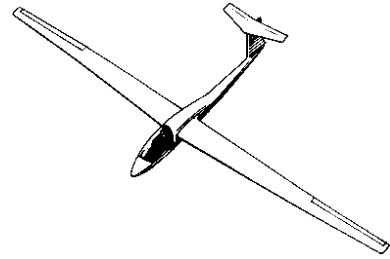


CLARENCE SILENT FLYAIR

QUARTERLY NEWSLETTER OF THE CLARENCE SAILPLANE
SOCIETY

OCT-96



PRESIDENT
LYN PERRY 655-0775
SECRETARY
ROMAN PARYZ 684-4177

VICE PRESIDENT
TIM KRSTAF 433-6542
EDITOR
ERIK A. RASH 438-0879

TREASURER
DAN OEHRMAN 759-6092
COMPETITION COORDINATOR
JIM ROLLER 937-6427

Meeting Notice:

The remainder of the 1996 club meetings will be held at the Clarence Town Park Building, located at 10405 Main St. in Clarence (across from the Coachman's Inn Restaurant). The dates for these meetings are listed below:

October 17
November 21
December 19

I hope to see all you new members, as well as, all the other members at our next meeting.

August 4, 1996

A sad day has fallen upon all of us, as well as many all across the country and even parts of the world. **John C. Grigg** passed away at his home.

A founding member of Clarence Sailplane Society, an

enthusiastic modeler, spirited competitor, respected A.M.A. Vice President, loyal friend, and last but most certainly not least, loving husband.

I shall miss you
John.....

Erik

The following is as written in the Aug. 5, 1996 issue of the Union Sun & Journal

John Grigg, Aeronautics Designer

John C. Grigg, 63 an active community member, died August 4, 1996, at his home, after a brief illness.

Born in Buffalo, Nov. 2, 1832, he is the son of Charles Grigg and the Late Majorie Steele Grigg.

He joined the Army in 1951. An aeronautics designer at Sierra Research in Cheektowaga. Active in community organizations, Mr. Grigg was past master of Hartland Lodge F&AM, a member of the Read Jacket Lodge 646 F&AM, a grand lodge officer, and a member of the Sports Car Club of America.

He had been a member of the Kenan Curling Club from its inception until the group disbanded.

He also served as past president of the Academy of Model

Aeronautics fro 1981 through 1986, was vice president of District II, and was fellow of the Federation of Aeronautics International.

He made two trips to China, courtesy of the Chinese government for cultural exchange.

Surviving are his wife, Joan Hardiman Grigg; two daughters, Gail Holahan of Medina, and Linda (James) Moore of Irvine, Calif.; his father, Charles Grigg of Melbourne, Fla.; three grandchildren, and one sister, Joanne VanVuren of Las Vegas, Nev.

Memorials may be made to the Academy of Aeronautics Scholarship Fund, Niagara Hospice or the Buffalo Greyhound



John's many years as a modeler allowed him to experience all aspects of modeling from free flight, to scale, to pylon, to control line, to sailplanes, and back again.

Association.

Flying Site Notice!!!!

The field by the barn is to be the only place at the sod farm where any flying can be done. The bad news is that the sod has been harvested and the field is now overgrown with weeds. The good news is you can now drive onto the field.

Have no fear of overgrowth though, thanks to the HUGE effort on the part of Dan Oehman and George Pack, there is plenty of the field MOWED to set up launching equipment and safe landing areas. Next time you see either of these gentlemen be sure and thank them. It has taken a considerable amount of time and effort, not to mention strain on the home duties, to get the amount of mowing done that they have. Thanks A LOT!!!!

CALSPAN TOUR

By Franklin A. Perry,

For our April meeting, we were treated to a tour of CALSPAN's Transonic Wind Tunnel, courtesy of club members Roman Paryz (Manager, Transonic Wind Tunnel) and Don Chudyk (Section Head, Data Quality until his recent retirement).

Twenty-five members and guests checked in, got our security badges, assembled in the lobby, and were divided

into two groups for manageability. We first saw a series of photos of planes that had been tested at the tunnel and a cutaway drawing of the tunnel and auxiliary operations.

We moved from the low-tech 40s to the hi-tech 90s as we went from the tunnel floor with tracked carts and hoists to insert models into the tunnel to the state-of-the-art control room, with what appeared to be two million computers and data acquisition devices. We also viewed the balance room with \$10,000 probes and walked in the gloom underneath the entire tunnel tube.

Jim Sonnenmeier brought some goodies for a Show & Tell session afterwards in a conference room, showing a NIB Prism, plans for an electric Lo-Watt and a SMALL but ultra-tech (read pricey) rocket-launched RC glider obtained from a USA team member.

Altogether, it was a great evening out, with one member commenting that at last he'd learned something from a meeting! Let's do more of these - if anyone has ideas about other possible field trip sites, let me know.

