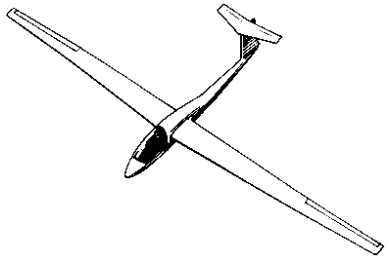
CLARENCE SILENT FLYAIR



BI-MONTHLY NEWSLETTER OF THE CLARENCE SAILPLANE SOCIETY

Sep/Oct '99

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From the Editor

- Marty Timm

Warren works on his "spot landings" - The Friday before Labor Day, a bunch of the CSS regulars, including Warren Laufer, were out flying at South Campus. I was working on landings, and Warren was flying his Gentle Lady. All was going well, when we heard the sound of a plane landing hard from Warren's general direction. Nobody actually witnessed the impact, but when people looked over at Warren, he was seen to be lying on the ground. Apparently, he was attempting to land the plane near his feet but came in a little hot and a little high and the plane knocked him off his feet.

At the time Warren claimed to be uninjured, but as time passed events proved otherwise. After about a week, he went to the doctor complaining of pain. The doctor diagnosed him with a ruptured spleen and admitted him to the hospital for an immediate operation to have his spleen removed.

All went well with the operation and Warren is back on his feet and flying again. On Saturday, September 26, he launched his Gentle Lady into a thermal and didn't come down for over 7 minutes. Nice flying, Warren!

I'm sure the entire club joins me in wishing Warren a continued speedy recovery and safe landings!

Contacting our members - Note in the heading above, that our president, Lyn Perry has a new e-mail address. If your e-mail address has changed let me know and I will publish a complete listing in next month's newsletter.

Flying Field Update - Club president Lyn Perry informs me that construction has begun on a baseball diamond on the ECC South Campus field that we fly on. Lyn feels that the field is still usable for flying, but we may be a little more pressed for space. We should, however, have use of the field for at least another year.

If I may editorialize for a moment here, I would like to say that perhaps we should consider this to be a "wake-up call" for the club. ECC South is my favorite place to fly, and use of this field has, undoubtedly fostered an increase in club activity and camaraderie. Even so, it may be time to mount a concerted effort to find a permanent home for the club.

Upcoming Events

October 21	Meeting
November 18	Meeting - Officer Nominations for 2000
December 16	Meeting - Annual Holiday Party with food and gift exchange

Ron Kirk Memorial Electric Fun Fly September 1999

Photos by Chris and Marty Timm

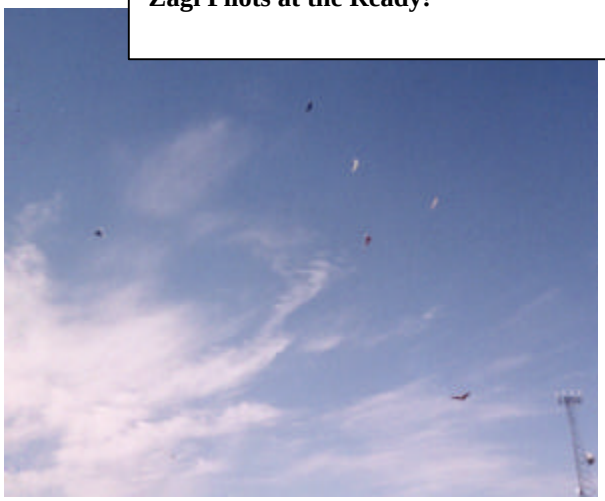
The Participants - Round 1

Lyn's Lanzo Bomber on a low pass

Zero - Ready for flight

Zagi Pilots at the Ready!

Tim Krystaf with his Zagi-400



It's a ZAGIPALOOZA!!!

My Zagi-400

While borrowing someone else's land, we are forever on the edge of losing our place to fly. In my opinion, we need to concentrate our efforts on finding a place to fly that we can call our own. Hundreds of other R/C clubs have solved this problem. We should take a lesson (perhaps several) from others and do what we can to solve this problem for the future.

