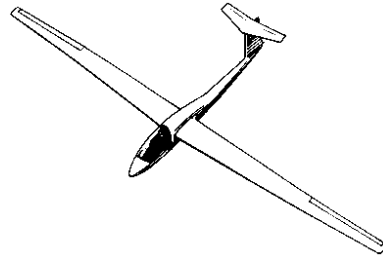


CLARENCE SILENT FLYAIR



BI-MONTHLY NEWSLETTER OF THE
CLARENCE SAILPLANE SOCIETY

May/June '00

PRESIDENT
LYN PERRY 655-0775
PERRYL@ecc.edu
SECRETARY
ROMAN PARYZ 684-4177
paryz@buffnet.net

VICE PRESIDENT
TIM KRYSTAF 433-6542
Krystaf@ibm.net
NEWSLETTER EDITOR
MARTIN R. TIMM 592-9520
mtimm@a1com.net

TREASURER
DAN OEHRMAN 759-6092
COMPETITION COORDINATOR
JIM ROLLER 937-6427
Rolj98@aol.com

C.S.S. on the World Wide Web - <http://www.bufflink.com/css>

From the Editor

- Marty Timm

The 2000 flying season is in full swing and the flying is great! The club has two successful events under its belt with the Spring Opener and Dave Decker's Memorial Day Fun Fly (see report later in this newsletter) and anyone that isn't having fun yet needs to get out and fly thermals while the sun shines.

As of this writing, however, not all of the club's events have had great weather. The first on-field meeting was rained out, as was Roman's F1.5B contest. (Both contest date and rain date.) Stay tuned for updates if Roman elects to reschedule this great event. The club's second on-field meeting met us with predictions of thunderstorms, 50 to 80 MPH winds and 2"

hail. Five intrepid pilots braved the forecast and showed up anyway. Discussion ensued and Jim Sonnenmeier logged the only flight of the evening with his (repaired - see article on the Memorial Day Fun Fly for details on why) Zagi-400.

The CSS web site is back online and better than ever. If you have Internet access, check out the address listed in the banner at the top of this page. It should take you to the new site. In addition to a shorter, easier to remember URL, the noteworthy changes include a photo gallery, and an online newsletter page where you will be able to view

and/or download CSS newsletters in Adobe Acrobat™ (.pdf) format. Newsletters will be uploaded to the web site the same day they are mailed out. An e-mail notice will be sent out to people that have provided e-mail addresses that the newsletter is available for download at their convenience. Let me know what you think of the site. Your feedback is important.

I'd also like some feedback on an idea I was kicking around with Lyn Perry. Specifically, we were discussing whether anyone would like to have a club auction at one of the indoor meetings.

Members would have an opportunity to sell those kits they'll never build, and possibly walk out of the meeting with some real bargains. Let me know what you

Upcoming CSS Events

July 8	Fun Fly
July 16	AMA Sanctioned Contest - CD: Lyn Perry
July 20	On Field Meeting - Night Fly!
August 5	Wings & Weenies Fly-in Picnic at Marty Timm's hay-lot
August 13	Handlaunch Contest - CD: Bill Hauth
August 17	On Field Meeting

think. If we get enough positive feedback, we'll schedule a members-only auction for one of our fall meetings.

Club Info Packs Available - If you would like to be able to hand out information to interested bystanders that show up during flying sessions, please see me at your next convenience. I've prepared club information packets that contain a brief description of our club, directions to the ECC flying site, a calendar of events, and a great pamphlet from RCSA that explains about radio control sailplanning. I have plenty of packets available.

Final Notice! If you haven't paid your dues for 2000 yet, please do so as soon as possible. Send a check for \$15 to:

Dan Oehman
5665 Salt Rd.
Clarence, NY 14031

The club does not send out renewal notices! It is your responsibility to keep your membership current.

