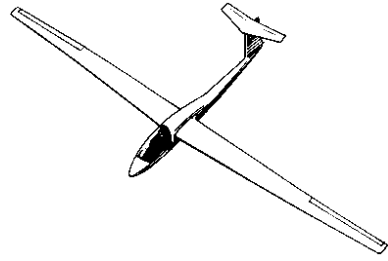


CLARENCE SILENT FLYAIR



BI-MONTHLY NEWSLETTER OF THE
CLARENCE SAILPLANE SOCIETY

May/June '99

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From the Editor

- Marty Timm

First, let me start out by apologizing for how late this newsletter is. Spring farm chores and great flying weather (hooray) have consumed all of my free time.

As this newsletter is being written the club held two events, the Spring Opener, and Dave Decker's Memorial Day Fun Fly. Sadly, Roman's F1.5B contest did not happen as a contest. As the handful of pilots that intended to compete gathered that morning amidst blustery wind conditions, the decision was made to forget about the contest and simply fly for fun. It's too bad, in a way, because the F1.5B provides an interesting and challenging format that tests the pilots' skills. As it turned out, the weather conditions improved somewhat during the day and a lot of good flying was done.

On a personal note, my quest for LSF level II is on it's way with a 17 minute flight with the Highlander. (Yes, a FOAMIE!!!) The flight could

get out to Rainbow Lake when the winds were 12-18 from the NW and got a chance to fly this great little slope racer. First flights were tentative, lasting only a minute, but then the winds picked up a little and I scored a 16 minute flight easily. The FUN-1 flies smooth and stable and acts as if there's no drag at all. I may just have to retire the old Kawafoamie.

Upcoming Events

August 8	Handlaunch/Unlimited Contest Bill Hauth
August 19	On field Meeting
August 21	Brockport Sailplane Contest
September 11	Electric Fun Fly Lyn Perry
September 16	Meeting

have been much longer, but you've got to get the plane down safely at the launch site to get LSF credit. (Thanks, Don, for reminding me that I put flaps on that thing.)

On another personal note, the FUN-1 FLIES!!! And quite nicely too. I finally was able to

SAFETY NOTICE!!!!
Please remember to avoid flying directly over people and vehicles. The fact is that planes sometimes fall out of the sky for no apparent reason. Radio or battery failures, structure failures, frequency conflicts, all make for unexpected dives toward the ground. The best way to avoid hitting anyone on the way down is to make sure you are never flying somewhere that this could happen.

President's Report

- Lyn Perry

From the Flightline

Well, we're into the beginning of our events (both fun-fly and contest) calendar, and we've gotten approval from Erie Community College - South Campus to use the fields for our 1999 flying. I might point out that this is not automatic: County insurance needs have to be met, and we need to be good citizen-users. Of course, we're still seeking other venues. Keep your eyes out for possible sites, and let us know if you see any. Let me encourage all of you to come out, not just for fun flies, but also to contests; even if you don't enter, I hope you'll see total plane control (launching, timed flight, precision landing), maybe learn something - and bring a friend! See you on the field -

1999 Flying Season Starts

- Marty Timm

March 27, 1999 - There was a lot of flying going on at ECC South today. When I drove up at 1:00PM, I counted 13 cars and at least that many planes. Uwe was skying out with his new Dart. Paul Bolis tore up the sky with his Soarus. Harold was there pointing his plane at the sky and going up, up, and away. The air was tricky, but good. I launched my Electron-400 into a thermal and inside of 30 seconds of shutting off the motor, it was at the limit of my vision. The breeze was light, for the most part, but gusty and unpredictable and I had to fight to bring the little plane back down to a manageable altitude. After fighting with it for 6 minutes, I

decided that discretion was better, etc. and landed. The other, larger planes faired much better. Well, all but one.

Vince Rasp was flying his new defiant, and I was chatting with club members when I heard what sounded like a model rocket, engine on, hitting the ground at full speed. Unfortunately, it was Vince's Defiant. Apparently the wings had departed the fuselage and gone their separate ways, leaving the rest of the plane suffer the fate of gravity. Vince indicated that the plane had gone into a dive and he lost all control before it came apart. The requisite post-crash inspection revealed no clues as to why the incident happened, but the plane looked surprisingly repairable.

Too bad about a gorgeous plane. I hope Vince can repair it and get it back in the air.