Your comments and feedback are welcome.

Thirteenth Annual Ron Kirk Memorial Electric Fun Fly '99

- Lyn Perry

It was the worst of times, it was the best of times . . . - it depended on whether (weather, get it?) you came to the first or the second EFF this year. Our first attempt on Saturday, September 11th, was cursed by the wind gods, with forecasts of up to 20mph. Nonetheless, a number of intrepid CSS members arrived on-scene, proceeded to eat doughnuts at a prodigious rate, and several of us even flew before all gave up at noon and de-camped to Rainbow Lake, where parking up the hill was at a premium. Before we quit, two of our Rochester brethren, Ken Dunham and Art Kriesen, vied for Longest Flight of the Day, with Ken putting up a respectable 17:29 using an Easy Electro 72 with an Astro cobalt 035 geared combo, and Art (Hawk, Astro with 7 cells) taking the award with 14:57 and, ultimately, 19:08. One club member complained about the fact that the event had been billed as noiseless, yet included Zagi 400Es: Harold was presented with a pair of earplugs!

Our second try, on September 18th, was picture-perfect for electrics, with light variable breezes predicted. More doughnuts and muffins disappeared, everybody unloaded, and lots of flying occurred. Even thought the longest flight trophy had been previously awarded, I believe Don took the day's best with 29:03 on his Defiant. Pilot's Choice was hotly contested this time, with ballots for all on the flightline: John Wisniewski's Whizzer took the trophy, with Don's Defiant coming second. Mrs. Rita Kirk once again graced us with her presence; how marvelous!

Zagis did take to the air with a vengeance here; we had several mass launches of six or seven at a time, which provided adrenaline-pumping excitement for all involved. Pilots tried to stay up and in front, while spectators yelled encouragement - what an absolute blast! These things are the most fun since _____ (fill in blank with your favorite thing). Sean Sweeney, from Batavia, showed us a scratch- designed pink foam delta with a brushless 05, which flew nicely but needed more duration; Sean's Kyosho Zero unfortunately went in, with a splatter of foam.

As always, lots of stuff going on - see you at the next one!

From the Flightline

- Lyn Perry

Weeooow! Welcome to Fall! I'm writing this from my office at ECC-South in early October, and just stuck my head outside to see Harold and Warren off in the distance on the field, bundled up and flying. Let's use the time we have left appropriately, my friends; building season approaches.

We are at the end of our regularly-scheduled calendar of events for the year, just concluding with the Electric Fun Fly (Parts I & II; see report elsewhere) and Jim Roller's Pay the Winner Fall Finale, which enjoyed a good turnout and great weather (results here somewhere, I think).

A bit ago I had the pleasure of welcoming Dave Kutina, Harold Becker and John Wisniewski to LSF membership; I'm now pleased to extend that welcome to Bill Pike and Warren Laufer as well. If you're interested in pursuing a life-long soaring quest with the League of Silent Flight, do see me.

October, November and December bring our indoor meetings at the Clarence Town Park Main Street location: October - the usual stuff; November - the usual stuff plus Officer nominations for Y2K; December - the usual stuff plus the annual Holiday Party! plus Officer elections plus Flyer of the Year awards, and on we go. Hope to see you fun flying at the field, or in our meetings!

Contest Report - Fall Finale

- Marty Timm

October 2nd and the weather forecast is for partly cloudy skies with light, variable winds. Several of CSS' core contest fliers gathered at ECC South to test their skills in Jim Roller's Fall Finale contest. The contest was well attended with 8 planes in open class and 7 in standard.

Before the contest started, Don Chudyk assembled his brand-spanking-new all-molded sailplane and proceeded to give it a couple of test flights before sending it into battle in the contest. The first flight was remarkable, with the plane ascending on the winch line perfectly and then gracefully plying the fall air before settling to earth. The second flight went equally well until the fence by the running track decided to play "catch" with Don's plane. Unfortunately, the wing suffered significant damage.

