities can subscribe to the RCSE by sending the message "Subscribe" to soaring-request@airage.com. This will put you on the mailing list and you will receive an e-mail each time someone posts to the exchange. There is also a "Digest" version of this that will only send you e-mail when the file size of the posts exceeds a determined number of bytes.

In the 3-weeks time that I have been a subscriber to the RCSE I have received over more than 70 files! Each of these having anywhere from 10 to 20 posts, depending on the size of the posts. This amounts to allot of reading, if you read everyone of them.

I have reprinted some stuff from the RCSE in the following pages. Let me know what you think... I will be happy to continue this in future newsletters if there is enough interest. And in the interest of those of you who are subscribers I will try to keep the reprints to a minimum.

All the following text that is shown *italicized* below has been taken for the RCSE.

||RC Soaring Exchange - list facilities provided by Model Airplane News||
||Send "subscribe" and "unsubscribe" requests to soaring-request@airage.com||

In a response to Herk Stokley question, via e-mail, about how my (Erik Rash) new "Bird of Prey" was balanced and flying I wrote...

*"This will definitely be a season of learning for me I'm sure. For example, on Sunday I would have had much more success if I new how to thermal smoother. Several times the BOP pointed out lift at low levels that I just could not manage to use efficiently. All in good time I suppose. I saw Jim (Roller), at a contest and about 200 yards off the course, thermal out from about 15 feet high. It was amazing. Some day I will be doing that
..... I hope...:-)"*

He responded with his method or advise if you will on "Thermal Flying".

From: HERKSTOK@aol.com
Date: Thu, 21 Mar 1996 11:55:55 -0500
To: rash@microagewny.com
Subject: Thermal flying

Hi Erik,

There's a kind of body-rhythm to smooth circling in a thermal and also to adjusting the circle to the core of the lift. The only good way to get the feel of it and get into sync - is to fly the plane a lot - to get really comfortable with its feel, and get your brain out of the flight control circuit - so it can concentrate on working the lift. A lot of beginners are really into free-flight with minimal control interference. They seldom really practice controlling the plane. If the plane isn't doing anything dangerous - they try to let it fly its own way. If things get out of hand, then they don't have the skill to save it.

To really get good control of a model you have to practice controlling it and get the feel for making it do what you want it to do and go where you want it to go. After some hours of doing that kind of stuff it gets so comfortable that you can concentrate on the thermaling and let you eye-hand-body do the controlling.

I just read that over - I hope it makes sense :-)

All the best -- Herk

.....
.....

This question was posted on the RCSE was in regards to thermaling in low level lift, the author is unknown:

So what do you say guys? I know you're out there, Daryl P., Joe W., Gordon J., S&S Conrad, Mark L., Sherman K., Waco, B.J. etc., etc., etc.... Let's get some discussion going!

From: Mavtec@aol.com
Date: Tue, 13 Feb 1996 11:38:30 -0500
Subject: [RCSE] Thermaling near the ground

Daryl Perkins response:

In the presence of such greatness, I am a little intimidated to put in my nickel's worth (inflation), for fear of the great and monster flames which some times emanate from my machine. But here goes, he says trembling:

Minimum sink on a HL or any other design is exactly the same at low level as it is at altitude, so, I am assuming your question is more directed towards how the thermal behaves, and how do we keep our little HL cored.

Practice. There is no substitute for learning your HL, and this comes into play when you really have to hang the plane on the wing at low level. According to Mr. or is it Dr. Selig, min. sink occurs at or VERY near stall. Thermals are typically very weak close to the ground, and we must fly our HL's on the verge of stall.

Now this is where airplane setup comes into play. A very long time ago, our hero, JW, loaned (gave, cuz I

broke it) me his backup HL to try to teach me to and C.G. for a HL was very different than for normal planes: the C.G. was back in the vicinity of the trailing edge. A slight exaggeration, but not much. HL's are very one dimensional airplanes, and need only to be trimmed for min. sink. The best way to realize this, is to move the C.G. back, and back, and back. It's amazing how far aft you can fly these little suckers. What starts to happen as we move the C.G. back, and trim the model accordingly, is the model will screw itself into a thermal, without having to hold lots, or any, IN rudder. This only works on a properly designed HL. Just pull back, gingerly, and watch the model climb.