The April Contest

by Roman Paryz

I can honestly say that this was the best contest that CSS has held in 1996. Of course, it was the first contest CSS has held in 1996 so this is an easy claim to make.

Since this was the season opener and was meant to get the cobwebs off of our wings and thumbs, our Co-CD's of Tim Krystaf and Jim Roller made the tasks and rules as low key as possible. They decided to fly three rounds of duration with 5, 7, and 10 minute tasks respectively. Pop-offs and line breaks could be re-flown at the pilots discretion. We only used one winch with a retriever for the entire day. And it wasn't a bad April day at that. The winds were light and variable, the temperature was in the 50's and the ground was as soft as a baby's bottom (because of all the rains we've been having).

With only one frequency conflict, it was essentially an open winch, fly when you want too. Of course most of us always seemed to fly when the lift had just passed. Consecutive launches only a line retrieval apart seemed to produce either great lift or even better sink. Before I get into some of the more notable flights here are the scores:

Standard Class

<u>Pilot</u>	<u>Score</u>
J. Roller	1031
E. Rash	971
M. Timm	289
L. Perry	1137 - 1st
P. Carr	955
T. Krystaf	683
D. Chudyk	457
R. Paryz	1075 - 3rd
Sr.	
R. Paryz Jr.	568
D. Oehman	138
E. Varana	1084 -
	2nd
G. Pack	378
D. Decker	290
f. Zbytek	672

Open Class

<u>Pilot</u>	<u>Score</u>
J. Roller	694
E. Rash	765 - 2nd
M. Timm	99
P. Carr	671
T. Krystaf	581
D. Chudyk	1270 - 1st
L. Perry	668
R. Paryz	729 - 3rd
Sr.	
R. Paryz Jr.	694

For the relatively benign weather conditions we sure had a lot of little mishaps. Everyone knows what hangar rash is so we could classify what was going on as flying field rash (No relation to Erik Rash) Almost everyone seemed to end up going home with some sort of repair or another. "Normal" landings produced some broken wing tips, tails, etc. A strange day in that respect. Now for the stories...

1. Tim Krystaf did it again. He managed (for two contests in a row now) get the retriever

line wrapped around his fuselage during launch. Although the plane rode the line, it impacted rather gently nose first into the soft ground resulting in no damage.

2. Jim Roller was trying to show off by rolling inverted, then diving for terra firma at a 45 degree angle. We all thought he maxed and was just trying to get down but as it turned out his JR radio was having one of its intermittent fits. He regained control about 25 feet high and managed to save the plane. Were not to sure about his nerves though.

3. Dave Decker had a great max flight only to land off field in a puddle. The plane wasn't damaged...until he flew his next flight and lost control at the top of the launch. Came down fairly hard but the damage wasn't that bad. Upon further review, Mr. Decker forget to turn on his receiver bilge pump to pump out the water sloshing around in the case.

4. Pete Carr zigged when he should have zagged and ended up with zero flying speed about 10 feet above the ground.

5. Roman Paryz II (the older one) had his transmitter low battery alarm go off 2 minutes into what should have been his

ten minute max flight. Too bad I wasn't going for my 2 hour LSF then I could really milk this story for a long time.

6. Frank Zbytek did break anything but he did amaze everyone with his low level thermaling ability. He was flying a little hand launch and it did remarkably well.

The July Contest

2-Meter & Unlimited Contest
By Jim Roller

The task was to fly a total of seventeen minutes given three



Here we see Jack Archibald heading out to time for one of our newer members Marty Timm. Marty is flying a personal favorite of mine, a 2-meter Spirit.

flights with no flight lasting longer than seven minutes. Forget it!. The air was big time bad. If air was always this bad, thermaling birds would have never evolved and this hobby would not exist. Average flight times were under three minutes and no one came close to reaching the cumulative target time. Only seven fliers showed up to participate. So was the day

a total wash? Not in the least! Everyone seemed to enjoy themselves, no planes were destroyed, and there was a pleasant surprise or two. Longest flight honors went to Lyn Perry who bravely followed one of the few thermals way down wind. Don Chudyk once again provided landing entertainment, and thirteen year old Jeff Irvine surprised everyone by winning in unlimited class. Way to go Jeff!

Top three finishers....

2-Meter

Lyn Perry	903 - 1 st
Jim Roller	890 - 2 nd
Erik Rash	745 - 3 rd

Unlimited

Jeff Irvine	662 - 1 st
Don Chudyk	632 - 2 nd
Jim Roller	601 - 3 rd



Editorial

“Hey..... what day is it? The 12th?” “What .. the 25th ...!!?” “Oh well.. at least it’s only July....” “What.....it’s almost September.....!!?” My my where has the time gone..? Between work, work, family, and work, I have barely had a chance to do anything considered extra

circular let alone enjoy the wonderful weather....