From the Flightline

- Lyn Perry

Well, it seems as though Spring has finally arrived in WNY as I write in mid-April; I'm looking forward to a season of soaring and fellowship (isn't that what it is when we comment ever-so-politely on others' flying/landing skills?). Jim Roller has a great event calendar set to go, with contests, organized fun flies, electric events and the like ready for us. I've submitted our schedule and current insurance certificates to ECC for approval, and we should be hearing soon on them. I expect to see all of your old faces (and perhaps

some new folks as well) on the field and at the slope over the coming months. Do remember that every time you enter a contest you have a chance to win a gift certificate for serious stuff at the end of the season.

I'm still doing League of Silent Flight (LSF) coordination for the club, and got several people started last year. If you're interested in finding out more about their international/individual soaring challenge program, let me know - and for those of you working on your levels, let's go!

Have a great season - see you at the field!

CSS to Provide Info Stickers to Field's Hobby

- Marty Timm

A couple of months ago, I read an interesting article in R/C Soaring Digest about a club that worked with the local hobby shop to put stickers on kits on the store's shelves that inform people about the club. I thought this was a great idea and approached Paul Bolis of Field's Hobby Center with the idea and some sample stickers.

Basically, the stickers are placed on sailplane and electric kits and provide contact information about the club. This is one of those rare win-win-win propositions. The club wins because potential members get contact information when they buy their first plane. The hobby store wins because the potential kit purchaser, seeing the sticker, should have a better feeling about buying the kit, knowing that they have someplace to turn to learn how to fly. The

potential kit purchaser wins when they contact CSS and get assistance learning to fly instead of drilling the fruit of their efforts into the ground on their first flights.

We will print and supply the labels, Field's Hobby will make sure they get on the kits. I would like to personally thank Doug Field and Paul Bolis for entering into this program with CSS. I hope this will be great for everyone.

Sample text of the stickers follows:

Sticker for Sailplane Kit:

Welcome to R/C Soaring

Congratulations on purchasing a fine model sailplane from **Field's Hobby Center**. Clarence Sailplane Society is a local club whose members' primary interest is R/C sailplanes. If you are interested in learning more about building and/or flying R/C sailplanes, or would like to meet people with similar interests, please contact one of the following representatives of the Clarence Sailplane Society:

Lyn Perry Marty
 Timm
655-0775 592-9520
perryl@ecc.edu
mtimm@alcom.net

Sticker for Electric Airplane Kit:

Welcome to R/C Electric Flying

Congratulations on purchasing a fine electric-powered aircraft from **Field's Hobby Center**. If you are interested in learning more about building or flying electric-powered aircraft, or would like to meet people with similar interests, please contact one of the following representatives of the Clarence Sailplane Society:

Lyn Perry Marty
 Timm
655-0775 592-9520
perryl@ecc.edu

mtimm@alcom.net

Other Regional Events

The NEAT Fair

At the June meeting Lyn Perry handed me some information about an event that looks VERY interesting. It's The NEAT Fair, an Electric Model Fly-In sponsored by the Silent Electric Flyers of Long Island. It is a three day event scheduled for September 22nd through 24th in Downsville, NY in the beautiful Catskill Mountains.

[From the flyer] "What is the NEAT Fair? It is a follow-on electric model aircraft gathering, originally started by the Keystone Radio Control Club (KRC) of Hatfield, PA. KRC ran an excellent meet for almost 20 years. The last three years it had grown to enormous proportions at the Queen City Airport in Allentown, P. In

1999 KRC decided to no longer run the meet. The Silent Electric Flyers of Long Island have taken up the challenge of resurrecting the spirit of the event; exhibit the finest electric model aircraft found this side of the Mississippi, and even some from around the world."

With all-day open flying, and demo flights at lunchtime, this looks like a really fun event. Pre-registration for all 3 days is only \$15. Call (888) 413-0137 or (607) 363-2211 for additional details or pre-registration information.

COGG's Novathon

The Central Ontario Glider Group is going to have a Man on Man, and a Novathon event on July 15 & 16 at their Cookstown, Ontario, Canada site. (Giant Sod Farm). Go to their web site for directions and all other info.

www.interlog.com/~stevenc/cogg.htm

Contact Bob Sherliker at 905-820-2799 or Stuart Pearce at 705-726-6208 for additional details.

G.N.A.T.S. Events

- July 28th, 29th, and 30th - Scale Aerotow.
- August 6th - Open thermal duration.