August Mail-In Contest

Here's round 2 of our "mail-in" contests. Fly these tasks at your convenience during the month of August and notify me of your results. I'll publish the results and announce the winners in the next newsletter.

Slope Duration

Task: Longest single slope flight. Launch may be by hand, upstart, or bungee. Any non-powered plane qualifies. Timing starts when the plane leaves the launch device (hand or tow-ring) and ends when the plane touches a land-based object.

Handlaunch Thermal Duration

Task: Longest total flight time for 7 consecutive flights. (Do

NOT include time between flights!) Plane must be of the handlaunch (1.5M - 60") class or smaller. Launch must be by HAND TOSS. (No upstart, hi-start, winch, etc.) You may use a "designated thrower" if desired. Timing starts when the plane leaves the launcher's hand and ends when the plane touches a land-based object.

The flight(s) of record must occur during the month of June. Results must be submitted to Marty Timm via phone, mail, or e-mail by July 5. Results will be tabulated and published in the next newsletter. Good luck, and have fun!

Soaring Safety

- Lyn Perry

SAFETY IS NO ACCIDENT!
(One in a continuing series of articles devoted to sailplane safety)

High Flight: Intoxicating but Dangerous!

Did you ever have to memorize the poem "High Flight" when you were a kid? "Oh, I have slipped the surly bonds of earth..." No? How about Cole Porter and Frank Sinatra combining on "Flying too high in the sky is my idea of nothing to do (but I get a kick out of you)?"

We sailplaners like to fly high - as high as we can see our wings against the sky - but this sometimes seems to lead to what I'll call the rapture of the sky. We lose the orientation of the plane in the air, and (here's the safety thing) without a faithful spotter standing next to us, may lose the plane completely.

Worse yet, this year (and I'm writing this in mid-April) we've had two planes go in from on high, leaving pieces to be picked up and bystanders feeling fortunate that no one was underneath. What's happening? I think we get up too high, don't know how to get down, and (in a sense) panic. The plane is TOO HIGH, I HAVE TO GET IT DOWN NOW! So we click in some down trim, the plane accelerates (and we have no way to read the down angles from the ground, because visual feedback at 1500-2000' is minimal), something quickly flutters/comes off, and all is lost.

WHAT TO DO?

First, learn your airplane, and don't get TOO HIGH! OK, that's the easy one; fly only as high as you're comfortable and no more (this changes with experience, of course). If the plane starts to blur, call someone else over, and hope their eyesight is better than yours - and, perhaps, make it a practice to fly with others (rather than alone) so that someone will be available when needed. Second, learn safe methods of descent: ways of getting down that won't fry your plane. There are several of these. Once again, the easy stuff first: don't build anything two meters or over without spoilers or flaps to aid in flight path control. At 300-400', deploy spoilers/drop flaps, being prepared for elevator compensation, and see what effects they have, so that, when you really need them up there, you can use them with confidence. You can even program in elevator compensation if you're flying a computer radio - build'em in/add'em on, use them to get back down. No spoilers or flaps - poly wing (floaters stuff)? Try my favorite thing - what I call a

flat spin. Pull the right stick all the way down into the lower right or left corner of the box (full UP and full RIGHT (or left) rudder, and watch the plane spin SLOWLY down. To end the spin simply let the stick go to the neutral position, and the plane will start to fly again at lower altitude. This one is also good, by the way, when you can't see it any more. Often a flat spin keeps it in the same sky area but, twisting, a fuselage or wing may glint/sparkle and visual contact can be regained. Some folks have put planes into continuous loops to lose altitude, and inverting the plane may work but often causes a nasty roll and spin.

OK now, class, let's review:

1. Don't fly alone
2. Don't fly higher than you're currently comfortable
3. Build/add descent aids (spoilers/flaps)
4. Learn to use descent aids prior to an OOS (out-of-sight) emergency
5. If flying a lightly-loaded poly ship, try the flat spin

Personal testimony - as many of you know, I like to fly way up there, and these tips have saved my plane and pride on more than one occasion; hope they work as well for you.

[Editor's Note!] Lyn asked me to add the comment that, "Sometimes all of the above procedures are simply not enough." Having flown his SD100 a little too close to the sun, Lyn applied every trick in the book to get it back down safely. After fighting "monster" lift and getting the plane back

down to about 1500 feet, the wing folded and the plane augured in. (If you look carefully, you should be able to find the crater about 40 feet to the right of the small trees at ECC South.)

