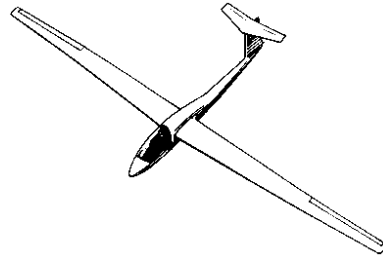


CLARENCE SILENT FLYAIR



BI-MONTHLY NEWSLETTER OF THE
CLARENCE SAILPLANE SOCIETY

Jan/Feb '00

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From The Editor

- Marty Timm

Big News at the January Meeting!

Our president, Lyn Perry, announced that Fred Maier has approached the club officers about making a substantial financial contribution to be used toward the acquisition of a flying site. This is the most exciting news we've had in a long time. Please read the president's report for additional details.

Flying Site Search Report

Our first attempt to generate leads on potential flying sites with ads in local papers is starting to work. I've had an interesting phone conversation with a dairy farmer in Darien that might be interested in striking a deal with us. More details as they develop.

We'll miss you,
"Senator"...

Long time CSS member
Richard "Cookie" Kuke

passed away December 3rd, 1999. "Cookie" could often be found at meetings and fun-flys. His unique way of referring to everyone he met as "Senator" made him a well-known member of the club. We will miss you, "Cookie".

New Members...

Please join me in welcoming Tom Kosznta to the club. Tom has been flying R/C sailplanes for some time, and recently has been flying his "Wild Thing" at ECC South and Rainbow Lake. He currently flies on channel 54. Welcome, Tom!

Dues are Due!!!

If you haven't already done so, please renew your CSS membership. Your dues go toward some very important things, including the cost of

printing and mailing this newsletter, and other mailings, like meeting schedules, event schedules, and event flyers. The AMA Charter, source of our insurance, costs over \$100 per year as well. We also purchase trophies, and have many club-approved expenses to keep our event equipment in working order. Please contact Dan Oehman to renew your membership if you have not done so already.

New Event!

This year we're going to try something new. I have a little land (about 6 acres) on the farm where I live and have been cleaning the scrub trees off of it. I would like to hold a club event out here, and thought that a picnic/fun-fly event might be fun. Dave Decker always has a

good turnout for his Memorial Day fun-fly, so I thought we could give another one a try a little later in the year. The tentative name for

Upcoming Events

February 17 Meeting - Building Contest

March 16 Meeting - Finishing Contest

this event is "Wings and Weenies" and will be held August 5th. I've done some flying out there myself to make sure this is feasible, and have found that I have no problem flying HLG sized gliders and electrics up to 2M in size. In addition to flying, we should be able to have a ROW demonstration or two with my PuddleMaster and the pond.

So reserve a place on your calendar and join us on what we lovingly call "Woodchuck Hill" and fly and eat hot dogs 'till you... well... 'till you don't want to anymore. Details and directions to follow in subsequent newsletters.

Heard from the "hobby room"...

Husband: "I'm really getting attached to this plane."

Wife: "You glued your fingers to the wing again, didn't you?"

From the Building Board

- Lyn Perry

It is building season (5 above, with a wind chill of minus 200 or something as I write), and I hope you are happily warm and constructing good stuff to show us in February (Building Contest) and/or March (Covering Contest). Remember: fame and fortune for those who bring stuff!! (And what do we call it if you do ARFs, as many of us are finding ourselves doing? - Is this the future?)

A couple of notes with regard to Club activity are relevant here. At our January meeting an events calendar of contests, fun flies, etc. was drawn up (and

may appear in these pages). This flying calendar has been submitted to ECC-South personnel in charge of approving our dates; I expect we'll hear something prior to the start of the season. I've also filed the official AMA paperwork for the sanctioning of our annual Ed Waters Memorial Contest, so that is also in the pipeline. Why not etch these event dates on your calendar of activities and support your Club?

