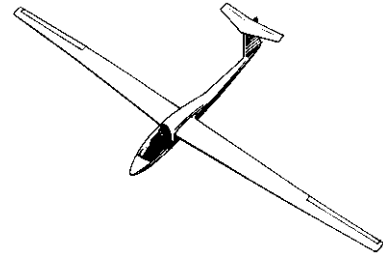


CLARENCE SILENT FLYAIR



QUARTERLY NEWSLETTER OF THE CLARENCE SAILPLANE
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JAN-98

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1997 CLARENCES

Preface: The "Clarences" can most readily be described as a list of DONT'S that DID. Through the flying season, some of use have mishaps that we'd normally like to forget about. However, incidents that are extra special get some unsolicited recognition by Lyn Perry at the end of the year. Even though there is a certain amount of embarrassment involved with being honored with a "Clarence", it can do your soul some good to receive some good natured ribbing. With all that said and done, here is how this years awards ended up.

Honorable Mentions:

We begin our sordid tale of woe, Ladies and Gentlemen, with the first annual Bob Jacques Memorial Fun Fly at ECC on May 26th (ably hosted by Dave Decker, with food, no less). First, I note that Bob Jacques did NOT fly, but others did:

Frank Zbytek wins Shortest Flight of the Day by screwing his Osprey into the ground off a hi-start, due to reversed rudder control;

Uwe Ziegelmuller gets the Most Acrobatic award for doing three rolls around the hi-start prior to going in.

We move next to July 20th at ECC to mention four people who had fun at the fun-fly:

George Pack crashes on the first flight of the year; Bill Pike folds a wing on launch; Don Chudyk spirals his Falcon 800 in from 2 million feet;

Tim Krystaf spins in on the launch line with a borrowed plane

And finally, an Honorable Mention to Mr. Consistency, **Vinnie Rasp**, who I've watched fly electric on three separate occasions at South Campus, going in each time.

And now the awards:

Brockport Survival Kits: to our intrepid members who brave the air at the annual Brockport contest. Despite warnings, they continue to go, and this August our heroes produced some stellar results, to wit:

Roman dives his Duck in for a landing and cracks the fuselage; no problem, bring out the Mako! A new maneuver is then seen as Roman perfects the negative zoom launch off the line.

Tim loses the nose of his Saturn while on-winch;

Erik cracks the tail of his Sagitta while landing;

Jeff manages to break a servo tray, and

Don quits after a dork landing, claiming a bad back.

The good news: **Jim Roller** wins the contest!

Ten Feet Too High Award:

to Marty Timm, who, during the July ECC fun-fly, had his Spirit break up in mid-air while at an absurd altitude. After most of the pieces were recovered at the base of Ralph Wilson Field House, Marty said he was just "ten feet too high". Herewith, an altimeter for Marty, to be mounted on all planes from now on -

Down the Tubes Award: to one of our younger members, Jason Kester, whose first season shows great building and flying promise. As an enthusiastic youth (remember that feeling?) he tries everything. In July, he attempted a carrier landing on Tim's car with his Spirit, then landed in a tree after a pop-off and went home with a two-piece wing (and, if I have this straight, after a re-build Don folds the wing for him again on launch). He's the only person I know of in fifteen years who's hit the microwave tower at South Campus, and recently built a Soarwatt handlaunch glider. On it's third or fourth flight, he folded the wing. He's now re-building for next time; keep on, Jason!

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



Hammerheads, Loops, and Rolls, Oh My!

By Marty Timm

In the last issue of the CSS Newsletter, I wrote a brief "diary" of events that occurred

while building the "Dave's Aircraft Works Kawafoamie", an EPP rendition of a WW II era Kawasaki Ki-61. In that article, I promised to report on the flight performance of the plane when I got it completed, and this is that report.

I had a couple of opportunities to take the plane out to the Rainbow Lake site when the requisite NW winds were light (5-10 MPH) and variable. Weighing in at 33-34 oz, the Kawafoamie wasn't doing much soaring those days. While I was getting a lot of practice throwing the plane and trying to fly it back up the hill, Fred and Richard were gracefully floating by with their Razors and Zagis. Weighing 10-12oz less than my plane, their planes had the advantage in light wind. I tuned my control throws and bided my time.

