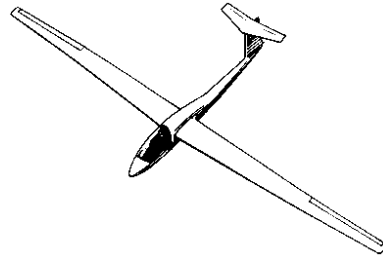


CLARENCE SILENT FLYAIR



BI-MONTHLY NEWSLETTER OF THE
CLARENCE SAILPLANE SOCIETY

Jan/Feb '02

PRESIDENT
MARTIN R. TIMM 592-9520
Mtimm@a1com.net
SECRETARY
ROMAN PARYZ 684-4177
paryz@buffnet.net

VICE PRESIDENT
BILL PIKE 836-1833
w.j.pike@att.net
NEWSLETTER EDITOR
MARTIN R. TIMM 592-9520
mtimm@a1com.net

TREASURER
DAN OEHMAN 759-6092
doehman@aol.com
COMPETITION COORDINATOR
TOM KOSZUTA 896-6393
sliderule@adelphia.net

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

From the Editor

- Marty Timm

First, let me apologize for an error in last month's newsletter. I inadvertently failed to list Dominic Aradio's name when listing the members of the CSS Safety Committee.

Second, I'd like to mention that some significant improvements to the club web site are under construction. Look for member contact information, a member frequency cross-reference, and maybe even an online discussion board where we can share tips and debate hot topics even when we're not at meetings. I hope to be able to launch the new web-site sometime in March.

Keep those newsletter contributions coming. They are greatly appreciated. Pictures are especially great. Get double prints made and send me a copy. I'll publish what I can

in the newsletter and much more on the club web site.

President's Report

- Marty Timm

I'd like to kick off our first 2002 report by saying that we have a great schedule of events for this year. You'll find the complete schedule at the end of this newsletter. Look for it to grow as we add events like fun-flys and hand-launch golf later this year. For those of us with diminished throwing ability, (like me with my tendonitis!),

get your "designated throwers" lined up and practiced early!

Contest attendance continues to be a controversial subject in the club. I'd like to offer a couple of suggestions here. First, for sailplane pilots, if you haven't given contests a try, you should consider it. You'll be amazed at the things you learn with an experienced timer at your side. Second, for the contest directors, try to find ways to make contests interesting to the novice pilot. Perhaps having a "novice" class would allow newcomers to compete against pilots with similar piloting skills. Think outside the box. Don't be afraid to try something different. Also, don't forget to put an event flyer in the newsletter. People can't show up to an event if they don't know that it's happening. Just having your event listed on an event schedule is not enough.

Upcoming Events

February 21	Meeting - Clarence Town Park - Building Contest
March 21	Meeting - Clarence Town Park - Finishing Contest
April 18	Meeting - Clarence Town Park

While we're on the subject of contests and events, I'm looking for suggestions on how we can keep our Rochester, Erie PA, and Canadian friends informed when inclement weather threatens to cancel an event. The Rochester people showed up at several "canceled" events last year. Not everyone will interpret a weather report the same way and not everyone will even watch the same report. (Yes, they vary from source-to-source.) Ultimately, the "go/no-go" decision lies with the CD and we need better ways of communicating that decision to folks that have to travel a distance to participate in our events. Please let me know your ideas.

On a slightly different topic, I'd like to remind some of our newcomers to our club that we have a League of Silent Flight coordinator. His name is Lyn Perry. If you would like to participate in a self-paced achievement program that will help you improve your piloting skills and let you put cool stickers on your planes, see Lyn. I'm at level II (of five levels) and working on level III. I'm hoping to complete level III this year. It's great fun and you can learn a lot.

