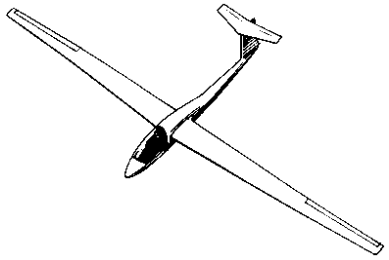
CLARENCE SILENT FLYAIR



BI-MONTHLY NEWSLETTER OF THE CLARENCE SAILPLANE SOCIETY

Nov/Dec '00

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From the Editor

Important! DO NOT fly near the tower at ECC South! South Campus Security has warned us that we should keep our planes far enough from the tower that there is no possibility of a collision. They are concerned that a collision with the tower could damage it or one of the antennas. Since their office overlooks the tower, the Security staff will be immediately aware when we are violating this rule. **Please protect our right to fly at South Campus and keep your plane(s) away from the tower!**

Mary Moynihan Makes Donation! At the October meeting Mary Moynihan dropped in to donate $100 to the club to be given to a deserving young person that is interested in R/C Flight, but needs a little financial assistance to get started. She also donated two beautiful EAA calendars that were auctioned off to the highest bidders. The Calendars went to Jim Sonnenmeier and Marty Timm. Thanks so much Mary!

F1.5B cancelled. Due to high wind forecasts the rescheduled F1.5B contest was canceled.

Dues for 2001 are due! In this newsletter, you will find a membership renewal form. Please use this form to renew your membership for 2001. Even if you've already paid your dues, please fill out the form and send it to Dan so we can keep our mailing list database up to date. IMPORTANT! When sending checks to Dan, please make them payable to "Dan Oehman". CSS does not have a bank account at this time and checks made out to "CSS" or similar, cannot be cashed. If you haven't renewed yet, don't forget that the club now has a "lifetime" membership option available. Please see the renewal form for details.

What a bargain! While we're talking about dues, I'd like to mention one of the best bargains I've ever found for AMA members with kids. The AMA provides memberships to members' children for $1.00 each. That's right, ONE DOLLAR! This is a simple, inexpensive way to make sure your kids are covered by AMA insurance when they are at the flying field or flying one of your planes. If you have kids and you bring them to the flying field, please consider getting AMA memberships for them

!!!Upcoming Events!!!

December 21	Meeting and Holiday Party
January 18	Meeting – 2001 Competition Calendar
February 15	Meeting – Building Contest
March 15	Meeting – Finishing Contest

when you renew yours.

The end of an era. At the November meeting, Lyn Perry was nominated for the office of President for another year. Mr. Perry respectfully declined, indicating that 5 years as President was enough, and it was time for someone else to take the reins. I hope that the entire club joins me in thanking Lyn for a job very well done.

Subsequently, the following individuals were nominated for the club's executive board at the November meeting:

President:	Marty Timm
Vice President:	Paul Bolis
Secretary:	Roman Paryz
Treasurer:	Dan Oehman
Comp. Coord.	Jim Roller
Newsletter Ed.	Marty Timm

There will be an opportunity to make additional nominations at the December meeting prior to the election. If you are interested in being a part of the club's executive board, please make sure that you get to the December meeting and get yourself nominated.

Holiday Party. Don't forget to mark your calendars for CSS' annual holiday party. (December 21st) There will be food, refreshments, and merriment aplenty! If you wish to participate in the gift exchange, please bring a wrapped gift ($5 approximate value) that is sailplane/electric model oriented. See you there!