Jim's contest format was simple but challenging, requiring pilots to be mindful of their target times for each flight. Each pilot had to make 4 flights, the total of which was not to exceed 20 minutes. Any individual flight was not allowed to exceed 7 minutes. Penalties were stiff for exceeding the maximums with -5 penalty points being assessed for each second over the target time. Landing circles gave pilots the opportunity to add 30 bonus points per flight.

When the contest started, lift was spotty and the 3-4 minute flights were the norm. As the day unfolded, the sun started peeking out a little more, and lift was more available, but still had to be sought out. Retriever line problems slowed the contest with line breaks or axle wraps occurring on nearly every other flight. Eventually we gave up on the retriever and bribed my older son, Chris, to be the retriever. I claimed the "most interesting landing" by spearing my foamy Highlander on the top of the running track fence, resulting in a "zero" for that round. Damage was minimal and the plane finished the contest.

Jim Roller won standard class easily with 1292 points, nearly 200 points ahead of his nearest competitor. Open class was more hotly contested, with several pilots turning in scores on the high end of the point range. When the results were tallied Jim Roller took honors again, with a score of 1313 (out of a possible 1320) beating Jim Sonnenmeier by 3 points.

Standard Class

#	Pilot	Score
1	Jim Roller	1292
2	Lyn Perry	1096
3	Dave Decker	1041
4	Don Chudyk	901
5	Marty Timm	819
6	Ben Krystaf	645
7	Kurt Mandel	302

Open Class

#	Pilot	Score
1	Jim Roller	1313
2	Jim Sonnenmeier	1310
3	Lyn Perry	1290
4	Marty Timm	1229
5	Tim Krystaf	1004
6	Ben Krystaf	930
7	Dave Decker	920
8	Kurt Mandel	437

Don's Molded Thermal Plane

The following pictures were taken of Don Chudyk's Molded plane before the Fall Finale.

The top

The bottom - bright red

The side - very sleek

Safety First

- Marty Timm

I wanted to pass along some great tips from the readership regarding the article in the last issue about connecting chargers to our vehicle batteries. Lyn Perry recommends installing an in-line switch or an in-line connection between the alligator clips and the charger, allowing the unit to be connected to the vehicle battery, then switched on, removing the possibility of a spark near battery gases. Tim Krystaf recommends the same

because, when charging large airborne packs, connecting the charger to the frame of the vehicle battery does not produce as good a charge as connecting it directly to the vehicle battery.

Good advice and feedback.

- - - - -

Years ago (many, MANY, years ago) I was a slot-car addict. I raced 1/24 scale and (mostly) HO scale cars. I distinctly remember reading a tip in a slot car magazine that went something like this:

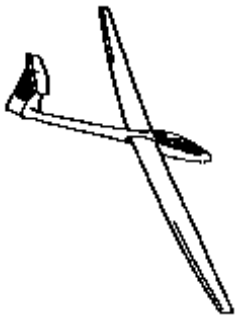
"No matter how pretty you think your car is, your visual focus should be ahead of your car, not on it."

The idea being that in order to anticipate each upcoming curve on the track, you have to be looking ahead of the speeding little car, not at it.

Flying R/C airplanes is a little different. With many of our planes, if you take your eyes off your plane for very long, a stray gust of air will tip the wings, tug on the tail, and send your pride and joy off to someone else's back yard. Nevertheless, it behooves us to keep track of where our planes are in relation to their surroundings. All too often, I have tagged a tree, the fence, or some other ground-based object that I hadn't counted on being on my flight plan. I readily confess this because I know I am not alone in this and others in our club have done the same.

One way to address this is to periodically see "with the whole eye" and take in the scenery around the plane. Many of us fly with a kind of tunnel vision. We're totally focused on the plane. But if we take the time to take in the objects that are in our field of vision around the plane, it'll help us to react to them in time to keep the plane a safe distance away.

While, my plane still manages to perch itself on the tops of trees, fences, etc. (Sometimes, I think it's part bird) seeing the big picture is helping. It takes a lot of practice, but in the long run it pays off with less repair time and safer flying.