As I sit here trying to figure out where I left off, I am realizing how much of this years summer has passed me by. My biggest regret is my falling behind on my duties of editor of the “Clarence Silent Flyair”.

Many, many events and lots of tails of flying have gone by. My apologies for the delay in going to press. Bear with me as I try, with the help of some club members, to recall and report on all the activities of 1996 flying season thus far. I will try to do better in the future....

Erik

“Organize it, and they will come.”

C.S.S. has been fortunate this summer in that we have

picked up several new members. Our flyers have been placed at all the hobby shops and those given out at the mall show have been a great help. So if you are at one of our local hobby shops, look around for our flyers. If you don’t see any, then give me a call. It would help me out a lot. It will give me an excuse to head out to the hobby shop....”Honest honey.. the club needs me.... I have to go and deliver some more flyers....(heheheheh!)”

I would like to welcome all the new members that have joined up this year. It is nice to see new faces and it’s even nicer to have someone new around so we can tell those stories that everyone else is sick of hearing. Talking R/C sailplanes is almost as much fun as flying them.



NO!!!! Lyn..... don’t do it..... That’s your airplane....!!! “Oh... yeah...”



Slope site.....

C.S.S. is fortunate that we have several sites that we can fly at. Shown above is the slope sight which many of us have never even seen, myself included. Well, I have seen it but only because I talked Don Chudyk out of his R/C footage tape for a few weeks. I took a few photo from the tape to show those who have not been so lucky as to make the trip.

Backlash.....

Can any of you think of any good reasons to go flying on a slope. I sure can.... Take a



look at this picture here. One of the headaches of thermal soaring on the flatlands is launching equipment. And even more so, launching equipment break-downs. As you see here, one flyer with a

nasty launch can “tie” up the winch for some time. Furthermore our mentality of fixing it doesn’t help. Roman tells us a story as he tries untangling this knot. *“It was July 3, and my son is out*



flying a kit with a spool of 10 cent kite string. He proceeds to tangle up said 10 cent spool of kite string. Now, dad spends an hour trying to untangle, said 10 cent spool of kit string.” Was it worth it..? Well he conquered the knot. If that counts,.... sure was.

Er.... Uh..... Power??

Okay, so there are things about flying R/C sailplanes that can be a pain in the neck,

but Don, don’t do it! Not those sticky “Power” planes. All funning aside, it just goes to show you what a diverse group of pilots we have. Here you see Don Chudyk



.....er.....um.... Don... What’s that on the front of that plane? Is that a prop? I don’t think I’ve ever seen one of those before..



Take one look at this pic and tell me the first thing that comes to mind..... Does “The Microhenrys” ring a bell..? I know.....“The Microhenrys” do slope soaring,yeah that’s it!



This is a wonderful shot looking south west off the top of the slope. If the thought of spending the day flying effortlessly in the breeze can't coax you into coming to the slope, then maybe the awesome view will.



This photo is looking to the north west. You can see here the lake, "Rainbow Lake" that is, hence the name of the site.

preparing a "Power" biplane for its maiden voyage.

Muncie, a celebration of Eagles

Now that the A.M.A. Magazine has arrived, I can remember all the famous names that were there. As I mentioned at the last Clarence meeting, I probably would not have gone except Les Gerhardt of Acton Mass wrote and suggested a piggy back reunion of the Purdue Aeromodelers. Since I have passed up high school and college reunions before, I couldn't resist.

I was a modeler but not an ace like many of the others. We had a club on campus with a nice shop/work area in the basement of the student union bldg. We flew mostly U-control, some dabbled in free flight, a lot of serious speed. McCoy's, Doolings and Grish brothers speed props. I participated in the sport stuff and was pit crew for the speed guys. The sport stuff included two dozen profile u-controls built from the same store bought kit with

identical McCoy 29's (no mods). We flew up to six in the same circle with small tanks requiring 2 refuelings to complete a race (this was before rat racing). FUN, WOW! In the winter we flew in the ROTC armory (the noise from an Arden 19 at 119mph was deafening - it all came to an end when a B speed model broke loose and slid under a car some major was polishing). At some of the out of town contests I crewed for a nice guy named Neil Armstrong, not knowing that years later I would stay up into the wee hours in Texas to watch him step out onto the moon.

Neil was at Muncie, and on the Friday night about 15 of us sat around and talked about modeling, not moon walking. (Neil lives in Lebanon, Ohio, and also drives an Antique Cessna 310, that's the one with a straight tail). On the way to Muncie I stopped at the Neil Armstrong Museum near Wapokeneta, Ohio (there's a sign on I-75 you can't miss it) costs you \$4.



Ahhhhh... The one thing the previous two pictures were missing, a pilot enjoying the flying.