President's Report

- Lyn Perry

As I thermal away into the sunset after five years as Club President, I thought it might be appropriate to take a retrospective look at some of the things we've achieved/accomplished together during that time. Looking back at my monthly reports, I've found some highlights I'd like to share with you. These include:

Moving our primary flying site from a Niagara County sod farm (sold/developed) to Erie Community College-South in 1997

Forming a Flying Site Acquisition committee

Treasury growing from approximately $200 to $1000 without raising dues

Continuing and expanding our events calendar, thus encouraging more fun flys and new Contest Directors

Watching the number of flyers at the field increase dramatically, both in terms of sport and organized fun fly or contest events

Seeing CSS in the public eye: participating in the Clarence Meals on Wheels Harvest Happening, two BEE articles, the Boulevard Mall Airshow, Lockport Flyers Community Day, Students Against Drunk Driving (Como Park event), Clarence Middle School Air Fair, and being permanently listed in RCSD and S&E Modeler

Touring the Calspan Transonic Wind Tunnel

Viewing/using/bragging about our Website

I have, of course, greatly enjoyed my tenure as Club President. I'm now looking forward to new leadership taking on new challenges and opportunities; please help them as much as you've helped me. Let me close by thanking all who have contributed so much over the years, including many of you now reading this, and a few who aren't with us any more, except on those beautiful blue-sky days.

For Sale

- Adante kit - Fiberglass fuselage, foam core wings, $50 - Contact Jack Archibald - 652-4412
- Minimax kit - 10' wingspan, incl. FAI 05 motor (custom 5 turn) $200 - Contact Jack Archibald - 652-4412

AMA News

District II Vice President Wes De Cou is moving on to new opportunities. He has accepted the position of Flying Site Coordinator for the Western US (Districts 7 through 11). He is being replaced by Dave Mathewson. Although he has been temporarily appointed to finish Wes' term, he is running for the position unopposed.

Contact information for Dave Mathewson:

7271 State Fair Blvd.
Baldwinsville, NY 13027

Phone
Days: (315) 635-1038
Evenings: (315) 727-4275
Fax: (315) 635-1039

E-mail:
Dmathewson@mindspring.com

District II also has two new Associate Vice Presidents (AVPs):

Sal Calvagna
1335 Broadway Ave.
Holbrook, NY 11741
(516) 737-6327

Gary Fitch
1219 Slab City Rd.
Franklinville, NY 14737
(716) 676-2498

The Year in Review

- Marty Timm

It's time to reflect upon what's happened over the last 12 months. What follows are a few miscellaneous ramblings, some from my (somewhat) faulty memory, some from this years' newsletters, that chronicle some of the events that made 2000 unique for us. As to what's coming up in 2001? Well, I think I'll let one of those supermarket tabloids take care of that one.

Harold buys a Zagi-400 and spends a considerable amount of time building it. Don observes that it is one of the best flying Zagis in the club.

The club forms a "Flying Site Committee", comprised of Marty Timm, Fred Maier, Frank Zbytek, and George Pack. No sites have been obtained yet, but the club has a team of members that are dedicated to working on it.

Marty builds and flies the club's first Electric Ducted Fan model, the Kyosho F16. The plane is quickly nicknamed "The Flying Dustbuster" for the sound that it makes in flight.

May 19th, Jim Moynihan is inducted into the Hall of Fame at the Niagara Aerospace Museum. A well deserved honor!

Field's Hobby Center agrees to attach "informative" stickers to sailplane and electric aircraft kits informing new owners how to contact CSS.

Bill Pike does what many of us have wished to do - he mounts a video camera/transmitter on a Zagi and flies, transmitting live images of the flight to a recorder.

Lyn Perry and Richard Grady buy "Freds" - lightweight S-400 gliders. Lyn's crashes before Richard's is ready to fly.

It's a bad week for gliders named after people, when Marty's "Bob" HL glider augers in the same week as Lyn's "Fred".

It's a bad year for events, with Roman's F1.5B and Marty's Fun-Fly on the Farm both having to be cancelled due to the weather. Lyn was forced to cancel his AMA sanctioned event as well. Fortunately, he was able to reschedule it as a non-sanctioned event. All in all, Mother Nature was less than kind to us when dishing out rainy weather this year.

Lyn Perry buys a "Litestick" park flyer, which weighs in at a whole 6 oz. At the Electric Fun Fly, he is seen flying it around himself as if it's a control-line plane, wearing a grin that just won't quit. So much fun in such a little package.