Spring Opener Report

- Marty Timm

1999 marked the second year that I've had the pleasure of organizing CSS' Spring Opener. The format of the event is designed to be interesting to novices and experienced pilots alike. The pilots needed to fly 3 rounds, on 5-minute, one 7 minute, and one 10 minute, in any order they pleased. This gave the novice pilots an opportunity to take a good flight and use it to their advantage no matter what round they were flying in. If weather and time permitted, pilots would have the chance to fly a "bonus" round, replacing the round of their choice with the score from the bonus round. This gives the experienced pilots a chance to apply some strategy.

Running an event in April can present interesting weather challenges (see "April showers", etc.) While last year's event was rain-delayed twice, this year's forecast was for mid-60s with increasing SW wind. The day started off well enough, with the weather true to predictions, but the advantage probably went to the pilots that got their flights in as quickly as possible. The wind did, indeed come up, gusting in the neighborhood of 15-20 MPH, and flying became less than fun. By the time the "bonus" round came around, the wind was sufficiently high that I elected to call it a day.

On the bright side, the turnout for the event was quite good by our club's standards. With 10 planes entered in the R.E.S. (Rudder/Elevator/Spoiler) class and 12 in Open class, there was spirited competition.

The number of incidents was minimal. I popped off on my final launch and landed the Bird of Time abruptly downwind, twisting one wing and inflicting moderate damage. Don Chudyk folded the wing on his Dove II on launch. His right flap was last seen fluttering toward Abbott Road. Roman's Comet augured in on launch and snapped two wingrods in half.

When the scores were tallied, Jim Roller won Open class with Lyn Perry close at his heels. In R.E.S. class, Lyn Perry took first with Richard Grady making an excellent showing with a close second place. Congratulations to all.

R.E.S. Class

	Name	Score
1	Lyn Perry Sailaire	1289
2	Richard Grady Paragon	1225
3	Don Chudyk Scooter	1108
4	Jim Sonnenmeier Aquila	897
5	Roman Paryz III Meteor	754
6	Marty Timm Bird of Time	644
7	Jim Roller Paragon	548
8	Bob Jaques Kestral	547
9	Roman Paryz II Comet	441
10	Bill Wilcox Sagitta	314

Open Class

	Name	Score
1	Jim Roller Varracuda	1382
2	Lyn Perry Sailaire	1370
3	Jim Sonnenmeier Aquila	1126
4	Bill Hauth	1120
5	Neil Watson Alcyone	837
6	Don Chudyk Dove II	815
7	Jason Kester Flamingo	601
8	Jason Kester Spirit 100	565
9	Roman Paryz II Comet	547
10	Roman Paryz III Meteor	517
11	Dave Decker Slipper	436
12	Marty Timm Bird of Time	360

What's the Difference between Slope Lift and Wave Lift?

From: Lex Liberato
<lex@studiob-rc.com>

Subject: Wave and slope

Good question!

So many types: plain old slope lift caused by wind changing it's direction into an upward component when forced by topographical features. Very useful for R/C! Anabatic slope lift, caused by heated air on the side of a slope as it rises upslope. I think a lot of R/Cers on inland slopes use this - seems like many of the European sites I've read about use it almost exclusively! I may be wrong...

Lee wave lift; this one's a little harder to picture, but if you

think of a stream of water as it goes over an obstacle, on the lee side it continues to oscillate, making ripples well to the lee of the original obstacle. This type of wave also forms those beautiful lenticular clouds (from the latin for 'lentil,' not for 'lens-shaped', although lenses are kinda lentil-shaped <g>) that stack up over each other. This lift is SCARY - I've read accounts of twin-engine plane pilots actually throttling down and feathering their props in it, and rising over 2000 feet per minute! But it's also the smoothest and highest rising lift there is. R/C stuff doesn't usually go high enough to take advantage of this. :-)

Standing wave lift, - I think this one is like lee wave lift, but it takes place *ahead* of the hill, as a result of compression effect or something. I have experienced it on a couple of occasions, a strong lift band way ahead of the hill. Anybody out there done much with it?

I'm sure there's tons of other kinds. I'm no expert on micrometeorology; my attention span is too short to ever learn anything meaningful, <g> but over 25 or so years of sloping I've run across some interesting stuff. I'm sure the guys who do know (and many who don't) will be offering some info here shortly.