Yesterday, I saw the weather forecast that I was waiting for, "NW winds, 15-20 MPH." I boogied down to the hill with nothing more than the plane, the transmitter, and a screwdriver for emergency adjustments. Feeling the steady wind in my face as I walked out the launch spot, I knew that this was it. If the Kawafoamie didn't fly today, I had a dud on my hands.

I turned on the switches, extended the antenna, wiggled the stick, and tossed the plane. It never looked back! It bolted skyward like it was on a giant bungee from heaven. With a click or two of "down", it took off into the wind. I "surfed" the hill for a while, just getting the feel of the plane. I found it to be remarkably stable. It does have ailerons, it does have a low wing, and it does need to be flown 100% of the time, but when you touch the stick, it's right there, doing exactly what you told it to do. The weight and a little dihedral helps it to hold its own with the wind very nicely.


After a couple of flights, I got brave and tried a loop. It went around like it was on tracks. Next, a roll! My first (deliberate) attempt ever!!! It did it! A little sloppy, but that was the pilot's fault. I tried another, then another, and started getting the hang of it. I nosed up into a hammerhead stall, and slipped out across the hill. Fred arrived while this was going on and I remarked, "I think that this is the most fun you can have for a few cents worth of electricity!" He agreed.


In the final analysis, the plane flies GREAT! It just needs a good 15+ MPH wind to do its stuff. This "nearly indestructible" EPP foam is revolutionizing the sport of slope soaring. It has given me the chance to try things that I never (well, not for a long time) would have tried with a stick and monocote plane. There are 2-3 other "foamies" that I want to build and fly, as well. Anyone want to buy a Ridge Runt? Cheap? No, not to fly, to hang from your ceiling, 'cause I think that it's just about a museum piece now.

Free Flight Fun

For those of you who enjoy the other aspects of flying models here is a 1998 schedule of indoor free flight events in the Western New York area compliments of Fred Maier.

Hugh Jones
314 Shore Acres Dr
Rochester, NY 14612





RIFS Winter/Spring '98 Schedule

Although the Rochester Indoor Flyers is an offshoot of The Western New York Free Flight Society, membership is not a requirement, and *all* interested modelers in the area are welcome to attend any of these scheduled flying sessions. Dates have been tentatively confirmed by:

John Low, 716-473-0774 for Salem Church

Ed Archer, 315-789-9951 for Rochester School for the Deaf

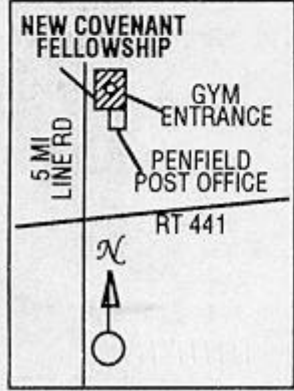
Ray Edgecomb, 716-482-3774 for The New Covenant Fellowship.

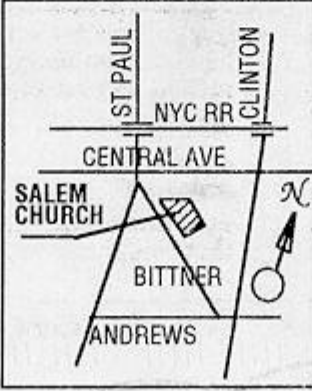
Fred Maier
60 West Balcom St
Buffalo, NY 14209

RIFS 1998 SCHEDULE

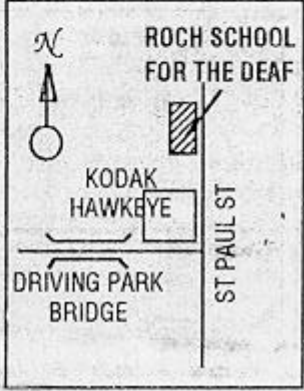
Sun, Jan 4 1 - 4 pm	Salem Church Gym	Sun, Mar 8 1 - 4 pm	Salem Church Gym
Sat, Jan 10 6 - 9 pm	New Covenant Gym	Sat, Mar 14 6 - 9 pm	New Covenant Gym
Sat, Jan 31 6 - 9 pm	New Covenant Gym	Sat, Mar 21 12 - 3:30pm	School for Deaf Gym
Sat, Feb 7 12 - 3:30pm	School for Deaf Gym	Sun, Mar 29 1 - 4 pm	Salem Church Gym
Sat, Feb 21 6 - 9 pm	New Covenant Gym	Sat, Apr 4 6 - 9 pm	New Covenant Gym
Sat, Feb 28 12 - 3:30pm	School for Deaf Gym	Sat, Apr 11 12 - 3:30pm	School for Deaf Gym
		Sun, Apr 19 1 - 4 pm	Salem Church Gym