CSS held it's first-ever "night-fly", with pilots employing various ways of lighting up the sky with their planes.

At Bill Hauth's HL event, both Don and Roman hit one of the trees on the field while approaching the landing circle. The bad news is that the tree is not insured. The good news is that it isn't suing.

Clarence Sailplane Society is featured in an article in the Clarence Bee. Ah, fame!

CSS welcomes new members Tom Koszuta, Bob Kelner, Daniel Szurgot and Dominic Aradio.

When nominated for a 6th term as club president, Lyn Perry declines. Thanks, Lyn, for 5 great years!

League of Electric Soaring

I was surfing the web, looking for sites of interest to sailplane and electric aircraft modelers, when I came upon a site called "The League of Electric Soaring". Being a League of Silent Flight (LSF) participant, my interest was immediately piqued. Upon investigation, I found that the site was for an organization that manages an achievement program for electric-powered sailplane pilots, very similar in nature to the LSF program.

Like LSF, the League of Electric Flight (LES) has several different levels to which participants can aspire. There are six levels with a variety of tasks that must be performed, including landings, thermal duration, contest, and distance tasks. The program is self-paced, and is intended to provide recognition to pilots of

electric-powered aircraft for improving their flying skills.

At the time this article is being written, there are only 20 members of LES – a member being an individual that has completed at least their Level I requirements. This looks like a great opportunity to get in on the ground floor of an interesting program. I'm sure that CSS has a number of individuals that could advance rapidly through many of the achievement levels.

If you are interested in learning more about this program, check out the following link on the Internet:

http://home.att.net/~ElectricSoaring/index.htm

You can also contact Ken Cashion as follows:

League for Electric Soaring
Flight Achievement Program
L.E.S. 157 Tennyson Cove
Picayune, MS 39466

E-mail:
kcashion@datasync.com
Phone: (601) 798-5807.

The Rules for the achievement program follow.

Section I - Introduction-- The L.E.S. Flight Achievement Program is a multi-level program for electric-powered duration models. L.E.S. is totally apolitical. One does not join L.E.S. but rather qualifies for membership by achieving Level I in the Flight Achievement Program.

Section II - Launching -- Different motor runtimes are established but variations in flying conditions preclude the normalization of all power systems. It is the pilot's overall flying ability that is to be challenged; consequently, different models and power systems may be used to achieve any particular proficiency level.

Section III -- Motor Runtimes -- Seven-cell Sailplanes, 45 seconds; More than seven-cell Sailplanes, 30 seconds; Models published before 1943, 1 minute. All ferrite motor runtimes are 2 minutes.

Section IV -- Witnesses -- One adult witness is required for Levels I and II; two adult witnesses are required above Level II. Official witness for competition is the Contest Director or Official Scorer.

Section V -- Procedure -- Attempts for any Level can commence only after the relevant voucher is received. A single performance may be used for more than one task on a given voucher but not on more than one voucher.

Section VI - Thermal Flights -- Timing of a thermal flight begins when the motor is switched off and concludes when the model touches the ground or when the motor is switched back on. Slope lift is not to be used during thermal flights. No two thermal flights can occur on any given day. No parts may be jettisoned after launch.

Section VII -- Precision Spot Landings -- For spot landing credit, the distance is measured from circle center to any part of the model, providing the model does not rest inverted or has lost parts. For landing attempts, motors are to run a minimum of 10 seconds. The powered portion of the flight is to attain altitude, not to align the model with the landing spot; i.e., on no part of the powered portion of the flight is the model directed toward the landing spot.

Section VIII -- (1) Unpowered Goal and Return Flight -- Model must be flown over the release point after the motor has been switched off, flown past a predestinated goal at the required straight-line distance (0.5 miles for Level III), and return to land within 100 yards of the release point. The attempt is terminated if the power is switched back on.
(2) Powered Goal and Return Flight -- To be valid, model must be flown past a predestinated goal at the required straight-line distance (0.75 miles for Level III), and return to land within 100 yards of the release point. Motor may be switched on and off as the pilot prefers.