This is where practice comes in, and learning your model is critical. Aft CG'd models are not for the faint of heart, and we MUST learn to read the ENERGY in the sailplane. Tip stalling at 4 ft. is quite irritating. We must learn to fly our HL as close to stall as we can, without stalling, and still maintain enough energy for our control surfaces to remain effective.

Now, lets discuss low level thermals. They're small, they're tight, and they're fickle. Climbing out on one from a couple ft. or so is an exercise in reading energy and constantly RECORING (Gordon, is that a work?). We must read the energy in every in every turn. Where did I climb the most? Where did I fall the most? And gently and gingerly recore to the strength of the thermal. I say gently because any rudder input on a poly ship can seriously kill one's energy.

Ground thermal will typically recore upwind, and if you lose it make a short run upwind. This is of course assuming you didn't come upwind out of it, which is the most common mistake.

Once you have some breathing room, start to open up your turn and really search out the meat of the thermal. You'll probably find you were nowhere near the core.

I am sure I have left out numerous things, and I am certain you'll let me know.

Daryl

"Yes, as a matter of fact, I AM a WC!"

From: Don Edberg <edberg@netsun.mdc.com>
Date: Thu, 22 Feb 1996 08:30:57 -0800(PST)
Subject: [NONE]

Lucas wrote:

FINALLY! One that I can agree with almost 100% Lets's face it folks, gravity sucks in on direction. The more wing you can keep perpendicular to that force, the more lift you will generate to oppose it. ANYTHING you do beside that will generate less lift and more drag resulting in a decrease of overall gliding efficiency. - Lucas

Don Edbergs replay:

Let's clear up some misconceptions here. First, in normal flight, the wing provides vertical lift to equal the weight of the airplane.

Second, if you bank the wing, it has to provide more lift. The vertical component of the lift (which has to support the weight of the model) varies with the cosine of the bank angle. And the cosine is close to 1.0 for small bank angles, so not much more lift is demanded for these. Therefore the added induced drag is also relatively small.

Third, thermals do not have uniform "up" rates. Very often, they are stronger near their center and weaker away from it. Often, but not always, it is better to make a turn with a healthy bank angle to stay in the stronger lift portion, accepting the small increase in drag and sink rate to make the steeper turn in exchange for a better climb rate due to stronger thermal action.

So I'll take a 45 degree bank turn with a 30 ft. Radius in +1ft/sec lift over a 10 degree banked turn with a 60 ft radius in 0 or minus lift (metric folks: use meters and m/sec to replace ft and ft/sec). You guys go ahead and make your shallow turns. Be sure to do it when you're flying against me! :-)

So, I guess it now becomes a matter of "When bank and when not to bank, That is the question."

This is a past post forwarded to me by Eric W. De Keizer. It's by Joe Wurts and is about adverse yaw and trimming differential aileron throws & aileron/rudder coupling.

This is in response to a posting on adverse yaw, and how to best use aileron differential of ail>rud coupling that Fred Mallett posed. I've misplaced his orig. post, but he has reminded me of my duties, so here goes.... Warning! Not nearly as lucid or complete as a Blaine or Gordon posting!!!

My usual goal is to have the plane set-up so that the left stick is for minor corrections only, ie, the set-up on the plane minimizes the "cross-talk" between channels. Of course, there will be exceptions, as the adverse yaw due to roll-rate is non-linearly Cl dependent. Also, due to the spiral stability of our planes (or lack of), frequently you need to hold "out" aileron for a steady-state thermal turn. And to complicate matters more, the rudder has a different response for adverse yaw reduction than does aileron differential. Differential seems to have a certain amount of Cl dependency on the amount of delta yawing moment that it generates, whereas the rudder generates a constant yawing moment, independent of Cl.

But, lets cut to the chase.... what do I do for minimizing adverse yaw? For thermal planes, I tend to use quite a bit of differential (2:1 or more), with some rudder mix on top of that. How do I find what I think is best? This is a tough one. Using more differential tends to decrease roll rate response, which is bad. But, using

little differential with lotsa rudder gives you a plane that will have proverse yaw at higher speeds.

To find what works for me, I just fly the plane straight towards or away from me, and rock the wings back and forth. I look for the fuselage alignment, if the nose is slicing in or out, I adjust the differential to suit. I generally put in a moderate amount of ail-rud mix before I start the adjustments to differential. I do this at several speeds, from just above stall, to mild cruise. If there is an increase in adverse yaw with decreasing airspeed, I need more differential, and if there is proverse yaw at cruise speed, I need less rudder coupling. It is hard to get analytical with this, as it is a "feel" thing.

