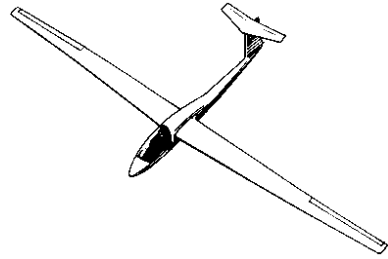


# CLARENCE SILENT FLYAIR



QUARTERLY NEWSLETTER OF THE CLARENCE SAILPLANE  
SOCIETY

**FEB-97**

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## C.S.S. on the Internet

*By Martin R. Timm*



As an active member of the Information Systems profession, keeping up with current developments in the computer industry is essential to me. The current rage is, of course, the Internet. Anyone that has been on the Internet knows that it can be used by anyone to publish or access information almost anywhere around the globe. Think of it as a world-wide encyclopedia/newspaper/CB-Radio/Home-Shopping-Network and you will have glimpsed the tip of the iceberg of possibilities that the Internet represents.

My employer, ESI/Technologies, has a web site on the Internet. One of the side-benefits of my company

having its own web site is that its employees get a discount on their Internet access and a home page of their own at no extra charge. Since there is nothing about myself that I care to share with the rest of the world, I have elected to donate the space on my home page to the Clarence Sailplane Society so that the club can have a presence on the Internet with a home page of its own.

At this time, the layout of the C.S.S. home page is tentative and subject to change, but here are a few of the features that I would like to see:

**Home Page** - Will have the C.S.S. logo and a brief explanation of the club's interests and objectives. It will contain links to the following areas:

- **Contacts for Additional Information** - A list of club members that are willing to have their names and phone numbers and/or e-mail addresses listed so that interested parties elsewhere on the net can contact us. This might be useful for people traveling to (or through) the region that

have similar interests. It might also give local R/C aficionados that are on the net a chance to find out about us.

- **Calendar of Events** - A comprehensive calendar of meetings, contests, and fun-flies that members and non-members can reference when looking for activities in which to participate.
- **Directions to meetings and events** - Directions from metro Buffalo along with graphical maps of the areas where we meet and fly.
- **Flying Field Search** - A couple of paragraphs about our search for additional flying fields for gliders (soaring and slope) and electrics. Will explain what we need, who to contact, about our insurance, and what we can contribute to obtain good flying sites.
- **Newsletters** - Downloadable copies of *Clarence Silent Flyair* newsletters that are available in electronic

format. (Note: Since current C.S.S Newsletters use a lot of graphics, they may require a lot of storage space. This feature may or may not be feasible depending on the amount of space that is made available to the home page.)

- **Classifieds** - Got a plane or some other equipment to sell? We can list it here and your ad will be seen by people from around the globe. Looking for an obscure plane? List it under "Wanted" and see if anyone that visits our web site has what you are looking for. Ads can be placed by our members free-of-charge!
- **Links to other web sites** - Links to sites that have R/C flight information related to our interests. I also expect to be able to get our site listed in the "links" section of similar sites.

This should be good to start with. Of course, I always welcome suggestions from our membership. Who knows what else we can add? Perhaps a page of building tips or flying techniques. Possibly reviews of kits and planes with which our members have experience. The possibilities are fascinating. By the way, for those who are privacy conscious, rest assured that no names or phone numbers will be listed without the permission of the person being listed.

I will be assembling an overview of our prospective web site and presenting it at one of our regular meetings before

actually launching it on the Internet. I hope to have the initial version of the C.S.S. site up and running by the end of February. If you have any suggestions, please feel free to contact me at 592-9520 (evenings and weekends) or via e-mail at [timmm@esitech.com](mailto:timmm@esitech.com) anytime.

Happy Flying,  
Marty Timm

## **1996 Electric Fun Fly**

By Lyn Perry

Wow! What a terrific event! Writing this in the depths of December, and not having flown since the Fun Fly on October 6th, I still think back on the crowds of people and planes on the field and say "What a great time!"

The weather didn't look all that auspicious, but it cleared, we drove onto the field and into lots of mowed space (thanks to Dan and George), got set up, and hosted the largest event of the season. Thirteen pilots registered 20 electric planes while many more came to fly off winch or high-start. Spectators also abounded; someone estimated between 30 and 40 people turned out to celebrate.

What happened: we flew till we were flown out!

Who Won What: Pilot's Choice balloting indicated a tie for third place between Bill Hauth's Robbe Limit and Gil Levesque's Navigator "Sea Hag"; Gil's Lazy Bee came second, and first was taken by Lyn's chrome/translucent red

Spectra.