Rocket Boost Glider Flight

-Marty Timm

Many of our membership have seen my Sweet-Vee rocket-boost glider either at a meeting or at Rainbow Lake, flying in slope lift. Well, it finally died Sept. 25th. Previous to that day, I had never launched the plane with a rocket motor due to design problems with the launch platform. (There was a possibility of snagging the tail of the airplane on launch.) After finally completing the necessary modifications to the launch platform, I decided it was time to take the plane out back to my hay-lot, load up a rocket motor and give it a boost. After having flown the plane without aid of rocket power at Rainbow Lake many times, I was confident in the plane's flight capabilities so we inserted the first motor, did the requisite pre-flight checks, and hit the launch button. SUCCESS! The launch was about as high as a typical hand-launch upstart would provide. The plane landed safely.

Encouraged by this, I went again, being rewarded with a similar, if somewhat short, flight. Telling my kids that I wanted to try again and it would be "the last flight of the day" (Oh, those prophetic words!) we set up for one more launch. With Chris manning the camera and Mike manning the launch switch, I gave the "OK" and Mike proceeded to count down: 5... 4... 3... 2... 1... Launch! And then it happened. Just as the plane cleared the launch platform, the engine exploded! We were all a safe distance away, but the plane flopped back to earth a few feet from the launch pad. When the smoke cleared, we found that the cockpit was melted and the monocote on the tail was scorched away. I haven't done a post-mortem on the radio components yet, but don't expect to find them usable.

The first Launch

Third and final flight. 1/10 second before catastrophic failure. A crack in the motor is already directing the flame toward the v-tail

The charred, melted remains

By the way, the wings and FG rod are undamaged. I may be able to rebuild this into a nice little HL glider.

RCCR Electric Fun Fly

For an electronic peek at the fun had at the RCCR Electric Fun Fly, check out the following link on the Internet. You'll find Jim Sonnenmeier's article from the last newsletter as well as LOTS of cool pictures of the event. Hopefully, they will hold the event again next year.

http://marina.fortunecity.com/tranquil/195/990821-1.html

1999 F3B World Championships

- Jim Sonnenmeier
(FAI editor)

This report is on the F3B champs held is South Africa this September is simply paraphrased from the mouths of the participants. The editing ... and additions (in parenthesis) are mine. Enjoy.

==========

Steve Condon (Pilot)
scondon@mail.kpbs.org

... The South African organizers did a great job putting the competition together, and must be especially commended for their gracious hospitality.

OK, now for some "dirt" on the contest. There was a LOT of dirt since we were in the middle of a LARGE (approximately 600 X 1000 meters) plowed field. ... The field was at around 3,000 feet of elevation and therefore had thinner air than we are used to at sea level. ... The thermal activity was quite intense and cycled very fast. ...

Where it got REALLY interesting and REALLY challenging was in distance. There was a lot of "bloodshed" in the distance task at this contest. The conditions had many pilots launch at the beginning of working time and thermal for a few minutes before entering the course. ... There were many distance groups where the winner had 7 to 10 laps on the next closest competitor because they followed the lift band better.

Where the contest got really ugly was in the speed task. The phrase "crap-shoot" was being used quite a bit to describe the conditions for speed. ... Some of the best pilots in the world were walking away with 23, 24 and even a few 27 second runs! The sink was nasty, and if you had to fly in it, you were done. ... when there was a thermal on course, the opportunity existed to go real FAST! Daryl proved this with a new world record of 14.07 seconds ...

... Deiter Perlick of Germany seemed to have nice air on course nearly every time he flew, as did Daryl after the second round. Hence, a bunch of us with nothing better to do dubbed their air "DP" air and decided to change our names accordingly. There were many laughs in the pub that night as the names were reviewed: Doe Purts (the preferred pronunciation being that of the Homer Simpson "Doe"), etc. We particularly liked the way Nic Wright became Dic Pright. I guess you had to be there.

