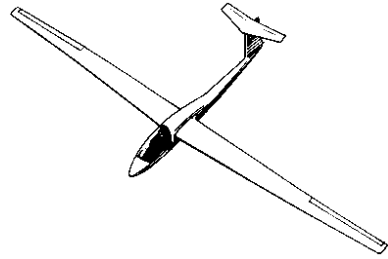


CLARENCE SILENT FLYAIR



BIMONTHLY NEWSLETTER OF THE CLARENCE SAILPLANE
SOCIETY

Sep '98

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C.S.S. on the World Wide Web - <http://www.paradox.net/homepages/mtimm/css.html>

From the Editor

- Marty Timm

CSS Flyair Goes Bimonthly

In our last newsletter, I asked for feedback regarding the frequency of publication of the newsletter. With the number of schedule changes we are encountering this year, I was concerned with the timeliness of the information when publishing on a quarterly basis. Due to the positive feedback from our membership and club leaders, a decision has been made to send this newsletter out on a bimonthly basis. Starting immediately, we will be publishing in January, March, May, July, September, and November.

With the level of activity of the club members, we should have no problem filling 8-9 pages with (hopefully) worthwhile reading every couple of months. Member contributions to the newsletter are, as always, welcome, and needed now more than ever. Exercise those writing skills and voice your

opinions. We are always looking for event reports (ours and others), your opinions on kits, planes, and equipment, pictures, tech tips, or anything else that might be interesting. Remember, there are always newcomers joining our club that can benefit from your experience.

Electronic Delivery

We now have the ability to send out this newsletter electronically.

Up-coming Events

Sept 12	CSS Ron Kirk Memorial Electric Fun-Fly - Lyn Perry (rain 9/19)
Sept 12-13	Kitchener Scale Rally
Sept 17	CSS Meeting
Sept 19	CSS Fun Fly
Sept 19-20	Burlington Ontario Fun Fly
Sept 20	Niagara Falls Pylon Races
Sept 26	Clarence Harvest Happening
Oct 3	CSS Fall Finale TD contest - Jim Roller (rain 10/10)
Oct 15	CSS Meeting
Oct 17	CSS Fun Fly
Oct 17	Niagara Falls Pylon Races UPRC Championships
Nov 19	CSS Meeting
Dec 17	CSS Meeting - Annual Holiday Party with food and gift exchange

Advantages of electronic delivery include:

- You get your copy delivered earlier than postal mail recipients
- You can view the newsletter in color and see all the great photos in color
- If you have a printer, you can print the newsletter and still have a hard-copy

The newsletter is published in MS Word 6.0 format. If you don't have MS Word, let me know and I will send you a free MS Word Viewer, that will

let you read and print documents, but not write new ones.

If anyone prefers to receive this newsletter via e-mail, please let me know. (Drop me a note at mtimm@paradox.net.)

Harold Becker's Cataract Surgery

As of late July, club member and fellow flier Harold Becker has undergone cataract surgery. When I last saw Harold, he said that the recovery was going well and quicker than expected. In fact, I saw him flying just a few days after the surgery. Please join me in wishing Harold well and continued success on his recovery.

Reminder - Use UV Protection

The previous note about cataracts serves to remind us all to take prudent measures to protect ourselves from the effects of harmful UV rays. UV light has been linked to the development of cataracts and skin cancer. Our hobby requires us to stare directly up in the sky, exposing us for extended periods of time. Even when we are facing away from the sun or flying on overcast days, UV rays are penetrating the atmosphere and exposing us to risk. Remember to always use UV-blocking sunglasses to protect the eyes and sunscreen to protect the skin. Don't forget that hat to protect areas to which we can't apply sunscreen. Let's not allow the hobby that we love to hurt us.

From the Flightline

- Lyn Perry

Writing on the first day of September, now that summer's officially over, I've decided that the summer's slogan has been "Make new friends, but keep the old ..." - remember that? It's been a super season, with flying on an almost daily basis (or flying twice a day, as a number of our more enthusiastic members have done). The air has been grand, and being with old friends on the field wonderful for casual, fun, and contest flying.

We've not only been flying, however, we're working with a bunch of great new people, including two seventy-somethings, an eighth-grader and a

high-schooler, to share the mysteries of flight. As the season winds down, we'll be spending more time inside, meeting and building, and preparing for the next time out; hope you've had fun, flown a lot, and shared your skills. See you on the field!