Finally, let me leave you with the quote of the month:

"Don't run out of airspeed, altitude, and ideas...all at once!"
- Jack Womack

Why Do Zagi's Fly? - Ask Dr. Science

*Silent Electric Flyers of San Diego
Peak Charge Newsletter
Oct. 2001*

Recently, I observed an interview with Dr. Science and a 14 year old boy who asked- "Why do Zagis Fly?" Here is the answer.

DR. SCIENCE: Little boy, you have made a common mistake. You have observed a Zagi in the sky, twisting and turning in such violent maneuvers that real airplanes cannot do. No doubt you have also observed that Zagis don't land as conventional airplanes, alighting gently to earth. Instead, Zagis must always dive to the ground at high speed, arriving with a loud thwack. Zagis after all are the noisiest electric airplanes, and some clubs have already passed noise ordinances prohibiting glow models and Zagis.

It turns out that the answer is somewhat complicated. You see, Zagis don't really fly. Instead, the Earth or Mother Nature, like many real R/C pilots, finds the Zagi an abomination and repels it. The Earth has established a Zagi repulsion field about 8 feet above the ground. Once the Zagi is thrown to this height, the repulsion field takes over. Thus the antics of a Zagi are not based on aerodynamics, but rather the tormented response of Mother Nature.

Since it takes a great deal of force to penetrate this Zagi Repulsive Barrier (ZRB), for Zagis to return to Earth, they must build up a great deal of kinetic energy. Of course, once the Zagis manage to penetrate the ZRB, their lack of aerodynamic efficiency becomes manifest and they simply fall to the ground. However, the Zagis are moving quickly through the ZRB and this impact with the ground can often be heard for some distance.

While most objects would not withstand the abuse of being repeatedly driven into the Earth, scientists have discovered a second Zagi repulsion field close to the ground. No part of the Earth is permitted to come into intimate contact with a Zagi. Thus the dirt, rocks, stones, mud, etc. that normally damage other objects by coming into contact with them, are not permitted to touch the surface of the Zagi. Scientists have been studying this Zagi Ground Repulsive Field (ZGRF) but are baffled by its composition, and report that it does not appear likely that the field will be able to serve any useful purpose. Scientists are also baffled by the ZRB, but since studying either the ZRB or the ZGRF more closely would require a Zagi, few scientists have wanted to delve into the mystery- claiming that Zagis are just simply too awful to have in a lab.

Several scientists have claimed that lab mice have been seen to die of unknown causes within 5 feet of a Zagi. Thus little boy, Zagis don't really fly- the Earth repels them.

THANK YOU, DR. SCIENCE

DR. SCIENCE-
YOU'RE WELCOME.

Notes from "CSS South" - Dave Millikan

- Buggy whips...Enron & Poloroid started the year at \$80, now both are less than a Buck and in Chapter whatever.
- Speaking of buggy whips, who woulda guessed Harley Davidson would be rolling in dough and can't Make \$15K cycles fast enuf.

- Have you all heard of MUV's? True, they look like SUVs but are not off road at all - they're Mall Utility Vehicles.
- You may have heard about the C-141 whose wing broke off (it did) while refueling in Memphis. I learned today 3rd hand on AVSIG (AVSIG.com) that it had just undergone fuel tank repairs and one or more vent plugs were left in place. It doesn't take much pressure differential over many square feet to rupture the skin.
- Ever heard of the Sequoia? It's the Presidential yacht Eisenhower (and others) used in the Potomac. Later presidents sold it off to private parties. It is alive and well and being restored in Chesapeake, Va. not sure who owns it.
- Small world... Pete T. who flew my airplane down to Fl from NY, a couple weeks later was shooting landings in the right seat of Fifi in Midland Tx- it is the last B-29 flying and belongs to the Commemorative Air force (new name-politically correct). I spent 3 years and 600 hrs. doing the same.
- Monday I watched the lake effect snows building over WNY. It didn't make the national news 'til it reached 25 inches. Today's Inverness paper had a photo of Dave Hill & Rick Phillips running a snow blower atop a roof in Cheektowaga, NY. I'm sure a few roofs have collapsed after 7 feet. I don't miss the shoveling one bit. Tonight is a full moon, and despite the hardships of 7 feet, a full moon on all that snow must have a certain beauty!