Joe Wurts

PS (RD) Smith, do not worry about the "out" aileron in a steady-state turn. To design it out of a sailplane, you typically give too much up in other arenas (dutch-roll, side-gust stability on landings, etc). In actuality, for sport flying, it may be useful, but when landings become a factor, it is more difficult.

Well guys, there's a few tid-bits from the R/C Soaring Exchange. I hope you enjoyed that material, I know I enjoyed the help filling these pages...(hahaha). I would really like to get some feedback on this stuff, do I keep printing it or not?

KEEPING C.S.S. FLYING...

BY ERIK A. RASH

"The following is an opinion of the author, and is not intended to reflect on the C.S.S. in any way. Any complaints about the following should be given or taken out on the author not the C.S.S. membership."



There are many people that I encounter during a flying season that do allot for the C.S.S. club. Guys setting up and running meetings, CD'ing contests, bringing and setting up equipment, tables, score sheets, coffee & Donuts! (Mmmmm....), baby-sitting sailplanes at mall shows, etc., etc.... It really doesn't matter if your a contest flyer, Sunday flyer, or whatever kind of flyer, somewhere along the line you are bound to run across this kind of hospitality.

I would like to take this opportunity to thank all those guys & gals (I have seen a few wives out there helping out as well) who have taken an extra step in order to make events such as the "Harvest Happening", "Boulevard Mall Show", club & A.M.A. sanctioned contests, club meetings, club field trips, etc., etc., etc. Possible.

Signing up to a club, (keep in mind this is MY opinion), means that there is something inside of you that wants participate and to share the enjoyment of that club with others. When the club has an event scheduled, you try and help with that event in some way. Sure, not everyone can help with every event, (Although I have seen a select few doing this). But I really think we all could find one or even two events that they could lend a hand. Keep in mind the only requirements to join our club is paying your dues (monetary dues that is), you don't HAVE TO help out at contests, no-one HAVE TO help out at the "Harvest Happening", you HAVE TO sit at the mall show. In my opinion, these are things you WANT TO do, that's why you joined..... right....??

I have heard it said, "Hey, some guys just want to pay dues and get newsletters that's it." Well I want to disagree with this, maybe that's right, but I just really don't want to believe it. Maybe there is something our club is not providing for these guys? I feel that everyone in our club should be getting something out of it. By the same token everyone in the club should be giving something to the club as well (more than just there monetary dues).

When I first joined this club 2 1/2 years ago the membership was about 50 ish or so. I also saw some articles in the newsletter tracking the membership numbers and how it has been steadily decreasing, and now this year, we have 37 members. Dwindling down considerably, I would think. I do not know what the club was like in the old days, so I can not speculate what is happening. Is it the lack of participation or is the lack of participation a result of the problem? Is there a problem? Is it that some body is always asking for people to participate? Do we not bath regular enough?

Well, I have seen some new faces at the last couple of meetings, this is a good sign. Hopefully we will get the numbers up in membership as well as participation.

Again.. A HUGE "Thanks" to all those who have taken that extra step!!!

We all belong for some reason or another, do you remember your reason?

Thanks for your time
Erik A. Rash

p.s. R/C Sailplanes.... building, flying, enjoying,, sharing, that's why I Belong!

CLASSIFIEDS...

ASW-24 glider (1/4 ?- Scale) - You won't have any problems seeing this beauty with it's wing span of 134". Wow! Comes complete w/ radio. B/O. Contact Jim Roller @ 937-6427.

ANIBAT glider (Slope) - For those of you who like to do your own building, this has your name all over it. Brand

THE CLARENCE SILENT FLYAIR

new, still in the box. B/O. Contact Jim Roller @ 937-6427.

Spirit 100 (sailplane) - 100" span sailplane still in the box. This is an excellent plane for beginners and experts alike. Asking \$60.00 or B/O. Contact Dan Oehman @ 759-6092.