To get to the GNATS field, turn onto 3W in Fort Erie, turn right onto 24N (towards Pellam). Turn right onto Foss Road. The field is at 952 Foss Road.

I've attended the aerotow event in previous years and it's worth the trip just to watch these beautiful scale ships in action and on the ground.

Balsa Dusters Contest Report

- Marty Timm

It was a soggy Sunday on May 21st when a few of CSS' and RCCR's contest fliers gathered at the Balsa Dusters' Day Road field to test their soaring skills. As the seven contestants converged on the field, it became evident that the first challenge would be seeing our planes as they came off the winch. The clouds were dense and low, with only the slightest breeze against which we could launch. Zagi-400s were sent forth to scout out the limits of our planes' visibility.

The second challenge was to find enough dry land on the field for launching and landing. Much of the field was sopping wet. Even my winter boots did little to keep my feet dry. It became evident just how wet the field was when contest organizer Ernie Nickodem found a fish in a puddle on the field. (See pictures.) This is all the more significant knowing that there are no streams or ponds nearby.

The fog and a low ceiling kept us on the fence for a couple of hours until conditions improved and we decided to fly. The contest format was simple - 4 rounds consisting of 5 minute, 10 minute, 10 minute, and 5 minute target times. Hitting the landing circle (a.k.a. "the splashdown zone") rewarded pilots with an additional 25 points per round.) Everyone flew in the "open" class regardless of the (soaring) equipment that they brought.

The winch was not as strong as I was used to and by pulsing the

peddle, I kept popping my plane off the line until my 4th flight when I simply stood on the winch peddle and finally got a good launch. I managed to scrape together a meager 5th-place finish. Jim Sonnenmeier retired early because one of his landings filled the plane's cockpit with water and nuked his radio.

Lift was difficult to find, but the scores of the winning pilots will attest to the fact that it was definitely out there. The challenge was to find it and work it. When the flying was done, Jim Roller emerged as the winner. The contestants retired to the shelter and enjoyed hot dogs and pop.

The results follow:

#	Pilot	Score
1	Jim Roller	2437
2	Pete Fiorentino	2185
3	Roman Paryz	2097
4	Bill Wegman	2074
5	Marty Timm	1030
6	Tim Krystaf	870
7	Jim Sonnenmeier	310



Ernie Nickodem with fish found in a puddle on the field



Jim Roller Launching



Planes in the pits



Roman Paryz Launching



Jim Roller heading for a perfect landing.

Memorial Day Fun Fly Report

- Marty Timm

On May 29th, Dave Decker held his popular, successful, Memorial Day fun fly. Dave provided a modest list of optional challenges for the pilots to meet. Pilots could just show up and fly for fun, or try to achieve longest flights or most laps around a pylon course.

21 Pilots signed up and flew an impressive variety of planes ranging from Zagis to Wizzers, to handlaunch and micro-handlaunch planes. Having access to my wife's truck, I was able to transport half my hanger, including the nearly finished Kyosho F16. (The F16 was not quite ready to fly and was only there for show-and-tell.)

The weather couldn't have been better, with a temperature in the low 70s, and NE winds at 5-12 MPH. Conditions were excellent for anything that we brought to fly. Monster thermals blew through at mid-day and anyone that had anything in the air at the time was skyed out in seconds. Fortunately, everyone brought their aircraft back from heaven's doorstep safely and retreated to the pits sporting ear-to-ear grins.

Dave awarded prizes in the following special categories:

- The electric duration award went to Lyn Perry for his 45-minute flight.
- The sailplane duration award went to Frank Zbytek for his flight of 32 minutes and 31 seconds.
- The Zagi pylon duration award went to Wayne Jefferies lapping the pylons 30 times.
- Honorable mention awards went to Marty Timm for his Zagi-combat kill of Jim Sonnenmeier's plane and Wayne Jefferies for losing

sight of his Zagi-400 at "spec" height in a thermal.

I think I speak for everyone when I say, "Great event, Dave, do it again next year!"



Richard Grady after launching.



Lyn Perry skyed out while Dave sets up.