Longest Flight was a battle of airframes and people determined to outdo one another: Erik's Electricus turned in a respectable 15:52, Dave Decker made 17:18 with his Spectra, Tim and the (late lamented) Golden Eagle flew to 17:59 before suffering an untimely demise, and Lyn's Spectra finally chased one thermal downwind to end with a 23:28.

Memories: Jim Sonnenmeier and Gil Levesque performing incredible acrobatics with a Lowwatt, V-Tail and Lazy Bee; Bill Hauth's Limit screaming skyward; Frank Zbytek in the corner catching thermals off an up-start; Roman ROG'ing John Grigg's scale Grob for gorgeous flights while Joan watched.

Perhaps the best memory is just walking up and down the flight line talking and seeing new friends and old - thanks!

## **Subject: newsletter stuff**

Submitted by Jim Sonnenmeier  
(*v.i.a. email.*)

VOLUME 36 MARCS Sparks  
January 1997  
ISSUE 1

Monthly Newsletter of the  
Madison Area Radio Control  
Society

Madison, WI AMA Charter  
#665

Mr. Ni-Cad Was Here.  
Everett Yost was our guest speaker and gave an interesting presentation on the various

types of ni-cads, charging techniques, care, and storage. He said though ni-cads have been around at least 20 years, they have recently become refined due to better chemistry, and higher quality materials. Everett spoke mainly about Sanyo batteries since these seem to be most accepted by the modeling industry. A lot of good questions were directed to Everett - some of the questions were:

Q: How should I store my battery packs during the winter?

A: Ni-cads tend to self-discharge on their own when not used for extended periods, and it is not necessary to trickle charge or top off batteries during winter. Just store them in a cool dry place - when spring rolls around, cycle them two or three times and you are ready to go!

Q: I m interested in building my own battery packs - do I need to worry about matching cells?<sup>1</sup>

A: For normal use, the answer is no. Some professional contest flyers do this, but its very time consuming, and the extra performance gained is minimal.

Q: How long should I use my battery packs, even if they test out OK after several years of use?

A: As long as you feel comfortable. A cell(s) can fail at any time, but as the pack ages its not uncommon for problems to develop. Since batteries are relatively

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<sup>1</sup> What does "matching cells" mean.

inexpensive compared to the value of a plane/engine set up, you re better off replacing them after three or four years.

Q: What effect does vibration have on batteries?

A: Vibration WILL shorten life of any battery - always use latex foam to insulate your packs and protect them.

Q: With rechargeable lithium batteries becoming popular in Camcorders and computers, will they start showing up in RC?

A: Regular old ni-cads are cheaper, tougher, and proven in the RC industry so we'll likely see them for years to come. Lithium or nickel-metal hydride batteries are best in situations that require a constant drain (like a calculator), not in airplanes where multiple drains are placed on the battery at once during flight. However, it is possible they could show up in TRANSMITTERS since they drain batteries at a consistent rate.

Q: I fabricate my own battery packs- what is the best type of solder to use?

A: Make sure the solder points are clean and use regular electrical type solder. Just be sure to use the least amount of heat necessary to melt the solder, otherwise you can melt the vent hole in the top of the battery shut, causing a rupture or worse - an explosion. Everett says that Sanyo makes batteries with solder tabs already on them for people who want to build their own packs. This eliminates most of the safety

concerns with building packs from scratch.

Q: With winter fun flys being quite popular these days, at what temperature should I NOT fly ?

A: Everett says that at -10 F and colder, batteries will begin losing a charge due to the cold, and besides, you should be in the house building anyway! If you have to get out and fly, he recommended charging often, but bring your packs to room temp first.

## **THE SECRET OF ANTIGRAVITY...**

Submitted by Jim Sonnenmeier  
(v.i.a. email.)

If you drop a buttered piece of bread, it will fall on the floor butter-side down. If a cat is dropped from a window or other high and towering place, it will land on its feet.

But what if you attach a buttered piece of bread, butter-side up to a cat's back and toss them both out the window? Will the cat land on its feet? Or will the butter splat on the ground?

Even if you are too lazy to do the experiment yourself you should be able to deduce the obvious result. The laws of butterology demand that the butter must hit the ground, and the equally strict laws of feline aerodynamics demand that the cat can not smash its furry back. If the combined construct were to land, nature would have no way to resolve this paradox. Therefore it simply does not

fall.

That's right you clever mortal (well, as clever as a mortal can get), you have discovered the secret of antigravity! A buttered cat will, when released, quickly move to a height where the forces of cat-twisting and butter repulsion are in equilibrium. This equilibrium point can be modified by scraping off some of the butter, providing lift, or removing some of the cat's limbs, allowing descent.