I wish everyone a better New Year, good health and happiness, Dave

The Saga of Hard Luck Gomez

- Tony Estep

At some point each of us comes to one of those moments in life that change everything, where the future course of one's whole existence can take this path or that, and there's no ducking it. When that moment came for Hard Luck Gomez, he may have made the wrong choice; or maybe not. See what you think.

He could see it creeping up on him as the seasons came and went. He used to chat about it with his old buddy Chris Aliss as they hung around the dusty shop. Chris hadn't been out to the field for a long time, and was beginning to recognize that his own career was over. Sometimes when HLG would come back from the field, he would fill Chris in with stories of what was happening out there, and HLG's stories made Chris nervous.

"HLG," said Chris Aliss, "don't talk to me about those new guys spinnin' around and whirlin' up in the air outa sight. If I'm gonna launch, I want to see where I'm goin' and no spinnin' or none of that new-fangled stuff for me." Hard Luck didn't argue, but he was tempted to point out that Chris hadn't left his shelf for over a year.

Still, Hard Luck was himself sticking to the old ways, and had never spun or whirled in his life. The very thought of it made him dizzy. He saw how the others did it, how excited they looked

when they came down, and heard their chatter; but he clung to the idea that it just wasn't for him.

It wasn't for him, that is, until the fateful sunny spring day when he met Daisy Lee.

Hard Luck was lounging in the pits, trying to spit out a bit of grass that had slipped into his hatch, when a slinky composite with six servos sat down next to him. She was so close that she was almost touching him, and HLG felt a quiver in his boom.

His mind raced. How could he start a conversation with this fox? Finally, he just blurted it out. "Whoo, you look sleek! I'm Hard Luck Gomez. What's your name?"

She answered in a soft purr. "Hi. I'm Daisy Lee Glitz," she murmured. "My friends call me Diz."

"Pleased to meetcha," HLG offered. The ensuing silence was deafening. He had to think of something.... "So, Diz, I have to ask. What is it like?"

"What's what like, Hardy?" she said in her throaty voice.

"I mean, what's -- what's it like to do all that spinning and zooming?"

"Why Hardy," she replied. "Are you one of those straight-ahead Boy Scouts? Not that there's anything wrong with that," she added quickly. "Hey, big guy, if you've never tried it, you should. I mean -- it's a rush." She flicked her flaps demurely.

"Look," she volunteered. "Watch me. I'm about to take off. Oh Hardy, just watch. See

how I do it. It's so wonderful. Really."

HLG stared transfixed as DLG stretched her wings and began to spin. Faster, faster -- zowie, what velocity! And then, with just the slightest fetching wiggle of her shapely tail, she was gone. Whoof! Look at that! Adrenaline surged through HLG's skinny frame. He knew that there was no turning back.

When Daisy Lee returned, she was flushed with excitement. Her servos were buzzing. HLG could stand it no longer. Mustering up his courage, he whispered to her excitedly. "Diz, can you show me? Do you think I can do it?"

"It's easy," she assured him. "Come on to the disco with me, Hardy. We'll spin together. It'll be fabulous."

"I dunno, Diz" he faltered. "Nobody has ever touched my tip -- that way, you know...." his voice trailed off.

"Hardy....Hardy....give me your tip....spin with me...." Daisy Lee's voice was entreating, very soft, but Hard Luck heard nothing else. "Let's get high, Hardy, really really high. Let me take you up." HLG felt his fears melting, replace by a sudden resolve, a passionate desire...

"Okay," he said forcefully. His spar was as stiff as carbon. "Let's give it a whirl."