Calendar Notes!!!

September 17 - Remember, the next meeting of the Clarence Sailplane Society will be in the Clarence Town Park building.

September 26 - Clarence Sailplane Society will, once again, be participating in the Meals-On-Wheels Harvest Happening in Clarence. We will be displaying planes and will have a "limited" area in which we can do some demonstration flying. If you are available to participate, please contact Lyn Perry to let him know when you can be there.

F 1.5 B (HALF-FAST B) MULTITASK CONTEST REPORT - Roman Paryz

SATURDAY, JULY 18, 1998

It was a day to celebrate! The contest was a month late in getting here because of postponement, but it finally took place. It couldn't have been a better day. The temperature was in the mid 70's with relatively light winds. The throngs of people (all 7 of us) arriving by the Miata-full from exotic places such as Alden, West Seneca, and the four corners of the county, had a great time. Since the turn out was less than expected, it was decided to make this a no entry fee event with the winner getting all the donuts he could eat.

First some ground work. For those of you who don't know what the annual F 1.5 B contest is, you don't know what you're missing. This contest is loosely based on the F3B rules as outlined in your AMA rulebook. The contest is divided into three separate events; DURATION, DISTANCE, and SPEED. Each event will be worth 1000 points for a maximum score of 3000. Keep in mind that this contest is for fun and that it doesn't require an F3B

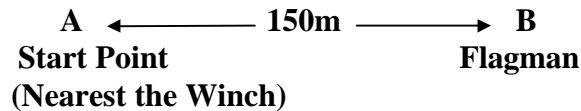
type of airplane. Details of each event are listed below:

DURATION

The target time for the duration event is 5 minutes. Three points are awarded for each second aloft up to the 5 minute maximum. Therefore the max flight score possible is 900 points. Flights in excess of 5 minutes lose points very rapidly reaching 0 points at the 6 minute mark. There is no "working time" frame used in this or the other events. Each pilot will be allowed 1 POP-OFF and 1 LINE BREAK for this event. A maximum of 100 landing points. (900 flight + 100 landing = 1000) If you land (upright or inverted) anywhere within the field boundaries and the plane is immediately flyable you are awarded 100 points.

DISTANCE

This event is flown over a course consisting of two end points approximately 150 meters apart. See sketch below:



The distance from point A to point B is one half lap or one FLAP. The pilot must try to complete a maximum of 10 FLAPS. Only completed FLAPS will be counted and each will be awarded 100 points. (10 FLAPS @ 100 points each = 1000 points) The pilots should position themselves near point A so that the pilots assistant (caller) can indicate when the sailplane has passed through the vertical plane defined by the sighting device set up at station A. The flagman (buzzer man) will be positioned at point B and will signal when the sailplane has passed through the vertical plane defined by the

sighting device set up at station B. A FLAP is not completed until the sailplane has passed the station. The pilot will be allowed a second attempt (relaunch) if he/she desires. If a relaunch is made, any FLAPS previously completed on the first flight will be discarded and only FLAPS completed on the second attempt will be scored. There is no "working time" restriction. There is no landing requirement for this event other than landing on the designated field. Off field landings will receive a zero flight score.

SPEED

This event uses the same course and flagman methods as described above. You must try to complete 2 FLAPS (A to B to A) in the shortest possible time. The pilot will be allowed a second attempt (relaunch) if he/she desires. If a second attempt is made, the first speed run is voided. Points will be awarded as follows:

$(\text{FASTEST TIME} / \text{YOUR TIME}) \times 1000$

There is no "working time" restriction. There is no landing requirement for this event other than landing on the designated field. Off field landings will receive a zero flight score.

The rules sound a bit complicated but they are not. Its always a great time watching and flying in the distance and speed events because they are exciting. You are now probably anxious to know how the magnificent 7 did in their contest.