Any better explanations and clarification is appreciated.

Best of lift,
Lex
Studio 'B' R/C
<http://studiob-rc.com>

Real-Time Weather Update

For real-time weather in Ellicottville, go to: <http://www.aws.com/wx/wx.dll?ELCTV>

Hit reload/refresh as desired for instant updates.

For real-time weather at West Seneca East, go to: <http://www.aws.com/wx/wx.dll?WESEN>

For a map with links to all WNY sites, go to: <http://aws.com/wivb/>

Click any county to zoom in, then click any of the sites displayed and you'll be taken to a live report like the ones found above.

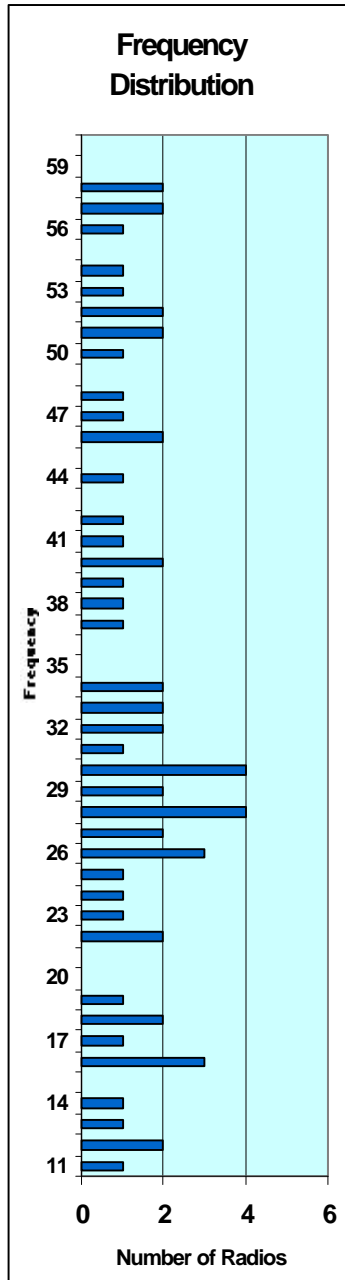
For an real-time map of WNY with updates every 10 seconds, click the "LIVE JAVA MAP" link at the bottom of the map then click the drop-down list at the top of the top of the map and select "Wind Speed/Dir". The wind speed and direction will be displayed and automatically update every 10 seconds (or so). I don't have 100% success in using this link. Sometimes it just hangs while loading, but when it works, it's pretty cool.

For a list of all sites, go to: <http://aws.com/globalwx.html> Click the "Interactive Site List" link and scroll down the list until you find the "NY" sites. It looks like they're adding a site for Orchard Park Middle School, but it's not up yet.

Club Frequency Report

The following chart shows the number of radios of each frequency in use in the club. If you're just starting out, you might want to select a frequency with no other members on it. Check the member/frequency to

see who else is on your frequency.



Pilot	Freqs
Jack Archibald	53.1
Harold Becker	11, 52, 51
Paul Bolis	12
Don Chudyk	24, 25, 27, 33, 37

David Decker	30, 33, 47
Richard Grady	18
Bill Hauth	12,14,16, 18,22,28, 40,56
Bob Jaques	26, 28, 29
Jason Kester	26, 54
Tim Krystaf	13, 30
Larry Magiera	27
Fred Maier	34, 57
Kurt McGowan	31
Fran Miller	30
Ralph Mullins	51
Dan Oehman	57
Earnest Okonski	46
Roman Paryz II	30
Roman Paryz III	41,22
Lyn Perry	42,44
Erik Rash	28, 40, 50, 17
Vince Rasp	02, 08, 32
Jim Roller	19, 26
James Sonnenmeier	16, 28, 46, 52
Marty Timm	16, 34, 58
Bill Wilcox	53
John Wisniewski	38, 58
Frank Zbytek	32, 48
Uwe Ziegelmueller	23, 29, 39

If you don't see your name listed, I don't have your current frequency information. Please let me know so I can keep this list updated.

The remainder of the newsletter contains pictures from Bill Pike. Thanks so much for sharing these with club members that could not be present. Enjoy.

Roman Paryz II sent in pictures too, but they're sitting on my computer at work. (DOH!!) Oh well, there's another newsletter next month.



Rainbow Lake
July 7
1999