Also at our January meeting, I reported on an initiative taken by club member Fred Maier. Briefly, Fred would like to make a substantial donation to the Club for flying site/land acquisition, and we are working with his financial advisor to see if the CSS might be eligible for Federal 501 (C) (3) status as a tax-exempt organization for the purpose of receiving gifts such as proposed. More on this as it unfolds
- Stay tuned!

Season's Greetings from Rita Kirk

At the December meeting, a holiday greeting card from Rita Kirk was passed. It's always good to hear from Rita, and I wanted to share the content of her card with those of you who could not attend the meeting. (*Italics represent Rita's text*)

To the members of the Clarence Sailplane Society

To wish you all the season's best and happiness throughout the new year!

Thank you for honoring Ron's memory and I wish you a Millennium of fair

skies, and soaring thermals - My best to each of you. - Rita Kirk

1999 Clarences

- Lyn Perry

Every year we try to recognize those who have gone above (and sometimes below) the call of duty whilst flying/landing/otherwise doing injury to Mother Earth, favorite planes, etc. Herewith the last Clarences of the 20th Century!

Launch Like a Feather Award: Jim Roller was out on November 21st winch-launching two 100" planes to see which he break first (engineers call this destruction testing). After a fourth launch and the mother of all zooms, Jim flies around, comes in over the track and calmly says "I've got problems; it won't steer." He makes a safe and controlled landing down the field, and we check out the plane: launch/zoom damage includes two stripped aileron servos and a fuselage tail boom snapped in two, with the tail held on by pushrods. Think LITE, Jim - here's a bag of feathers as a reminder.

CSS Aircraft Retrieval Kit (Aerial Version): Once upon a time, one of our members went flying at his local field on a sunny Sunday morning (actually, it was June 21st at Lockport; my spies are pretty good). The plane skied out, but our intrepid hero lost sight of it at about 600'. The Opus (for it was VP Tim flying) ended up in the trees across the road, about 40' up. What to do? He and his flying buddy couldn't climb the tree, so they went home and brought back implements of destruction: they chopped that

tree down, but it wouldn't fall due to all the other trees around. They had to pick up the trunk and move it; when it finally came down, it crunched the plane. Here's a saw to keep in the old flying box for next time!

CSS Aircraft Retrieval Kit (Ground Version): Vince Rasp and his Defiant have had a good season - but only because he builds and rebuilds so rapidly! He's launched that plane and blown fuses, landed and cracked the fuselage, and of course, did a credible imitation of a lawn dart at one point, with the nose embedded some nine inches in the ground. Here's a gardening kit for digging out!

CSS Aircraft Retrieval Kit (Distance Version): While at South Campus making one of his all-too-infrequent appearances to please his public, Bob Jaques took his Symphony electric too high, with the almost-inevitable result: flutter on the way down and a complete break-up. The really funny thing is that two weeks later a guy in a pick-up drives up to where we're flying, gets out, and hands me part of Bob's rudder, which his dog has chewed. To avoid having your plane nibbled by strange dogs, here's a compass and miniature golden Retriever to assist.

CSS All Heart Award: What can one say about Warren Laufer that hasn't already been voiced? I understand that Warren is going to be starring in a new horror flick produced by Carl Goldberg called Attack of the Killer Gentle Lady. Many of you know that earlier this season, Warren attempted a spot landing and unfortunately missed, hitting himself in the back with his plane and subsequently undergoing

removal of his spleen, perhaps as a result. But did you know that more recently, Warren attempted to launch with the receiver off, straining the plane through the running track fence and doing it no good at all? Warren may be missing a spleen but we know that inside he's all heart (with a CSS sticker on it).

Alfred E. Neuman Award: I'm reminded of the well-known MAD Magazine character whose slogan is "What - Me Worry?" whenever I see this good-humored father-son team out at the field. This year it was "What could happen?" before the first flight of a new Zagi 400E, before the Sagitta 900 went inverted off launch and in with reversed elevator, and before the Duck popped off at 25' during launch. To Romans (isn't this biblical?) II and III, MAD magazines.