As the man said...I've never done well in this contest....I come into it expecting to do poorly...and look what happened...I won! Words spoken by our winner, Prof. Perry. Of course all can not be discerned from the standings. Although Lyn came in first, he did it with style in the speed run. You see

CSS		DURATION					DISTANCE			SPEED		FINAL
F 1.5 B		FLIGHT		LANDING		DURATION	HALF	DISTANCE	DUR+DIST		SPEED	
#	PILOT	TIME	POINTS	DIST	POINT S	SCORE	LAPS	POINTS	SCORE	TIME	SCORE	TOTAL
1	Lyn Perry	4:55	885	IN	100	985	8	800	1785	20.45	724	2509
2	Roman Paryz	3:06	558	IN	100	658	8	800	1458	14.8	1000	2458
3	John Wisniewski	5:03	885	IN	100	985	5	500	1485	20.2	733	2218
4	Roman Paryz III	4:59	897	IN	100	997	3	300	1297	17.4	851	2148
5	Jim Roller	5:00	900	IN	100	1000	4	400	1400	20.4	725	2125
6	Jason Kestra	4:09	747	IN	100	847	2	200	1047	22.3	664	1711
7	Don Chudyk	2:29	447	IN	100	547	6	600	1147	28.1	527	1674

Lyn was doing so well and concentrating so hard in the speed run that he neglected to see the fence that his Pantera flew directly into (at very high speed). Now this wasn't a high fence, just one of those fences which are about 4 feet high. Lyn's new nickname will have to be Cyclone, as in Cyclone fence. Lyn did pull out his back-up plane (Scooter) to make a second attempt at speed. He stayed a little bit higher this time.

Another notable was Jim Roller. He worked very hard during his distance event, thermalling when needed to gain those few precious feet needed to get those 10 flaps. Unfortunately, Jim was only able to get 6 flaps. Now Jim, being the competitor that he is decided he could do better. Too bad the lift didn't cooperate and he only managed to get 4 flaps and the second attempt.

Undaunted, Jim said he'll get the points back in the speed run. He did have one of the more spectacular runs of the day, not that it was the fastest, but that it had the most aerobatics in the shortest amount of time that we have seen. His upwind leg was fine and fast. As soon as he made the turn, he went every which way but towards the finish line. Loops, rolls, high-G turns....WOW! He said he didn't know what happened but thinks control response may have been too sensitive. His second attempt, was as eventful nor as fast. Jim did make a third speed run (which didn't count toward the contest) to show us his true expertise and did put in the fastest time of the day at 14.1 seconds. Well done.

So if you missed the contest, you missed a great time and some spectacular flying. See you next year at the Half-Fast B.

Oh by the way....why was it a day to celebrate??? Well, because it was my birthday of course. I don't understand why the rest of the pilots didn't like my idea of birthday boys getting an extra 200 points for having a birthday on the day of contest. I think we need to discuss this at our next meeting....Oh mister contest co-ordinator!

The CSS E-List

The following table lists E-mail addresses for several of our members. Let's all try to stay in contact and keep each other informed of events as they happen.

Name	E-Mail Address
Jack Archibald	jackarch2@aol.com
Dick Bates	cybrmax@aol.com
Paul Bolis	PaulyStar1@aol.com
Harold Becker	beckerhd@buffalostate.edu
Bill Hauth	toolmkr@fcs-net.com
Bill Hays *	whays@ibm.net
Tim Krystaf	krystaf@ibm.net
Fran Miller	Fmiller851@aol.com
Roman Paryz II	paryz@buffnet.net paryz@calspan.com
Roman Paryz III *	paryzrw@alfredtech.edu
Lyn Perry	perry1@sstaff.sunyerie.edu
Bill Pike	wjpike@aol.com
Eric Rash	earmark@wzrd.com erikr@birdair.com
Jim Sonnenmeier	jrs@eng.buffalo.edu
Marty Timm	mtimm@paradox.net mtimm@rich.com
John Tracy	tracyj@esitech.com
Bill Wilcox	capnbilly@juno.com
John Wisnewski	jjwis52@aol.com

(*) identifies additions or changes since the last newsletter.

Slope Soaring at Jockey's Ridge - Bill Pike

Jockey's Ridge State Park is on the barrier islands of North Carolina. It has the highest sand dunes on the east coast of North America (150 feet) and is popular for hang gliding. The Wright Brothers Memorial is only a short distance away. My oldest son, Larry, lives in nearby Virginia and we have often gone to the barrier islands for fishing. Each time, I looked at those sand dunes and thought of slope soaring. Myrene and I went there to visit him and enjoy the area during the first week in July. This time I took my poles, and also 3 planes.

We arrived at mid-day and after finding a motel nearby, Larry and I went to the park. Myrene shopped and enjoyed the beach and pool. After talking with the ranger, we learned there were no restrictions on flying except "no motors". The wind was strong from the west and we found a nice dune overlooking Pamlico Sound. We flew for the rest of



the day. It was quite windy and there was nobody else in the vicinity.