Wizzer (unassembled) and Tom Cimato's Lazy Bee



John Wisnewski's Wizzer coming in for a landing.



Marty Timm's planes - F16, Spirit Elite, Zagi-400 and Electron-400



A beautiful old-timer



A great turnout!

FOR SALE: SR Batteries X440 Speed 400 "V" Tail Sailplane Assembled RTF

- **Specifications:** Span: 64.5" Airfoil: S3021 Ready to Fly: 23oz. Loading: 7.5oz/sq ft.
- **Sailplane:** Epoxy/glass Fuse (Yellow) with built-up Wings & Tails using balsa, spruce, carbon fiber tubing, and Oracover (Yellow and Purple), Futaba S33 Servos

with Airtronics Connectors, carbon Push Rods.

- **Power System:** Speed 400 6V Motor, 4:1 Graupner Gearbox, CAM 11x8 Prop, Jeti 35B Speed Control with Airtronics/ Sermos Connectors, Two SR 500 Max Series 8 Cell Battery Packs.
- **Cost:** Sailplane ARF Kit-\$225.00; Power System-\$270.00; Servoes-\$30.00; Total-\$525.00
- **Asking:** \$475.00 including shipping

Bruce Townson, 41 Oak Manor Lane, Pittsford, NY 14534 (716) 586-0337 Brutownson@aol.com

More stuff for sale

I recently received a very nice letter from Ed Ortman of RCCR. He is selling most of his R/C soaring equipment and wanted our club members to have a chance to purchase it. It looks like he has some pretty nice stuff available at some reasonable prices. His letter follows:

>>>

Dear Marty: Hello from a RCCR club member, I haven't seen you or any of your fellow members since the electric fun fly last year. I will be selling most of my equipment I no longer use, or will be building in the next few weeks. I have included a list of some of the units plus I started to build a winch retriever and will sell the unit which needs completion. I also have other planes not listed. If you

have interest or any other flyers needing planes let me know.

Regards,
Ed Ortman
21 Red Bud Road
Rochester, NY 14624
(716) 247-3045
ortmane@aol.com

1. Sagitta Sailplane kit 2 meter size \$55.00
 2. Spirit Sailplane kit 2 meter size \$35.00
 3. Eclips electric sailplane 78 inch size with motor wing needs covering \$35.00
 4. Various plane parts.
- <<<<

Kit Review - Kyosho F16
- Marty Timm

Every once in a while, I've just got to make an "impulse buy". Such was the day when I went to Field's and asked Paul to order me up a Kyosho F16. Here is a plane that barely fits my flying profile. It is nothing like the sailplanes (including electric-assisted) that I normally fly. The closest thing I own to the F16 is my Zagi-400. But, sometimes, I just have to do something a little different. In this case, the attraction was the Electric Ducted Fan engine. I've always been fascinated by the concept and wanted to give one a try.

The first thing that I noticed when the kit arrived was that it was definitely NOT and ARF. While the main structures are all pre-built, there is still plenty of assembly for the builder, not to mention the dozens of stickers that need to be applied to the finished product. The entire plane is made of molded Styrofoam. What is unique about this kit is that the surface of the foam comes from the

factory with a bonded smooth foam skin. This makes model look VERY slick. I expect that it will help to reduce drag as well. The kit is very complete, containing all necessary hardware, including the motor and fan assembly. Only the radio components and battery need to be added.

The instructions are mostly pictorial in nature with a minimum of verbiage. The text is presented in both Japanese and English, but dust off your metric skills before tackling this kit because all of the measurements are in millimeters. Each of the 19 steps should be scrutinized closely to pick up all of the hints about what needs to be done. More than once, I found myself "discovering" information about drill sizes, hole depths, piece positioning, etc. after staring at an instruction step for 5 minutes or more. Make sure you have plenty of epoxy (5-minute should suffice), because that's what holds this plane together.

For the most part, the pieces fit together very well. The only exception was how the wing mated to the fuse. When the epoxy got done setting, I discovered that I had gaps where the wing was supposed to be glued to the fuse. I ended up mixing up a batch of micro-balloons and epoxy to fill in the gap and strengthen the joint.