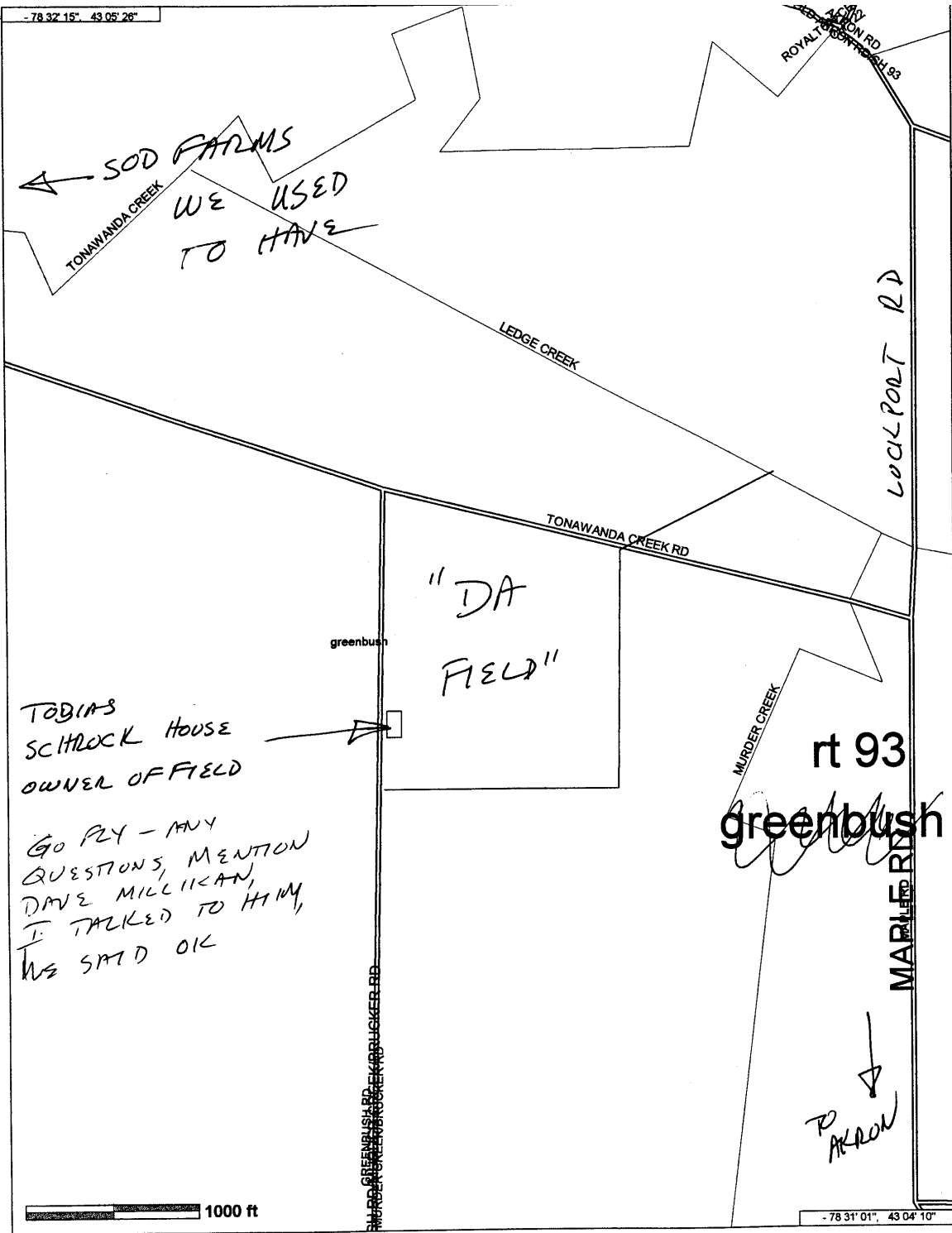
NEW COVENANT FELLOWSHIP





ROCH SCHOOL FOR THE DEAF





Dave Millikan has found a new field to check out. It's on the corner of Tonawanda Creek Road and Greenbush, about a mile east of (and on the other side of) the creek from the sod farms. Dave says that it's about 1000 feet square with approximately 5" of stubble and some standing water. He has obtained the owner's permission; go fly! The map above shows the location of the field.