The rest was just a blur. He seemed to see the world revolving at the speed of light, the horizon rising and falling like a carnival ride, and then -- just when he thought his body would fly apart -- he felt himself rising, not like before, but rocketing, zooming, far above

the floodlights where he used to level off, up, up, up --- weeeehaaaaah!!

Back in the shop the next day, HLG slumped next to Chris Aliss. He ruefully surveyed his body. He had a break at one poly joint and incipient cracks in numerous other places. His tail was ragged, his horns were partly pulled out, and his fuse was blown.

"I guess I just wasn't made for it, Chris," he groaned. He waited for the burst of disapproval that he was sure Chris would register.

But to his surprise, Chris gave him a kind look. "Oh, what the hell, Hard Luck," he said in a reassuring voice. "Never regret it, old friend. You did what all of us ought to do. You went out with one last great fling." And he raised his tail and gave HLG the V-sign.

Electric Electric

From the
AMA National Newsletter
- Larry Sribnick

Should you ever discharge a pack all the way down?

The short answer is... DON'T!
Now for the why.

When you connect a pack to a charger, you connect the plus positive, from the charger to the plus positive, of the pack.

If you run a pack all the way down and one of the cells reaches zero before the rest of the cells in the pack (and it will most of the time), how is it connected in the circuit? It's connected plus to minus because the cells are wired in series in

the pack. The result is that the rest of the cells in the pack will now start to charge the zero cell backwards because it's connected plus to minus rather than plus to plus as it should be for charging. The end result is that you reverse the polarity of that one poor cell and ruin it.

Now, this can't happen if you just put a pack on the shelf and let it self-discharge over a long period of time because there's no complete circuit. The pack isn't plugged into anything.

Likewise, it can't happen to a single cell that you run all the way down because it isn't the running down to zero that does the damage. It's the remaining cells in a multi-cell pack that turn into a backwards charger if one cell is run all the way down that does the damage.

I've been telling people this for 20 years but I still see people running their packs down after every flight. I've given up trying to explain it to them because the attitude usually is "Everyone else is doing it." I was happy to see that Bob Kopski in his *Model Aviation* column a few months ago told people that he finally came to the conclusion that you shouldn't run a pack down after flying.

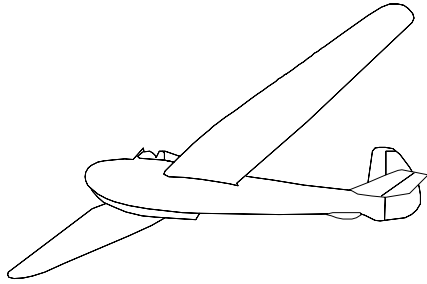
When you're done flying, let the pack cool off until it's just barely warm to the touch and then either put it back on the charger or go home.

from SR Battery Tech Notes
via *The Altimeter*
Clarksburg Model Aviation
Club
Richard Rader, editor
Bridgeport WV

Clarence Sailplane Society

Building Contest

February 21, 2002



Bring your uncovered/unpainted/unfinished model airplane to the February meeting for Show-and-Tell and compete for fame, glory, and prizes against other club members.

This contest is intended to show off the modeling talents of our club members, so ARFs and ARCs will not be allowed to compete.

relative to the inboard portion. Doing this assures that the outboard section will not stall before the inboard section. At stall speed, the center will stall first and the tips will follow. This prevents the onset of uncontrolled roll during slow speed flight, especially during the landing approach and touch down where you don't have

section and heating the covering to set the twist. This usually requires no more than $\frac{3}{4}$ inch at each tip. Be sure that both sides are equal or the result will be a tendency to roll off onto the wing tip having less twist. While you're at it, check for warps in the rest of the wing and correct those by heating and twisting.

Fome-Cor® wings require either that the washout be cut into the foam when made or that different airfoil sections with different stall characteristics are used at the root and tip.

A high performance full house thermal ship will have different airfoil sections blended along the span for optimized lift and drag. The Crow configuration (flaps down and ailerons up) used in landing and high descent rates provides effective washout by virtue of the aileron deflection.