Almost-Annual Down the Tubes Award: Watch that tower! What tower? I'm nowhere near that tower! Oh, nooo . . . So goes the dialogue after Don winches his Scooter into the air and has a lovely 13+ minute flight, terminated by hitting the microwave tower about halfway up. Parts flutter down and are picked up. In addition, Don opened and closed the contest season in style this year. At our Spring Opener he weakens the wings on launch, and the plane finally drops like a wounded pigeon onto the running track. At the Fall Finale he test flies his brand-new mega-buck all-molded plane twice and finds the L/D ratio to be superb - look at that glide! Ah, too far away to land; I'll come back toward me. Oh, nooo ... the fence! A triple win for Don this year, meriting the roll of Charmin.

More in 2000, folks - keep me informed!

1999 Clarences - the Sequel

If you missed the December meeting and holiday party, you missed a great time. President Lyn Perry entertained us all with his annual presentation of the "Clarences" - which recognizes and humbles those of us who have distinguished themselves in their ability to bring their planes back to earth in somewhat spectacular ways. This year's winners included many long-time members including Warren Laufer, Jim Roller, and Don Chudyk.

Not to be outdone, however, Don Chudyk presented a very special "Clarence" award to Lyn in honor of the demise of his SD-100. I felt that Don's tribute should not only be shared with those members not fortunate enough to be able to attend the meeting, but should also be preserved for posterity. The text of Don's presentation follows:

Have you noticed that the person who awards the "Clarences" is never rewarded for his noteworthy flying accomplishments?

Well, Lyn, sit down and start squirming.

This is not the usual "Clarence Award." It's one that also pays homage to Mother Earth and Mother Nature.

- Mother Earth for providing us with a wonderful place to live and fly our models.
- And to Mother Nature for the wonderful Summer time weather and elusive

thermals that we all search for.

This trophy consists of a brand-new, never before used, Wilson "Penn #8" tennis ball - Mother Earth. Very appropriate too, because of the #8, sort of like being behind the 8-ball.

The spiral white wire is meant to represent Mother Nature in a thermal mode. The model is a not-to-scale representation of Lyn's 15+ year old SD-100, modified to electric. Note that it sports a Vee-tail, which was simpler to construct than the original cruciform tail.

On this fateful warm Summer day, 86+°F, four judges were sitting under the larger of two shade trees at ECC, sipping whatever cold drinks we had, while Mr. Perry was entertaining us with his apparent flying skills - read that as "lack-of" on this flight.

The judges this day included:

- Richard - "The Gravity" - Grady
- Uwe - "They'll never let me forget I tripped and dropped my transmitter" - Ziegelmueller
- Harold - "Gotta Fly Today" - Becker
- And myself - who was lamenting, "Let it rain tomorrow so I don't have to fly again" - Chudyk.

You people who still work for a living don't understand how week after beautiful week, flying 5 and 6 days in a row - how tough that is.

This "Clarence Award" is not only for Lyn's flying ability, but for this particular flight's entertainment value. Yes, the

(4) judges were comfortably sitting enjoying the show.

However, the verbiage from this accomplished actor, I mean flyer, was bemoaning the fact that this was his 4th and probably last motor run, and it's only 9+ minutes.

But since Mother Earth is part of this cast, it was a predictable plot - Gravity Sucks!

The 4th motor run, in fact, did not result in any longer flight - pretty much down after a couple of minutes. But then the plot changes - at 60-ft. altitude, Mother Nature suddenly intervenes and a small pocket of buoyant air surrounds the SD-100. It was beauty-in-motion with Mother Nature pushing the SD-100 up and Mother Earth releasing some of her gravity grip.

I can only say from repeated observation of this phenomenon that this is analogous to two siblings having a tug of war - gravity and lift.