The next day my son had to go to work so Myrene and I toured the Outer Banks. Lots of potential flying sites on an almost endless row of dunes but with scrub brush and other hazards on the back side.

Myrene and I were wondering when Larry would show up the next day. It's a 2 hour drive from his house. Well he arrived at 7:30 AM. I guess he was **READY FOR FUN!** This time we went to the largest dune facing the Atlantic. The East wind raised the windsock at the Hang Gliding School. They have one shaped like, and as big as, a COW and we could see it from a half mile away. What a day. we flew all morning in the sun and then went to lunch and swam the pool while the batteries recharged. Then back to the slope. There were a lot of folks climbing up to the top of the dune but not so many that they were in the way. Most of them were very interested in what we were doing. Finally it

was time for another dip in the pool and then a nice seafood dinner.

We went back in the evening but it was cool and there were too many people for flying. They were jumping off the sharp face of the big dune and rolling to the bottom in the soft sand. It was amazing to watch.

The next morning we went back and flew a few hours more. Myrene doesn't walk very well and had not been able to climb the dunes but the Ranger gave her a lift in his 6 by 6 (that green machine in the photo). We hated to leave but wanted to get home by the 4th of July. We drove back to Buffalo in 13 hours stopping for lunch and dinner on the way.

Fun Flying

- Bill Pike

Warren Laufer and I showed up at the ECC field on the 18th only to find that there were 7 club members there holding an F1.5B contest. Of course they asked us to join them but that's not what we had in mind. So we ended up at the Center Road schoolyard for a few hours of nice flying. We were joined by a fellow named Jerry who was flying a hand launched plane of his own design. Unfortunately Warren drove his Gentle Lady 180 degrees on the hi-start and he will have some repairs to do.

G.N.A.T.S. Pictures

- Marty Timm

August 15th was just one of those days for an R/C airplane enthusiast... "So many events, so little time." The R/C Aircrafters were having a Float-Fly while the Greater Niagara Aero Tow Society was having a 2-day event. At the same time, the Radio Control Club of Rochester was having their annual Sailplane Meet at Bolling Field in Brockport. I couldn't make it to all three, I had to choose.

I started the day at Sturgeon Point flying my Puddlemaster at the Float-Fly. After one successful flight and one flop in the water (no damage), I elected to make the trek around the end of the lake to Port Colbourne for the Aerotow event. By the time I got there, the wind had come up and the planes had come down. Nevertheless, I had an opportunity to get some great pictures of some really cool planes on the ground. My favorites were, of course, the vintage scale planes. You could tell that a great deal of effort went into the building of each and every one of them.

A few of the more interesting pictures follow:



A field of planes



A great vintage plane



Modern designs too



Is that a model of "the professor" in the cockpit?



All the pilots and the winning planes

RCCR Sailplane Meet Results - Reprinted from the RCCR Airflow

Open Class -

Place	Score	Name
1	1303	Bill Wegman
2	1245	Jim Sonnenmeier
3	1233	Ed Byrns
4	1198	Jim Roller
5	1125	Roman Paryz III
6	1042	Pete Fiorentino
7	1026	Rash
8	910	Roman Paryz Jr.
9	818	Don Chudyk

Standard Class -

Place	Score	Name
1	1342	Jim Roller
2	1307	Bill Wegman
3	1207	Roman Paryz Jr.
4	1062	Ed Byrns
5	1016	Roman Paryz III

Tips and Techniques - From the AMA National Newsletter

Cutting Fiberglass Cloth

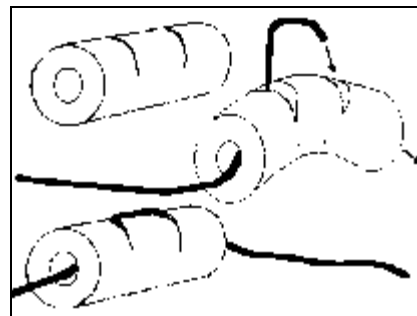
Next time you have to cut fiber glass cloth, place it between two pieces of wax paper. The wax paper will prevent it from pulling and fraying during

cutting.