Washout

From the
AMA National Newsletter
by Bob Mabli

Washout may be confusing to the novice glider builder and flier, but it can make the difference between a gentle, easy-flying and forgiving floater and an untamed one.

Most all polyhedral glider kits like the Wonderer and the Gentle Lady instruct the builder to add "washout" to the wing tips. We may assume that the ARFs provide for washout but it is a good thing to check before the first flight.

Washout is a term that refers to the twisting of the outboard portion of a wing (trailing edge up) to reduce the angle of attack of the outboard wing section

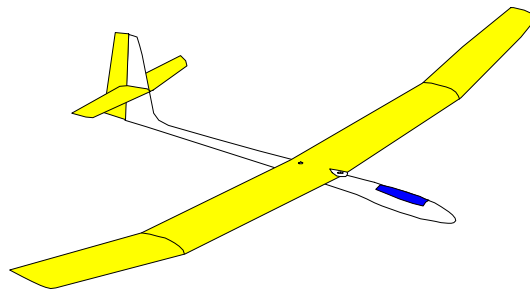
altitude to correct the condition. The roll will occur when one wing tip stalls before the other or before the rest of the wing.

Washout is easy to add and adjust in a built up wing (ribs and spars) with heat shrink covering. All it takes is blocking up the trailing edge of the outboard

Clarence Sailplane Society

Finishing Contest

March 21, 2002



Bring your finished/unflown model airplane to the March meeting for Show-and-Tell and compete for fame, glory, and prizes against other club members.

This contest is intended to show off the modeling talents of our club members, so ARFs and ARCs will not be allowed to compete.

High-speed slope airplanes do not usually use any washout because of the drag impact. Powered aerobatic airplanes have to have absolutely symmetrical wing sections for precise flying at any attitude-so washout is out. Landing approaches have to be "flown" in. Too often you will see an airplane snap roll turning on final because the pilot allowed the airspeed to drop too low and tip stall resulted on the wing on the inside of the turn.

from *The Peninsula Silent Flyer*
Peninsula Silent Flyers
Torrance CA

Tips & Tricks

From the
AMA National Newsletter

Glue Safety

When working with CyA glue, always get out the glue and the release agent (solvent). They should be on the building table together at all times.

I have had the thin stuff run off of a part unnoticed and glue my stomach to the table edge. This can be painful and makes it just a bit difficult to reach the shelf to get the glue solvent.

I once glued my hand to a large nearly complete model and I was not in a position to reach the glue solvent, way over on the shelf. I had to call for help to get unstuck.

Now, I always get the glue and the solvent (release agent) together. The solvent is ALWAYS within easy reach.

from *The Pilot*
El Paso Radio Controllers
Jeff Blackwood, editor
El Paso TX

=====

Sanding Files

Collect a few hardware paint-stirring sticks. Then glue strips of various grade sandpapers to each side to create a collection of useful sandpaper "files." You can also cut the sticks into odd shapes before applying the sandpaper for those hard to reach areas.

From *WIRCS touch & Go*
Whidbey Island Radio Control Society
Manny Duarte, editor
Oak Harbor WA

=====

Work Area Filtration

by *Chuck Thies*

One of the main causes of a dirty, dusty work area is dust floating in the air. One solution I have found that works quite well for me is a box fan sitting on the floor with a furnace filter taped to the intake side of the fan. I also use a leaf blower frequently to blow the dust off of the rafters in the basement. This blows the dust into the air which is then caught in the furnace filter on the box fan. One step further is to drape an old T-shirt between the box fan and furnace filter. This will help catch some of the fine dust that gets through the furnace filter. This doesn't do much for chemical fumes but is a good way to keep your work area a little cleaner.