The entertainment had changed from a typical boring up and down flight, to one that would last another 40+ minutes. This actor... I mean flyer... is good!

Let me set the stage for the next set of events. The model at 60-ft. altitude found buoyant air. Some 6 to 8 minutes later, at maybe 200-ft. altitude, it had drifted back towards the white house - US20A and the school entrance driveway. By this time the SD-100 was maybe at 1000-ft. altitude. Many minutes later, over the school parking lot and in a Northerly direction, the model was at least at 1500-ft altitude. This plot change was exciting! Mother Nature had triumphed over Mother Earth.

And, from all indications, the lift was not about to stop. The SD-100 was approaching 2000-ft. altitude.

The four illustrious judges had each reached their respective limit of chair squirm. They were all standing now, and for a good cause, there were now 4 additional pairs of eyes glued to this model. The four judges randomly were commenting, "You're getting a little high!"

Some time later, the experienced pilot retorted sharply, "I've had the G.D. spoiler up for the last 5 minutes and it's still climbing!" when politely asked if he's tried the spoilers yet.

Finally, with 5-6 clicks of down elevator, full-up spoilers, and flying cross-wise to the wind, the SD-100 was back down to 1200 ft. altitude.

All four judges believed the pseudo actor and expert pilot had prevailed and that this was some great entertainment. The model was now over the running track at maybe 900-ft. altitude, flying toward us in a Southerly direction. Then it happened - we heard a "R-R-R-R"ing sound. I observed the wing exploding into "Too many pieces" to be repaired. The fuselage and tail started a downward flight path back to Mother Earth.

The pilot had commented, as well as several judges, "It's heading where we're standing!" But, from my years of experience, I knew from the fuselage angle-of-the-dangle and flight path, the remaining model would crash some 60-ft. in front of us. Besides, I was standing behind the premier cast member of this wonderful and exciting entertaining flight. So

whichever direction Lyn would start running I, I'd be sure to go the opposite. I have confidence in him.

Besides, "Gravity" Grady was already poised in his running-block stance, watching intently which way Lyn would run.

Harold "Gotta-Fly-Today" Becker was heard commenting something like, "Maybe I should check [to] see if my flight pack is charged in the car."

Uwe "They'll never let me live it down" Ziegelmueller was standing stead-fast and heard saying something to the effect, "Oh Jesus - Oh Jesus - Look at that Mother Fletcher come!"

[The] final demise of the SD-100 was worthy of an academy award in sound and for it's visual effects. At better than 120 MPH the sound prior to impact was a swishing - like a very large model rocket.

Due to the lack of rain for several weeks, Mother Earth was concrete hard. The spinner, while being pulverized, barely dented the ground maybe 3/8". Of course, the motor, ESC, receiver, servos, and remaining model parts were destroyed. But the motor battery pack appeared to have survived undamaged. The final impact was some 20-30 ft. in front and 10 ft. to the left of where we were standing.

If there is a moral to this all, it's maybe that gravity sucks, thermal lift can really push you high, stay out of the way of siblings when they're having a tug of war, [and] 15+ year [old] models need a fitting end. Lyn the entertainment was great. You really impressed the four judges, and Lyn, damn-it-all,

don't fly so high next time with only a rudder-elevator-spoiler model.

Epoxy Mixing Follow-up

In the last edition of the newsletter, I included a tip that talked about the accelerated cure time of epoxy that is mixed in a container. Pete Fiorentino passed along this anecdote gave permission to include it in the newsletter. Thanks for sharing this, Pete.