There's a speed model in a show case with the Purdue Aeromodeler insignia on the wing. A slide rule with wings (how dated can you get). Among some borrowed space stuff (from NASA) is an Aeronca Champ that Neil Soloed at a nearby airport, it's hanging nose up on a wall with a walkway at about cockpit level, I told Neil that was a terrible thing to do to an airplane.

Well on to Muncie. At the last Clarence meeting I said the site had a 100 acres, but the recent magazine went for a 1000 acres (maybe somewhere in between). Just at the entrance is the headquarters building/museum, a half mile beyond are two paved speed circles with safety fences. A

little further are two paved stunt circles. South of there is the R/C area with a wide paved runway maybe 1000 ft. long. Further south are grass areas for free flight and helicopter use, at least that was the setup for the Eagle weekend. I'm sure they relocate things depending on the weather for other events.

At least for now there are no camping facilities although they allow camping/RV's most anywhere. (water/showers at the museum bldg.).

At the Eagle event there was no R/C glider activity. There was heavy R/C fun flying, a fair amount of helicopter (impressive) activity and a modest amount of free flight, speed and stunt. The real turbine demos were impressive but at the cost (\$3,500 for the engine) and the skill required I don't see much of that for the average modeler. What was really fun for the whole weekend was seeing, talking, watching the true legends of our modeling history. The reason so many of these guys are alive in 1996 is that gas modeling started in the lat 30's and for the most part the only people interested were almost kids, most of them went off to war and weren't very old when they came back. I talked to Leon Schulman who designed many free flight Gas models, they have a neat large poster

display in the museum with many clippings of him in flight training and during the war (think he flew b-24's).

At the reception I talked with Dave Thornberg and got him to autograph his book I bought for my son, Preston. Talked to Phil Kraft (how many of you remember Orbit Radios?). I signed the banner on page 8 of the magazine but I'm afraid the left side got edited out a bit. I



Who said Jim had a one track mind. R/C sailplanes are not his only hobby. I think he just got a little confused between the runway and the fairway. Cookies "Golf Swing 101".

will bring photos to the next meeting. There was a LARGE scale Korda wakefield model (maybe 10 feet) with a small glo engine up front. Got Joe Bridi to sign my place mat at the banquet, told him I liked the Soar Bridi, he said he designed a cheap simple glider, right, I still have min

after 15 years and it's still better than a Gentle Lady.

Talked to Bill Northrup (R/C Moldeler), he had a delay remembering Ken Cashion (I flew gliders w/ him in Picayune MS about 74-77). His magazine published a twin boom glider called the "Boomer" what else, by Cashion, he insisted that each pilot have a crew to watch/listen for other aircraft (there were about 5 flight stations) I worked w/ Ric at Bell Aerospace, New Orleans, he was part of the Picayune bunch. I have recently heard from Les and there is a move afoot to get together again in a year or two. This was also suggested at the banquet closing, so there may well be an Eagles Two.

Muncie is an easy days drive form Buffalo so plan on going sometime. The museum is wonderful, except for the models hanging from the ceiling and a few small ones in glass cases, most are sitting out in the open with do not touch signs. Like up close and personal. Many many weird and unusual model, worth a couple of hours of close study. There's a small shop out front with T-shirts, caps and stuff. So go sometime.

Dave Millikan

p.s. Come see my Starduster too, at the Akron Airport (2nd hanger row)

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 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

Bruce Townson Sale:

I received a call from Bruce a few weeks back about some sailplane items that he would like to get rid of. It seems that Bruce has been an avid sailplane flyer but has recently been have trouble with his vision. He now has a little trouble seeing at a further than normal distance. This has prompted him to find a home for most of his sailplane stock. It is his opinion that he would like to see this stuff go to guys who will enjoy it most as opposed to seeing it go to strangers at an auction. He had initially given me a rather lengthy list of his inventory, but fortunately has been able to find homes for a good portion of it already. I have listed the items that are still remaining below.

Please note also that Bruce is interested in getting this stuff to guys who will appreciate it, so he is willing to work out any deals in an effort to move some of these item. His phone number is (716)586-0337. Give him a call, I have done so and found that he is a pleasure to talk to and has a lot of info on any of the items for sale.

#1 Airtonics Aquila Grande

used, very good, eppler 205,
wood fuse, rx & servos [RGF
rx plus (2)S16 & (1)S20
matched to conquest]

\$100.00

#2 Airtonics Legend

ARF, very good, Seleg 3021,
built-up 3-pc wing

\$150.00

#3 Airtonics Sagitta XC

very good, Eppler 205, JR
Radio system 4 channel

\$250.00

#4 Airtonics Aquila Grande

NIB Complete with glass fuse

\$75.00

#5 Airtonics Sagitta 900

NIB Complete kit

\$75.00