Section IX -- Competition -- For competition credit, the tasks must have limited motor runs, thermal flights intended to last at least 8 minutes, and have three or more opportunities to score. At least five contests are required for each appropriate Level but more contests may be necessary. Points are attained by the following formula:

(Participant's score/Winning score) x 100 x (Number of entrants - Participant's position + 1)

Example: Participant score was 523 points

Winning score was 625 points

There were 6 entrants

Participant's position was 2nd

(523/625)x100x(6-2+1)=418

Section X -- Flight Achievement Level Requirements

I Two 10-minute thermal flights Ten spot landings within 10 feet of a mark

II Two 15-minute thermal flights Ten spot landings within 5 feet of a mark

Competition performance - at least 5 entrants resulting in 1 Place or 2,000 pts. ("Place" will be 1st, 2nd, or 3rd only.)

III Two 30-minute thermal flights 0.5-mile Unpowered Goal and Return Flight or 0.75-mile Powered Goal and Return Flight

Competition performance - at least 5 entrants resulting in 2 places or 3,500 pts.

IV Two 45-minute thermal flights 0.75-mile Unpowered Goal and Return Flight or 1.5-mile Powered Goal and Return Flight

Competition performance - at least 7 entrants resulting in 1 win and 2 places or 5,000 pts.

V One 1-hour thermal flight, 1.0-mile Unpowered Goal and Return Flight or 2.0-mile Powered Goal and Return Flight

Competition performance - at least 10 entrants resulting in 3 wins or 8,000 pts.

VI - Two 1-hour thermal flights, 2.0 mile Unpowered Goal and Return Flight or 4.0 mile Powered Goal and Return Flight

Competition performance - at least 10 entrants resulting in 3 wins and 8,000 pts.

Adhesives

- Roger Layton

From the AMA National Newsletter

Cyanoacrylate (CyA) adhesives: Part of the history that abounds the development of CyA is this: It was developed as an alternative to sutures and bandages for treating open battlefield wounds during the Vietnam War. This seems to make sense in light of its ability to instantly weld the fingers together of any careless modeler.

That little bottle of instant repairs you buy is actually a chemical called cyanoacrylate monomer which, except for an inhibitor, would instantly form a single plastic blob of polymer with accompanying heat and fury that would resemble the China Syndrome.

CyA was on the market for a number of years before it came to the construction hobbies. The adhesive was so fluid that it could only be used to mend nonporous materials like ceramic, plastic, and glass. It certainly did not work on balsa, which merely soaked it up like a sponge.

Later, when viscosity modifiers were added, it became generally useful and ended up “in our hands” (pun intended).

The advantages of CyA are speed and hold. The disadvantages are cost, vapor, and brittleness. Please be your own judge, but I will not use it for whole airplane construction. It has a place and is excellent in certain applications. For many butt joints and T-joints, CyA is too brittle, especially in large airplanes. Aliphatic glue is a much better choice.

CyA is specified as the adhesive of choice for wing skins. In this application, it is too hard and makes sanding to an invisible butt joint very difficult. Cellulose-based glue like Sigment® is the quintessential choice since it is the sole truly sandable adhesive.

Cyanoacrylates are excellent for tacking parts into place to speed up construction followed by regluing with an aliphatic adhesive. CyA is unequaled for making repairs and piecing a crashed beauty back together. When you use CyA, be careful not to draw debris such as sawdust or baking soda (incidentally a good, inexpensive accelerant) into the bottle. It may cause the entire contents to harden.

Aliphatic glue: The parent for this type of glue is doubtless Borden’s white glue. Borden’s is a very strong glue, which penetrates wood well. A second generation of such glues contains fillers, which render them somewhat “sandable.” Regardless of the claims, none are truly sandable since their binder is rubbery.