Most of the civilized species of the Universe already use this principle to drive their ships while within a planetary system. The loud humming heard by most sighters of UFOs is, in fact, the purring of several hundred tabbies.

The one obvious danger is, of course, if the cats manage to eat the bread off their backs they will instantly plummet. Of course the cats will land on their feet, but this usually doesn't do them much good, since right after they make their graceful landing several tons of red-hot starship and pissed off aliens crash on top of them.

And now a few words on solving the problem of creating a ship using the aforementioned anti-gravity device.

One could power a ship by means of cats held in suspended animation (say, about -190 degrees Celsius) with buttered bread strapped to their backs, thus avoiding the possibility of collisions due to temperamental felines. More importantly, how do you steer, once the cats are all held in stasis?

I offer a modest proposal:

We all know that wearing a white shirt at an Italian restaurant is a guaranteed way to take a trip to the Laundromat. Plaster the outside of your ship with white shirts. Place four nozzles symmetrically around the ship, which is, of course, saucer shaped. Fire tomato sauce out in proportion to the directions you want to go. The ship, drawn by the shirts, will automatically follow the sauce. If you use T-shirts, you won't go as fast as you would by using, say, expensive dress shirts. This does not work as well in deep gravity wells, since the tomato sauce (now falling down a black hole, perhaps) will drag the ship with it, despite the counter force of the anti-gravity cat/butter machine. Your only hope at that point is to jettison enormous quantities of Tide. This will create the well-known Gravitational Tidal Force....

Bud Hornsby  
(Shameless Internet Scrounger)

### What do we do in the Winter?



The winds blow, the temperature drops, and the snow begins to fly. Winter time in Western New York has a way of putting a screeching halt to outdoor activities like ours. We all go into hibernation and hope that the snow falls don't continue into May. You would

think that all our activities would diminish, but no....? Wait a minute, what's that last event for the year on the C.S.S. calendar? It's the annual Holiday Party with Food. Cool!. Hey and don't forget the gift exchange. Oh yeah, and the "Clarences" as well.

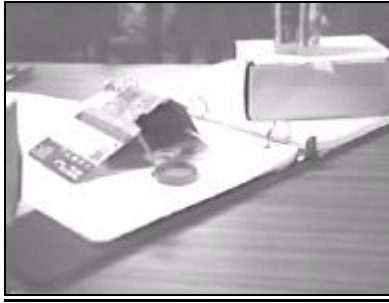
What could be more fun than spending a cozy night enjoying the company of good friends. Not to mention the enjoyment of having your most embarrassing moments from the past year, brought into the open for all to snicker and point at you. Hey, if ya can't laugh at yourself once in awhile, who can you laugh at. Those of you who missed the annual holiday party for 1996, this is for you.....

### 1996 CLARENCES

presented by  
Lyn Perry



**Lensman of the Year Award:**



*This empty package tells it all*

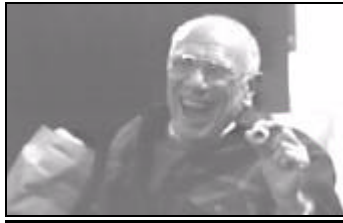
To Erik Rash, who intrepidly shot pic after pic (even one of ME) at our first-ever Mall Show, only to later sheepishly confess that the camera had no film in it.

**Boy Scouts of America Award:**



This year, a joint award to Don Chudyk and Roman Paryz, who showed up for our Ed Waters Memorial/AMA-sanctioned contest September 15th in such terrible weather (torrential rain and 18-25 mph winds) that they KNEW we COULDN'T fly. They had Don's retriever in the van, BUT: no planes, no lunch, and, when I offered a spare plane 'cause the weather cleared and we had a LOVELY day, no AMA card! They stayed all day and launched plane after plane for us (APPLAUSE!!!).

**Live Wire Award (This is shocking!)**



To Richard Grady, who, while unloading at Rainbow Lake, carefully avoids the lower (hot) wire on the barbed-wire fence, but brushes his metal-cased transmitter against it and is mildly shocked. Thinking no more of it he proceeds to fly his Skeeter, which lawn-darts in, doing it no good at all! Richard claims it went full up - no control. Frank suggests a post-mortem range check, which shows a control range of about four feet, after which (Grady is right) it goes full up. We subsequently find out that the transmitter has been fried by the fence!