The joints between the fuselage and the wings, stabs, and fin are structurally reinforced with plywood pieces. Typically, the plywood should be glued in place in the fuselage and the glue should be allowed to set before attaching the piece to the fuse. This will prevent the plywood from getting pushed out of place as the piece is

attached. Also remember to rough up the smooth skin surface where pieces are to be glued together to give the glue something to grip.

The only thing that I found in the kit that seriously concerned me was the elevator pushrods. The elevator servos are located on the sides of the fuse and activate pushrods connected to the elevators. The supplied pushrods are VERY light, and VERY thin. They extend over 8 inches from servo to elevator and seem much too flexible. After installing them I was able to deflect the elevator with my fingertips easily without moving the servo. Having visions of the plane being unable to pull out of a high-speed dive, I elected to replace the elevator pushrods with more conventional 2-56 rods. The minuscule amount of extra weight should not be a problem. Pay close attention to how the pushrods are to be installed on the elevators. The pushrod on the right side needs to be bent slightly, and attached to the other side of the servo to allow for the fact that the elevator servos are opposing each other. Failure to do so will result in elevators that work like ailerons.

While the instructions recommend a 7-cell battery, people that have actually built and flown the plane recommend 8 cells. The extra cell makes for better launches and all-around better performance. The pack that Paul supplied is a 1900MaH pack that should give nice flight times. While the battery is held in place by a plastic strap, I recommend adding some Velcro to prevent the battery from sliding forward or backward during flight and shifting the CG unexpectedly.

My only other comment is about the dozens of stickers that come with the kit. These are VERY sticky stickers. Don't expect to be able to lift them up once they have touched the surface of the plane. (In other words, get it right the first time!) Experts recommend applying the stickers while the plane is covered with soapy water, then using a squeegee to remove the bubbles and position the sticker. I did not try this, so if you elect to use this method, try it out before using it on the larger stickers.

All in all, this was a fun plane to build, introducing me to some interesting building techniques. I hope that it flies as good as it looks.



Motor and fan unit



For optimum performance, balance the fan and spinner



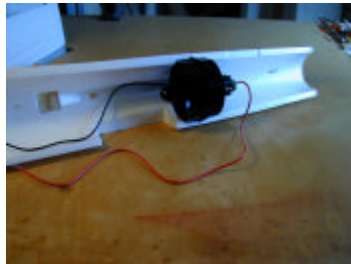
The fuse comes in two halves



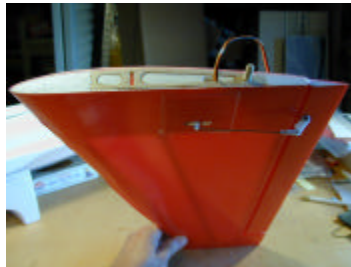
The decorative wingtip missiles, one assembled, one not



The builder is required to cut holes in key places



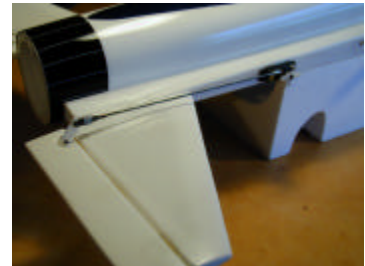
The fan unit installed in the fuse



Root rib on the wing panel



Elevator pushrods - lower is stock, upper is 2-56 that I substituted



View of elevator/pushrod/servo assembly installed



The finished plane



Ready to fly!

Bill Pike's Video Plane!

- Marty Timm

Bill Pike has done what many of us have only dreamed about. He has successfully attached a video camera to one of his slope planes and recorded in-flight video from the plane. Not just a video recorder, the camera actually transmits the signal to a receiver on the ground. While the pilot flies, onlookers can get a plane's-eye-view on a monitor.

According to Bill, the on-board component weighs in at about 6 ounces. He mounted the lens

pointing toward the back of the plane because when flying at the slope, the front of the plane is typically pointed away from the flight-line. With the camera pointed aft, you get a cool view of the pilot and spectators as the plane pulls up and out. Enclosed are some video-capture stills from one of the test flights. Enjoy!