In my mind, more expensive is not better. The hobby store brands like Pica’s “Gluit” and others are expensive and not very sandable. Borden’s yellow woodworkers’ glue is strong, inexpensive, and as sandable as any I have found. On large built-up fuselages and wings, I recommend using Borden’s woodworkers’ glue for most of the “inside” construction including attachment of the skin. But I glue the skins together and other places to be subsequently sanded with Sigment®.

Firewalls, landing gear blocks, and hard points are attached with epoxy.

Silicon caulk or RTV: This is an excellent adhesive, which does not harden. This provides considerable shock absorption. This material is particularly good for attaching parts inside fiberglass fuselages. There must be ample gluing surface.

Fiberglass flexes in a finished airplane during flight will cause brittle joints made with CyA epoxy or other adhesives to fail. Many servo trays have broken loose during a hard landing.

Certainly, you have noticed the vinegar smell of silicon adhesive when it cures. Do not use this adhesive around electrical components. Connect cells in a battery with hot melt adhesive.

Rubber cement: The next time you want to make little protective foam boxes for your receivers or batteries, use rubber cement. It maintains its flexibility and will never let go once it is dry.

3M™ Spray Adhesive: Formula 77 is excellent for attaching paper rib and bulkhead patterns to balsa or plywood during scratch-building. If you want to remove the pattern from the wood after cutting, allow the adhesive to dry on the paper for more than a minute before applying. The paper will not stick quite so tightly and the adhesive will not transfer to the wood.

3M™ can also be used to hold 6-oz. fiberglass in position on the wing center while epoxy or polyester resin is applied. It is great to hold plans flat on building board.

from the Rock Valley RC Flyers
Rockford IL
via the MMAC Newsletter
Dick Sarpolus, Editor

Testing your Equipment after a Repair

- Pete Waters

From the AMA National Newsletter

[*The following does an excellent job of explaining <u>in detail</u> how to do a range check. Models that leave our hands without benefit of such a check have the potential to become unguided missiles. The importance of performing this test, whether after a repair, after building, or after a long winter of sitting idle cannot be stressed enough! – Ed*.]

We treat all repaired systems and components as if we were going to use them in our models, and we always give them a checkout before actually flying them.

George Steiner, who writes in RCM, and is a fellow member of the AMA/RCMA Frequency Committee, has developed a simple test that evaluates the link between the transmitter on the ground, and the receiver in the model.

This test was developed to be a minimum acceptable standard for models flying in the Giant-sized Pylon Races, and has been modified for the more usual sized models seen at the flying fields.

Without going into the mathematics of what signal strengths and such technical values are needed to have a safe, glitch-free model, here is the testing method.

Assemble the model, ready to fly. First pass, without the motor running, extend your transmitter antenna one section out of the top of the transmitter case. If the flag is a problem, remove it! You need one section extended, and only one!

Walk off a distance of 180 feet behind the model, so that you can look back over the tail surfaces. Have a helper signal the various commands, by a previously agreed code. E.g. both arms up for up elevator, a single arm wave for rudder, etc.

Operate the transmitter on his commands, one control at a time, noting the results.

If the test fails, showing intermittent control of the demands from the helper, then you need to move closer to the model until the commands are solid.

The closer you get to the model to gain control, the less reliable the ground to air link is, and if the distance is less than 100 feet, do not fly!

Many times, the range check can be passed by rearranging the components in the fuselage, routing the antenna a different way, keeping it away from the servos and wires. Try moving the NiCad pack closer to the receiver, too. If this fails, get the radio checked at a service center.

After passing the motor off-range check, now re-test with the engine running at full throttle. This will be the critical test, as everything in the model is getting rattled around, and most intermittent will show up.

Naturally, the model is being restrained on the ground! [*Note! This step is particularly important for electric-powered aircraft – Ed*]

Once again, less than 100 feet is not acceptable; this being the minimum distance that George has set for a safe flight.

from Just Plane Talk, Mid-State Aeroguidance Club
Jim Rasmussen, Editor
307 W. 5th St., Marshfield WI 54449

Try This Out

- Joe Podraza

From the AMA National Newsletter

If you're a scratch-builder and have never tried to iron on balsa, you should.