from Skatgazette
Gary Beggan, Editor
8 Sextant Drive
Grayslake, IL 60030

Antenna Keeper

What do you do to keep the end of your antenna in place? A 1/2 inch piece of fuel tube does the job nicely — cut two slots in it about half way through. Squeeze the tubing to open up the slots, and thread the antenna through the slots as shown. The tubing can then be slid up the antenna and attached to the fuselage as desired. The tubing will not beat your aircraft to death as the antenna whips around in flight, will hold the antenna securely, and yet in case of (ugh!) a crash, the tubing will slide right off instead of breaking the antenna.



from Clay Ramskill
7 Towers RC Club
Error! Bookmark not defined.
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CA Glue

by Dave Price
Buy a few extra tips for your CA bottles. As they clog up, place them in a glass jar with a little acetone. This way you will always have a free flowing tip. Try not to use a pin to free the clog. This might scratch the inside plastic surface causing the CA to dry in the tip.

Plane Talk
Charles Brooks, editor
105 Lewis St. #8
Berea, KY 40403

An Introduction to “Black Magic”..... Better Known as Carbon Fiber

- From the AMA National Newsletter

As most of you know, carbon fiber reinforcements have become standard in the FAI events. The techniques used by the FAI fliers can be used to great advantage in most other classes of models.

Let's look at how CF is used to best advantage. Carbon Fiber has great strength-to-weight ratio. It is especially strong in tension. CF comes in many forms; some include unidirectional fabric of various thicknesses, fiberglass-like cloth, tow (loose carbon fibers), unidirectional sheet using epoxy and CF to form sheets of various thicknesses and widths, and rod of a variety of diameters.

Some typical applications include; wing and stab trailing edges, rudder spars, “taco shells” for D-box constriction, tail boom stiffening, propeller blades and field repairs, to name a few.

A single piece of CF bending in the flat direction adds no strength, but . . . a single piece on edge has possibilities. If you glue a single strip on the front edge of a trailing edge, then sandwich it in place with a thin strip of balsa, the trailing edge will remain straight forever. I see hand launch gliders with a strip of CF across the middle of the wing, assuming it will make the wing much stronger. Wrong! It only holds the pieces together when it crashes. If a second piece was placed on the bottom of the wing, opposite from the top piece, the wing would become exceedingly strong. The basic strength of CF is in tension.

A very good glue joint between CF and balsa is important if the advantages are to be realized. CF strips of any width may have residue of release agent, or wax, left over from manufacture. This needs to be cleaned off before any glue is used. I generally pull the CF strip between a folded piece of 320-400 grit sandpaper until any gloss is removed, then wipe the strip down with rubbing alcohol before gluing. A slow curing epoxy is best for gluing strips to the top and bottom of spars, and should be done before the wing is built. Remember, if it ain't straight when the glue dries, it won't ever be

straight.

I make up spars using an aluminum angle longer than the spar will be. A piece of Saran Wrap is folded 90 degrees and put between the spar and the aluminum. A very thin film of epoxy is applied to the two spar caps. these are then placed on the top and bottom of the balsa spar. This assembly is then placed in the aluminum angle. Clothespins are then used to grip the aluminum, and slide up against the spar from both the top and side to hold everything straight while the glue cures. A scrap of overhead lighting track aluminum has a very sharp angle and so is ideal for making spars. The thickness of the CF used for making spars varies with the size of the model and the loads involved. For a Wakefield wing, I use .014 for the top cap and .007 for the bottom. This would probably be okay for an A Gas model. Much thicker is used on A/2 Nordic models due to the large tow and launch loads.

Increased bending loads can cause the balsa to CF glue joint to fail, therefore, most modelers wrap the finished spar with a spiral wrap of Kevlar thread with 1/4" to 3/8" spacing. Alternate the direction of the wrap about every eight inches. This keeps the wrap from twisting the spar. If the spar is being used inside the rear of a D-box structure, no gluing of the thread is needed, except for gluing the ends of the thread. However, for an open spar, a thin film of epoxy should be applied to the top and bottom to keep the thread in place.

Scraps of CF sheet are great for field repairs. For example, a broken balsa propeller can be quickly repaired by using a couple of 1/8" wide scraps of .007 CF stock about 1" long. Hold the prop pieces together and tack with cyano. Use a knife or razor blade to make a couple of slits across the break. Insert the CF scraps and glue with cyano. The number of uses is limited only by your imagination.

from the Florida Modelers Association Newsletter
Rex Hinson, Editor
via *The Bat Sheet*



Washington State