The team race was a close battle and a little bad luck on the last day moved Gordon and I down and kept Team USA off the podium. ... the contest cost each one of us on Team USA one airplane. Daryl and Joe destroyed theirs before the contest, and Gordon and I lost ours on our very last flights of the contest. ... it was a very tough contest and small mistakes incurred BIG penalties.

==========

Joe Wurts (Pilot)
JoeWurts@csi.com

.. There was quite a bit of enthusiasm evident on the field, with many of the workers very interested, almost awed at times, with the planes, flying, launching, etc. ... Fielded lots of

questions on DS, (Dynamic Soaring) seems like Europe hasn't really caught onto *real* speed yet... :-)

Okay, so you want to hear about the flying...

The air was very active, in fact quite a bit more active than I care for at times. (<<--NOTE!!) It made for some very exciting distance and speed slots, as well as some very depressing speed slots for some as well. If you were in the right place at the right time, you could get 16 seconds with only fair skill, and if you were at the wrong time, you could be very proud to achieve 20 seconds!

Distance was very intense at times ... Very fun to watch, but frequently painful to actually fly.

Duration was pretty much a non-event ... Pretty much a landing contest ...

All four of us broke one airplane apiece in SA. Daryl and I did it in practice, with Daryl making a poor throw (d**n it is good to be a mode 2 leftie), and I doing one too many triple tasks without recharging the Rx battery. A triple task is flying speed, then duration, then distance off of a single launch, frequently done in succession with the great air there.

One of the eight dedicated US team members, Doe Purts (??!! <--- see above)

PS. For the many of you that wondered how I received a 100 pt. penalty, I had a broken line in speed that occurred partway through a relaunch throw. The plane traveled about 5 ft horizontally (and vertically) before hitting our own winch lines. The winch lines had been ruled a safety area, so I received the 100 pt penalty for flying into a safety area.

==========

Phil Lontz [Bozo] (Helper)
Bagswereus@aol.com
Subject: Bozo is not Cornholio

Daryl Perkins is Cornholio. His title now reads as follows: Daryl Perkins, The Great Cornholio, Ruler of the sky and Lord of the Calamari, W.C. 3x. That boy can sure fly them toy aeroplanes... Do you realize no one has won this event more than twice. Rolf Decker won twice, back to back. Then came this guy from Lo'cal and blew'em all away. Three kills in a row. Must really irk the Germans... Hell, they invented F3B. ... You gotta hate F3B to fully enjoy it.

South Africa: Looks like Calif... High desert, hills, corn fields, wheat, fruit trees, coolish spring weather and big up air followed by big down air. ...

Airplanes: ... It looked like when in the heat of battle you need a plane that is so easy to fly that it will fly itself. Rock stabile and boring. ... There were lots of Cobras on the field and they did quite well all around. Easy to launch and easy to fly. Stu (Blanchard) does have a good solution with that plane. I saw one V Ultra. South Africans had a nice plane called the Sangoma. Espin (Thorp) flew his Master Piece and the Swedes flew their own one piece wings.

Your USA team flew hot and warm. We had a few bad luck events that put the hurt on us big time.

The F3B Worlds is a long contest. After the first two days it begins to feel like Bill Murray's "Ground Hog Day". You want it to be over but it keeps on going and going and going. It is designed to wear you down, to make you not care, to make stupid mistakes and you do. It can not be helped. So you simply have to make fewer mistakes than the other guy and care just a little bit more.

The general level of competition has gotten better since last cycle. ... Most impressive were peoples launching skills. They are throwing their birds higher and higher. (He who launches highest wins) ...

Planes that paid ultimate price:

Barney. Oh my God... They killed Barney... You bastards.

The US had 4 pilots. Each pilot killed one of their plane either before the contest or during. ... round zero kills go to Daryl and his good pal Barney ... It was a quick death but for Daryl at the time he could see his chances for a win... Flat out gone. So Daryl had to worry... That boy can worry. He discussed his plight with those smilin' Brits. (see below) ...