I don't remember the article, or in what magazine it was in, but I did try it out on a small model with tight curves in the fuselage and it worked well. No clamps or pins or holding the balsa down while the glue dries.

I now use it to plank the leading and trailing edges of my foam wings as well as the cap strips. So far, I haven't had any of the planking let go.

Using contact cement is okay, but once the planking is set in place, there is no moving it.

Photos from the October and November Meetings

Vince Rasp with Electric-Power Aspire

Dave Decker with Primera ARF

Tom Koszuta with Thermal Plane Modified for Slope with MH42 Airfoil

Richard Grady with All-Black EPP Foam "Enigma"

With this method, you can take your time to line it up and hold it down while you iron it on.

I remember the article said it was an old-time cabinetmaker's way of laminating the top ply on. All that's needed is Elmer's glue or any glue that says it's aliphatic resin, a way to squeegee it on really thin on both sides that are to be joined, and an old iron that you can pick up at any thrift store.

Allow time for the glue to dry then line up the planking and iron away. On the really sharp bends, I wet the outside of the balsa and the steam lets it bend without cracking.

If you don't believe the holding bond, just iron on a sheet of 1/16-inch balsa onto a piece of foam and try to rip it off. When it comes off, the foam will come with it. Once it's on, more heat will not loosen it. Just remember to put the glue on really thin. I use a rubber squeegee, and be sure to let it dry before you iron it on.

from Flypaper
Lake County Illinois Radio Control Club
Joe Podraza, Editor

12 Rules of Model Aviation

From the AMA National Newsletter

1. Perfection in model building is a desirable goal, unless completion of the airplane within your lifetime is important.

2. Airspeed is life to your model, altitude is life insurance. No airplane ever collided with the sky.

3. Always fly your airplane with your head, not just your hands. Never let your model go somewhere your brain didn't get to five seconds earlier.

4. The probability of model survival is equal to the angle of arrival.

5. Flying a model airplane is not dangerous; crashing it is dangerous.

6. Good judgement comes from experience and experience comes from bad judgement.

7. There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.

8. It's a good landing if you can still bend the landing gear back to its normal position.

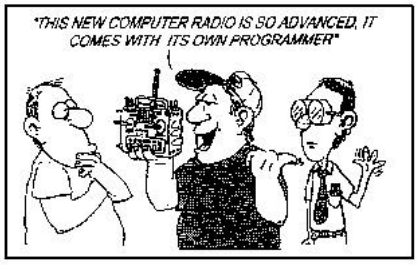
9. A fool and his money are soon flying a more aerobatic model than he can handle.

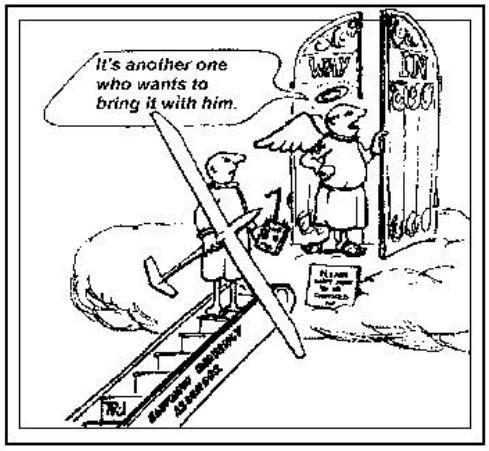
10. The nicer an airplane looks, the more likely it is to crash.

11. A model airplane may disappoint a good pilot, but it won't surprise him.

12. If God meant for man to fly model jets, He'd have given him more money.

from the Rock Valley RC Flyers via The Checkerboard Flyer
Gary Parenti, Editor





from The Transmitter
Nor-Cal R/C Unlimited Flyers
PO Box 69
Bella Vista CA 96008