Bill Wegman, Ed Granger and I were at a contest in Barrie, Ontario Canada and Ed smashed the front end of his sailplane. We bought some epoxy and decided to fix the plane in the hotel room. We used a plastic cup to mix about 6 oz of epoxy (big repair job). Bill held the plane, Ed held the cup and I did the epoxy repair. Two minutes into the repair, the cup started to smoke and got too hot for Ed to handle. When I dipped a sucker stick into the cup to get some epoxy the epoxy cured as I move the stick from the cup to the plane. Actually left a long string of epoxy from the cup to the plane (about 1 foot away) . Talk about panic. After the epoxy cooled off, we read the directions on the bottle which read, "caution do not mix large amounts of epoxy in a small contain or the epoxy will cure rapidly." The moral of the story is to read directions first no matter how old or you senile you are and never mix large amounts of epoxy in a small container.

Merry Christmas to All and Happy New Year and Good Health

- Pete Fiorentino

Spirit Elite Follow-up

- Marty Timm

In the December '99 newsletter, I indicated several modifications that I was making as I built my new Spirit Elite. One of them was to relocate the pushrods from the geometric center of the fuselage to the sides.

This works, but deserves a note of caution. If you elect to build one of these planes and do the same modification, make sure the pushrod cable housings are at least 1/4" below the wing saddle tripler at the trailing edge of the wing. If you don't, you may find that the nylon screws that hold the wing down are attempting to occupy the same space as the pushrods.

Please feel free to contact me if you have questions about this.

1999 Flyer of the Year

At the December meeting Roman Paryz II announced the results of the Flyer of the Year competition. Dave Decker took honors in Sportsmen class easily with 2809 points, promoting him to Expert class for next year. Jim Roller Aced the Expert class with a perfect score of 5000. Congratulations to all.

Expert Class

Pos.	Pilot	Score
1	Jim Roller	5000
2	Lyn Perry	4822
3	Jim Sonnenmeier	4006
4	Don Chudyk	3015
5	Roman Paryz II	2924
6	Marty Timm	2635
7	Roman Paryz III	2239
8	Jason Kester	1085

9	Tim Krystaf	765
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Sportsmen Class

Pos.	Pilot	Score
1	Dave Decker	2809
2	Richard Grady	1644
3	Ben Krystaf	1569
4	Neil Watson	946
5	Bill Hauth	810
6	Kurt Mandel	567
7	Bob Jaques	424
8	Bill Wilcox	244
9	Warren Laufer	171

Comparing 1998's scores to 1999's reveals some interesting statistics. The number of pilots in each class remained nearly constant, but the total number of events logged by pilots increased in both classes. In Expert class, the number of events logged increased from 36 to 40. In Sportsmen, it increased from 15 to 19. Is this indicative of a trend?

Photo Gallery

The following photos are from the December and January meetings and were taken by Roman Paryz II or myself. Enjoy...



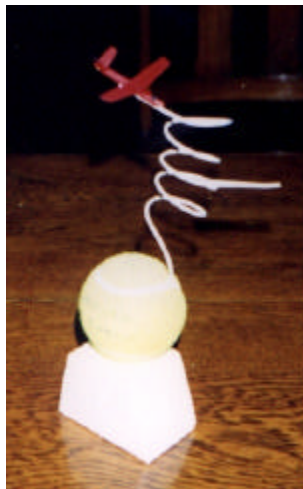
Jim "Santa" meier, distributing gifts.



The Master of Ceremonies of the coveted "Clarences" at work.



Lyn receiving his honorary "Clarence" award from Don.



Lyn's 1999 "Clarence" award



Don's BEAUTIFUL Rearwin Speedster with a brushless 02 geared 3:1 with a 9x5 prop.



Richard Grady with new 2.5M Sierra. This plane has a black poplar sheeted RG15 wing and finished weight of 6 oz/ft².



Frank Calvarese with new plane.



Jason with UHU. He replaced the stock wing with a flat aileron version.



Uwe with Air Ratchet. You send your radio equipment to the manufacturer and they send you a finished plane!



Lyn with new Speed-400-powered glider. Comes pre-built. Look for this one to be up for a long time.

Covering/Finishing Contest

March 16, 2000

Bring your new covered/finished plane to the March meeting and enter it in the contest.