from *The Windy Flyer*
Woodland Aeromodelers
Phil Sterka, editor

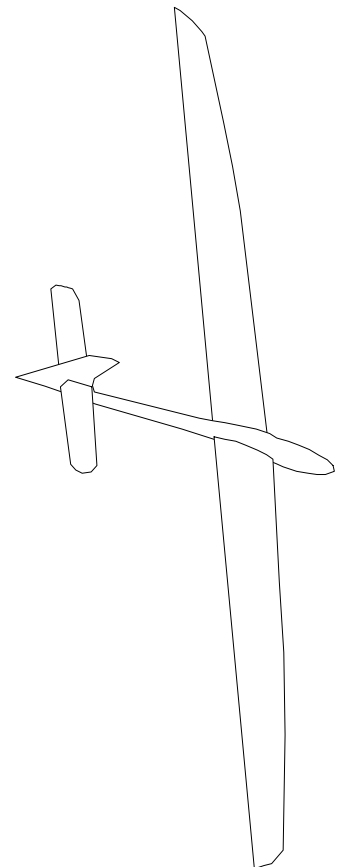
Woodridge IL

=====

Recycle Old Nicads...

... at Radio Shack! Radio Shack, there's one next door almost anywhere you go, will accept your old Nicad batteries for recycling. That's much more environmentally friendly than throwing them in the trash. Do it today!

from *Plan View*,
Willis Webb, Editor
2732 Sugar Grove Road,
Christiansburg, VA 24073-8014



Clarence Sailplane Society

2002 Calendar of Events

Date (Rain)	Event	Location	CD / Contact
January 17	Meeting - Event Calendar	Clarence Town Park	
February 21	Meeting - Building Contest	Clarence Town Park	
March 21	Meeting - Finishing Contest	Clarence Town Park	
April 18	Meeting	Clarence Town Park	
April 28 (May 5)	Spring Opener Thermal Duration Sailplane Contest	ECC South Campus	Marty Timm (716) 592-9520 mtimm@a1com.net
May 16	On Field Meeting at 5 PM	ECC South Campus	
May 27	Memorial Day Fun Fly	Herr Rd. flying field	Dave Decker (716) 631-3605 flyerdavey@aol.com
June 20	On Field Meeting at 5 PM	ECC South Campus	
June 23 (June 30)	F1.5B Thermal Duration Sailplane Contest	Herr Rd. flying field	Roman Paryz II (716) 684-4177 paryz@buffnet.net
July 14	Ed Waters Memorial AMA Sanctioned Thermal Duration Sailplane Contest	ECC South Campus	Lyn Perry (716) 655-0775 PERRYL@ecc.edu
July 18	On Field Meeting at 5 PM	ECC South Campus	
August 11 (Aug 18)	Handlaunch / Electric Contest	ECC South Campus	Lyn Perry (716) 655-0775 PERRYL@ecc.edu
August 15	On Field Meeting at 5 PM	ECC South Campus	
September 7 (Sept 14)	Ron Kirk Memorial Electric Fun Fly	ECC South Campus	Lyn Perry (716) 655-0775 PERRYL@ecc.edu
September 19	Meeting	Clarence Town Park	
September 29 (Oct 6)	Fall Finale Thermal Duration Sailplane Contest	ECC South	Jim Roller (716) 937-6427 Rolj98@aol.com
October 17	Meeting	Clarence Town Park	
November 21	Meeting - Officer Nominations	Clarence Town Park	
December 19	Meeting - Officer Elections Holiday party and gift exchange	Clarence Town Park	

Club business meetings are held on the 3rd Thursday of each month at 7:30 PM
In the Clarence Town Park Building, 10405 Main Street, Clarence, NY.

On-Field meetings (May, June, July, and August) will commence at 5 PM

NOTE!!! A wind forecast exceeding 20 MPH automatically defers an event to its rain date (or cancels it if no rain date is specified).

For further information on any event listed above, contact:

Marty Timm
(716) 592-9520
mtimm@a1com.net