**Visual Acuity Award:**



To Fred Maier, whose Charley Richardson Renegade (a hot, 60" carbon-fiber sloper) does three axial rolls downhill at Rainbow Lake while I'm in the air with my WACO II. I verbally applaud this demonstration of superior piloting skill while waiting for Freddie to pull up, then hear a "CRUNCH!". I calmly say "Freddie, you just went in!" to

which he replies "HUH?!! Oh, shit, I was flying YOUR plane!" Revived with yellow tape and new rubber bands, the Renegade flies later that day, only to be once again stuffed.

**The Annual "Down the Tubes" Award**



*(remember, this is awarded for season-long consistency, not simply a one-time deal):*

To Jim Roller, who flew one plane THREE TIMES with crossed wiring and push-rods, giving reversed elevator, without realizing it, and who, while practicing at the Sod Farm, launched his Super V with the protective foam covers STILL ATTACHED to the V-tail stab/elevators, thus creasing his wing and fuselage when it went inverted.

It's been a wonderful season, folks; thanks for being part of it!

## Airfoils



Sometime it's handy to make templates of airfoils for a verity of reasons. Templates don't just lend themselves to cutting foam core wings. You can even use them for checking your wings for proper shape and cambers and the like. Your next question may be, "So, how do I make a template for the airfoil that I want?"

Well, Don Goodwin has offered this service to the C.S.S. membership. He has one of the more popular airfoil plotting programs, which helps turn the tedious task of making airfoil templates, a piece-o-cake. Contact Don (Tel-798-1157) and let him know all the necessary information, airfoil name, thickness, skin thickness, etc.

## 1996 Niagara Falls Airshow

Indicative of my summer of '96 work schedule, I missed the Annual air show held at the Niagara Fall Airbase. Fortunately for me, my wife is the most understanding and supportive person in my life. While I was working another grueling 22 hour weekend and missing another of my favored events for the year, my wonderful wife went to the air show in my behalf and video taped all it for me.

So thanks to her efforts I was able to sit back and see the sights at my leisure. Here are some pictures taken from the video tape that I hope you all will enjoy. I understand these are hardly any relation to sailplanes, but what the heck, they fly don't they. (hehehe)



Okay my ignorance is now showing.. "is this the F-14 or the F-15, or am I not even close..." It looks real neat though doesn't it!



The sleek looking B1-B bomber just before take-off. Boy what a sight!



The infamous Stealth Bomber. This particular flight is being co-piloted by a fellow that goes by the name of Greg Kopeck. I can remember being jealous of him in high school because he had is Pilot's License as a junior in high school. Yes, I went to school with Greg, we were in the same drafting classes.



An A-10 Warthog making a hard left at an arms reach away. The A-10 is a personal favorite of mine. One of my bright ideas is to build an electric Warthog some day. (yeah right.... We'll see.... Hehehehe)

## 1997 C.S.S. Schedule

<u>Date</u>	<u>Event</u>
January 16	Meeting - Paper Airplane Contest
February 20	Meeting - Building Contest
Feb 28/March 1 & 2?	Boulevard Mall Show?
March 20	Meeting - Covering Contest
April 24	Meeting
April 27 (rain 5/4)	Contest - Spring Opener
May 8	On-Field Meeting
May 18	Fun Fly on the Field
June 12	On-Field Meeting
June 15	Fun Fly on the Field
June 29 (rain 7/6)	Contest - F-1.5-B
July 10	On-Field Meeting
July 20	Fun Fly on the Field
July 27	Contest - AMA-Sanctioned
August 14	On-Field Meeting
August 17	Fun Fly on the Field
September 6 (Saturday) (rain 9/13)	Electric Fun Fly at ECC-South Campus
September 18	Meeting
September 21	Fun Fly on the Field
September 28 (rain 10/5)	Contest - Fall Finale
October (Date TBA)	Clarence Meals on Wheels Harvest Happening - Town Park
October 16	Meeting
October 19	Fun Fly on the Field
November 20	Meeting
December 18	Meeting - Annual Holiday Party with food and gift exchange
June 13, 14, & 15	Elmira Aerotow "97" held in conjunction with the National Soaring Museum and the Harris Hill Soaring Corporation Banquet is planned w/ guest speaker Paul Schweizer Contact John Derstine, @ 717.596.2392

All meetings, except for May/June/July/August, are on Thursdays at 7:30 pm in the Clarence Town Park Building, 10405 Main Street, Clarence (across from the Coachman's Inn Restaurant). Summer meetings will be on the Sod Farm Field, commencing at 5:00 pm. All contests will be held on the CSS Sod Farms, North Tonawanda Creek Road, Rapids, NY, with the exception of the Electric Fun Fly, to be held at the Erie Community College South Campus, Orchard Park, NY.

For further information contact:  
 Lyn Perry, President, 716-655-0775  
 Jim Roller, Competition Coordinator, 716-937-6427