Meteor (sailplane) - Rudder, Elevator, and Spoiler ship with a releasable towhook. Comes with a 4-channel Airtronics radio. Asking \$200.00. Others items as well. Contact George Pack @ 741-3588

Planes/Radio/Accessories -

Contact Dan Oehman @ 759-6092 for any of the items listed below:

Sophisticated Lady (sailplane) - Kit
Wonderer (sailplane) - already built
A/C AutoCharger
Mono-Kote Sealing Tool
Challenger 720 7-ch. FM radio w/ 2 receivers
Electric Power Pod
Kraft-Air High Start - Heavy duty

I don't get a chance to talk personally with all the members, not to mention there are still some of you I have not even met yet. In an effort to make sure each and every member of our club is getting something out of the club newsletter (Clarence Silent Flyair) I would like everyone to fill out the following survey and mail it back to me at the address shown. If nothing else, please fill out the frequency section of the survey. I'm trying to compile a list of frequencies so that when club members are purchasing new radios they can avoid frequency problems.

Erik Rash
339 West Ave.
Lockport, N.Y. 14094



Survey.....

1. Name: _____ Address (street):

2. A.M.A. No.: _____ Address (city, zip):

3. List the frequencies that you fly on:

4. As a rule how often do you fly?:

5. If you knew there would already be launching equipment set up, would you go flying more often?:

6. Do you fly on a Club field or other sites?:

7. If given a choice of only one launching method, which would you choose?:

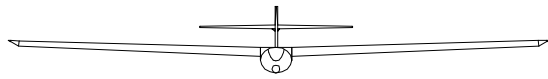
8. Do you, as a rule, fly alone or with other?:

9. Do you have a LSF level?: _____ If yes, what level?:

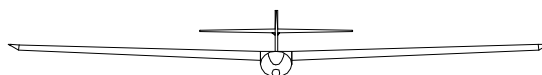
10. What type of flying do you enjoy the most?(slope, thermal, electric, other):

11. In your opinion what is C.S.S. all about?:

12. What, if any, could C.S.S. be doing for you as a club member that it is not presently doing?:



13. Please comment on anything that you would like to see more of ,or less of in our newsletter:



Picture Page:

Here are some pictures from the '95 C.S.S. Christmas party. I tried to add something with each of the pictures to lighten things up a little. I hope nothing I have added will offend anyone. All in good fun. Hope to see you all out flying soon.



“Howdy Jim.”

Looking very Cool, Calm, & Collect. Why not, “Flyer of the Year” AGAIN. I think we need to change the rules on this trophy. How about who ever loses the most airplanes gets the flyer of the year. Oh... wait He still would have got it.....(hahahah). All fun’in aside, “Nice Job”. You gotta admit this guy sure can fly. If you have to aspire to fly like anybody, why not Jim.

“Howdy Tom”

This is the guy we have to thank for the trophies that are given out at our contests. You know I haven’t seen those Sagitta’s out form awhile. “Hope to see ya more this summer Tom:.”



“Trying to hide from the camera”

George Pack Mike Miller Fred Maier



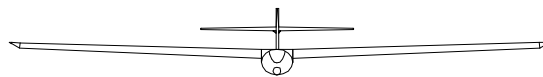
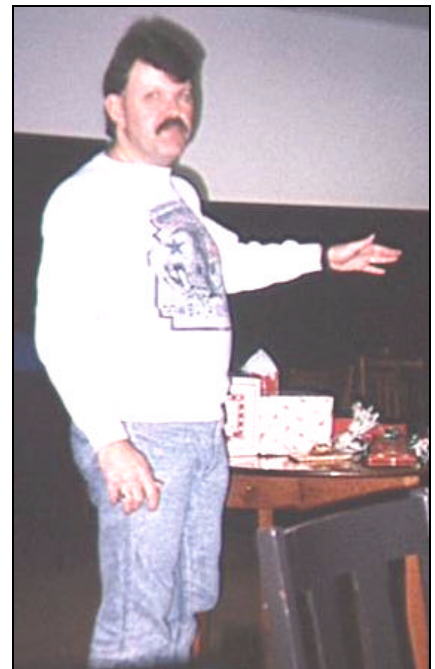
Jack Archibald

Fran Miller



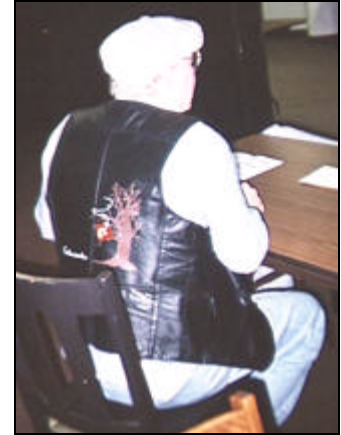
“So Roman, your saying the pile of planes Roller is going to make in ‘96 is going to be how big?” (Sorry Jim, that’s the last one - “I promise”)

This month Roman II & Roman III are actually in the same picture, No tricks this time. “Say Howdy.....!”