International Slope Soaring

Preface: The following is a letter I received from Fred Maier. I would have to consider the gentlemen he names in this letter as well as himself, some of the most hard core soaring pilots in the club. I think you would agree considering that they've already been flying this year. Although the day they were out was unseasonably warm for this time of year, I have a feeling that regardless of that fact, they would have still been flying before most of us would even think of leaving our workbenches.

Hi Erik; Jan. 7/98

Just a little note to let you know we opened the '98 Soaring Season at Lowbanks (Canada) Saturday Jan. 3. Conditions were: cloudy, 50° , ±25 mph, and it was a completely tailless event!

There were (3)Canadian pilots & (3) from the USA. Representing Canada was Gill Levesque, Mike Kuggra, and one unnamed pilot and from the USA it was Frank Zinteck, Richard Grady, and myself (Fred Maier).

Flying started at 11:00 a.m. and finished at 3:30 p.m. (7)tailless aircraft were present. (1)Razor, (4)Zagi LE's, (1)B2 and (1)scratch built with a constant chord and tip plates and vacuum bagged beauty.

Flying was constant and some times hectic. Try (6)tailless aircraft at once,

in your face flying. "Hey..! Which one's mine?!!!" All that and NO serious accidents occurred. They just bounced!.

I guess you could call this the First Annual Lowbanks Tailless Slope event.

Try It!!!

Fred

FROM THE FLIGHT LINE

Lyn Perry

Looking back over what I'd call a very successful season, a number of things stand out. First, we held competitive events at three different venues (Tonawanda Creek sod farm, Lockport Day Road field, Erie Community College South Campus) and had good times at each.

Second, our fun flies at ECC seemed to attract more and more people over the summer and fall. In fact, several members have commented to me privately about the super level of activity generated at South Campus. Indeed, on more than one lovely Fall afternoon, I've come out at 2:30 or so and seen two or three planes in the air, with six or eight familiar faces enjoying the day, and you can't beat that!

Third, other flying sites are well-utilized by our membership: Rainbow Lake and the Lowbanks Canadian slope sites attract a lot of attention as well as various school yards.

Fourth, our meetings are dynamite in terms of attendance and overall interest levels. I was delighted at last month's 30-

person turn-out and at least ten planes and components on display - way to go, guys.

Overall, I believe that the Clarence Sailplane Society is alive and well as we move into our fifteenth year, thanks to all of you. Happy Holidays - see you at the next meeting.

From The Editor

By Erik A. Rash

For the past (3)years I've been delivering (or at least trying to) the information you all want through the Clarence Silent Flyair. This is a job I took eagerly with wide-eyed anticipation. What I soon found out was how much work was actually involved with publishing a quarterly newsletter. I would like to thank everyone who's helped me through those years by sending articles and helping ease the workload of meeting each issue's deadline. And now it's time to pass on the newsletter.

In the same manner that I didn't realize the effort it took to publish a newsletter (4)times a year, I'm sure many of you don't understand either. This is why I'd like to urge all of you to take the time now and again to help. All it takes is a few minutes sitting at your workbench or kitchen table to write down a few thoughts about anything you might be even slightly excited about. Things like a great day out fly (like the one Fred sent). Or even a neat tool you just bought that helps you in the shop. Or a building technique that you use that saves time, or weight, or glue, or what ever. A little help from many is less painless than getting a lot of help from a few.

Marty Timm will be editing the future issues of the C.S.F. I hope that all those who helped me, will continue their support by helping Marty. Here is his address

P.O. Box 246
Glenwood, NY 14096

Email: timmm@commtech.net

Keeping Up-To-Date

From time to time the C.S.S. member information needs to be updated and/or corrected. I have included a current list of members and information that we like to share with others. Please go through and find yourself in the list a check the information shown. If we do not have it correctly or if there is blank information for you, please write down the correct info and send it to Marty at the address given above.

We have been trying to compile an accurate log of the frequencies used by everyone in the club. This can then be used by those purchasing new radios keep from getting a channel that is overloaded already. Another handy piece of info is internet address. Again, please take the time to forward these bits of information.