Joe polishes Diamond... It is a death we all do sooner or later, no mo 'lectrons. Ran it out of juice. Dead battery. Bad charger... Bad,, bad, charger, bad, bad, BAD! ... Crashes of all kinds have a certain magnetic draw. Runaway cars, speedboats, Indy 500, Daytona, Reno Air Races, they all have big and small pileups and ...

WE HAVE TO WATCH. It is the crash vortex. It must suck you in. ... Gordon is flying his Diamond while Joe is into his

dance of death. Gordon watches Joe's plane... He can't help it ... But a loud distant sound catches his ear ... Swoooosh... Pull on that e l e v a t o r , NOW! Gordon ducked the full sympathy crash by micro seconds.

Next we have Steve Condon flying his Cobra. ... round six. His last flight of the contest. ... Dwayne and I had just done a line change and installed some fresh 60 grit line on to the small drum winch. ... There was a full cross wind running at a good clip ... Steve launched, hooked hard over to the right and drove far out into the north side... Pullin' tension and lots of it. Mono makes a cool sound when it comes under tension. It screams and creaks. ... He pushs over into the bucket and quickly pulls back to go vertical... Pow, crack, splinters, parts, explode, poof. Parts rain downward, wings, fuse, Vtails, flaps, spars. It was glorious.

==========

Darryl Perkins (Pilot) [World Champion]
darylp@gte.net

I know I promised this last week, but I've been out of town - Vegas, to be exact. I figured as long as my luck was working, well, you get the idea. Anyway, I guess I used it all up in SA.

... I think it's important to go into what F3B actually is ... F3B is a TEAM event. Each flight, the pilot has a team of 5 on the field. Every team member has his individual job/expertise.

... ground crew consisting of a Base A member, and a Base B member. These guys' jobs start long before any flight ever happens. They take care of the winches, and the line, and make certain we get a launch.

... the clipboard guy or TM. This guy has to focus on the entire flight, monitoring every aspect. He makes sure the officials are doing their job, the lights are working properly, the lap counts are correct, and in his spare time, makes sure no-one is sneaking away behind the field of view.

... main caller. This guy is mostly responsible for the success of the F3B pilot. ... He keeps you flying in the best air, and acts as "tactician." He monitors the energy of every other pilot, and makes sure noone "gets away."

These guys are the best team you could ever ask for. This whole group (Dwayne, Phil, Paul, Gordon, Scott, Steve, Joe) is the most professional of any on the flight line, and, at the end of the day, I think we have more fun than any of the other Teams as well.

... it's important to mention the mental aspect of the game of the World Champs. It's a week long fight against your own demons. You mustn't give in to the dark side. Every pilot there is good. Some of them are great. ... You only fly 3-4 times a day, but you do this for 5 full days.

My World Champs always starts for me when we arrive on the practice field. I take a few launches, get the cobwebs out, and just relax. I usually get more concentrated stick time the couple of days before a WC's than I've had all year. ...

... (then) I did something I've never previously done in RC soaring. I threw the "Barney Cobra" into the ground on launch. Oops/shit! (indeed!!)

... Schmooze, schmooze, schmooze, suck up to the Brits, ... The Brits were quite hospitable by selling me their number 3 model. ... I believe the quote was, "Now Daryl, if you win with this, we fokkin' quit." ... just transfered my set-up, and a couple of quick mods, and off it went.

Then to make matters worse, the air for my first 2 speed runs was worse than I've ever flown in at a WC's. The model was practically racing the chute to the turnaround. First 2 speed runs - 8 launches. The 18.8 I flew was the best run I've ever flown at a WC's. It was 21 second air, and a 23 second launch. I got horns after wings level on all 3 turns.

... Then came the ... (4th round) speedy run, 14 sec in 12 second air. This one was probably the worst runs I've flown at a World Champs, hence the luck factor in Speed. Speed really isn't a very fair event. You have to trust in the fact that over the week the air will even out for everybody. In any case, I screwed up, but how often do you practice a 12? ;) ... prior to round 6, I was in first with throwouts, and second without. Only had 26 point margin, but big enough to hang onto.