1996 C.S.S. SCHEDULE

<u>Date:</u>	<u>Event:</u>
April 28 (Rain 5/5)	Contest - Spring Opener (Fly what you bring)
May 16	Meeting
June (Date TBA)	Meeting on the field
June 9 (Rain 6/23)	Contest - F1.5B
July (Date TBA)	Meeting on the field
July 14 (Rain 7/21)	Contest - 2M/Open
August (Date TBA)	Meeting on the field
Sept. 15	Contest - AMA Sanctioned (Open/Unlimited)
Sept. 19	Meeting
Oct. 6 (Rain 10/13)	Electric Fun Fly (Anything Electric)
October (Date TBA)	Clarence Meals on Wheels Harvest Happening - Town Park
Oct. 17	Meeting
Nov. 21	Meeting
Dec. 19	Meeting - Annual Holiday Party w/ food gift exchange and significant others

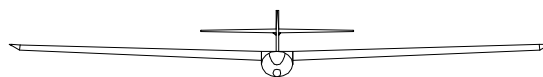
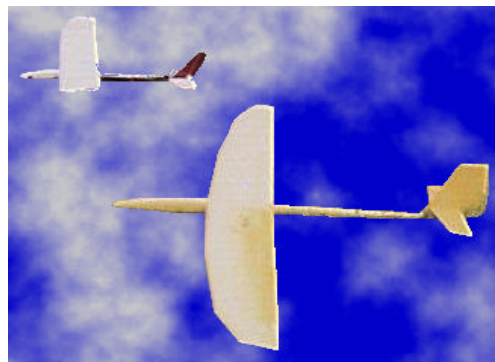
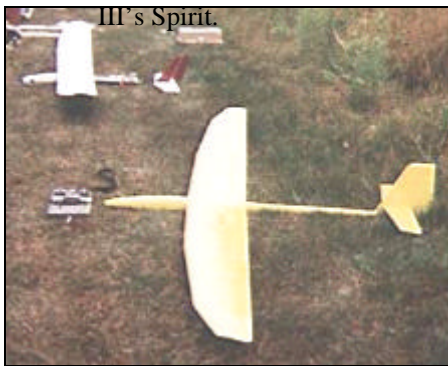


“Howdy Senator.....!”
“Cookie” sporting a fine
leather vest with custom
graphics on the back.

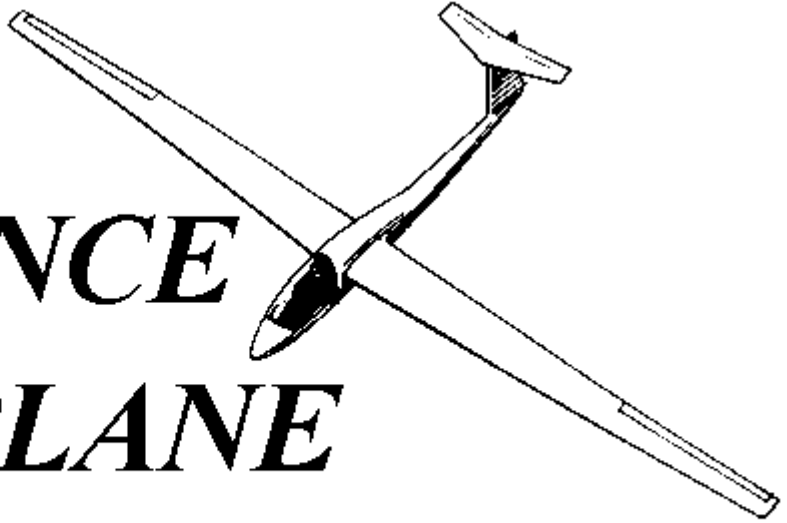


“Howdy Tim”
I like the new spec’s. “All the better to see my planes
with” I have Tim to thank for many things. He taught
me how to use a winch and made one available
everytime I wanted to fly. He has taught me many things
about flying sailplanes (allot of which I was very hard
headed abouthuh. Tim!)

This is the photo I played “Picture Doctor” with in the last issue. What you see
here is the original, un-edited (other than some cropping). I just wanted to show
you the original (and fill up some space...hahah) Roman II’s Mako & Roman



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