I had fun. I flew well all week, even if the scores for the first 2 rounds don't show it. I have to admit, I thought the odds against a 3 peat were too huge to overcome. I never really expected this, not in a million years!

Top finishers in the 1999 F3B Championship are as follows:

Individual Results:

#	Pilot	Pts
1	Daryl Perkins (USA)	14552
2	Dieter Perlick (GER)	14592
3	Roland Hofmann (SWI)	14442
4	Stafan Boehlen (SWI)	14320
5	Frits Duyvis Donker (NED)	14271
6	Stefan Knetchle (SWI)	14260
7	Joe Wurts (USA)	14251
8	Steve Haley (GBR)	14120
9	Fanck Legou (FRA)	14094
10	Peter Hoffmann (AUT)	14054
21	Steve Condon (USA)	13769
26	Gordon Jennings (USA)	13628

Team Results

Pos	Country	Pts
1	Switzerland	43022
2	Germany	42084
3	France	41825
4	United States	41649
5	Austria	41498
6	Sweden	41383
7	Netherlands	41128
8	Great Britain	40894
9	Denmark	40857
10	Belgium / Luxembourg	40486

Sailplane Thermal Tips

- from the AMA National Newsletter

Drift with the lift - Thermals tend to blow along with the wind, so follow them. Stay with what you've got - Low thermals have down air nearby.

There is no zero lift

a) A weak, low thermal will always grow.
b) If you're not sinking there's some lift.
c) If you're sinking, move someplace else fast!

Don't leave a thermal and come straight back upwind

a) Sink holes follow thermals.
b) Strong lift will usually have strong downs nearby. If air is going up, other air must be coming down to replace it, and vice versa. Sometimes the patch of down air (sink) is so large that you can't get out of it.

Fuselage angle indicates rising or sinking air

a) Thermals will tend to push the airplane outward, so turn back against lift-induced turn to get into the core.
b) Establish where the core is by making a couple of passes through the lift.
c) Once circling in lift, notice which side of the circle is better, and drift in that direction. The implicit rule is: slow down in lift, and speed up in sink. Once you find a thermal, don't lose contact with it! Sometimes you find a nice thermal and think you've got your 10 minutes made. You relax. The next thing you know, you're sinking, and you're wondering where the heck the lift went!

Develop a minute sensitivity to air quality

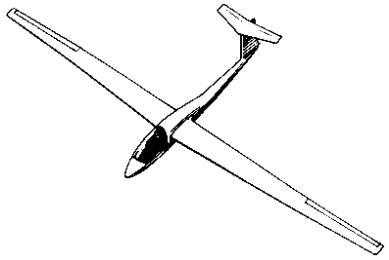
a) Lift comes through in cycles.
b) Hot spots for thermals and ridge-type lift tend to stay put for a long time.
c) A thermal passing through as you launch can often be overtaken downwind.
d) A sudden wind shift usually indicates a thermal nearby - the wind on the ground blows towards the thermal. You need to feel small air-temperature changes - warmer means lift, colder means sink. You need to know which way the wind is blowing without looking at your ribbon.

Learn to use ballast

a) Wing loading translates into flying speed (the heavier the airplane, the faster it must fly).
b) The trick is to add enough ballast to achieve good glide speed without handicapping the ship in weak lift or making it too hard to land.
c) If the wind is strong enough to require ballast, flying down wind is usually bad. The fast, more efficient ships benefit most from ballast. There's no point in putting a pound of lead in a Windrifter for 20 mph conditions, because it won't fly faster than 20 mph anyway. Ways of finding lift - There are several visible signs of lift that you should watch for: shifts in the wind or temperature, swifts chasing bugs, other sailplanes, etc. Soaring birds may be around to key off of, but they may be up too high for accurate thermal telltale. Piggy backing off another flyer also works!

from Eastwind - Newsletter of the Portland Area Sailplane Society

CLARENCE SILENT FLYAIR



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XXX/XXX '99

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