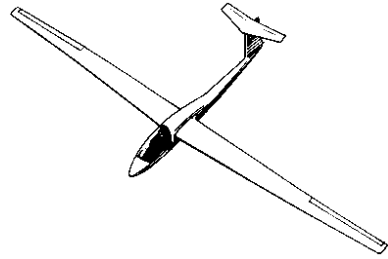


# CLARENCE SILENT FLYAIR



BI-MONTHLY NEWSLETTER OF THE  
CLARENCE SAILPLANE SOCIETY

Jul/Aug '02

**PRESIDENT**  
MARTIN R. TIMM 592-9520  
mtimm@a1com.net  
**SECRETARY**  
ROMAN PARYZ 684-4177  
zyrap@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 OEHRMAN 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

Well, I think we have a pretty interesting newsletter for you this month, if I do say so myself. We have lots of contest reports, results, and photos, along with news from the AMA and some cool web-sites to check out.

I also have a request from one of our members to start a "tips/techniques" column. I think it's a great suggestion. The only problem is I could use some contributions to help fill it. You can help! Take some of those unique things that you do and write them up and send them in to me. You never know what tricks you have up your sleeve that someone else would be grateful to learn.

Out on the club web

site there's a new feature that, I hope, will be of interest. We now have a members' discussion forum. If you have a question that you would like to pose to the group, this is a great place to ask it. Topics can be anything related to R/C sailplanes or electrics or anything related to

club business. Express an opinion. Ask for feedback. Post something to sell. Have fun (but keep it "clean") and use it to communicate with other members of the club. Note that this is a "members only" forum, so your comments will be seen ONLY by other club members.

## Upcoming Events

Aug 10-11	RCCR Great Electric Fun Fly
Aug 11 (rain - Aug 18)	CSS Man-on-Man Hand HL Contest CD: Lyn Perry - 655-0775
Aug 15	CSS On-Field Meeting
Sep 1	SOGGI Big Bird Contest Contact: <a href="mailto:stanley.shaw@sympatico.ca">stanley.shaw@sympatico.ca</a>
Sep 7 (rain - Sep 14)	CSS Ron Kirk Memorial Electric Fun Fly CD: Lyn Perry - 655-0775
Sep 8	COGG Open & RES Contest Contact: Jack Nunn (705) 728-4467
Sep 19	CSS Meeting - Clarence Town Park
TBD	CSS Fall Finale Sailplane Contest CD: Jim Roller - 937-6427

## President's Report

- Marty Timm

I am pleased to report that the 2002 flying season is well underway and quite successful, so far. Our first four events, the Spring Opener, the Memorial Day Fun Fly, the F1.5B, and the Ed Waters Memorial contest have all come off either on their scheduled dates or their rain dates and all have been very well attended. Even all but one on-field meeting

have been held successfully. Yes - even the July 18 on-field meeting WAS held! The faithful few - Don Chudyk, Lyn Perry, Everett McQuaid, Bob Kelner, and myself braved the damp weather forecast and were rewarded with clear air for two hours while the rain showers politely stayed north of Orchard Park. Yours truly made a trip to Hamilton Ontario to compete in the SOGGI club's "Golden Oldies" event - a contest designed specifically for vintage sailplanes like the Bird of Time. There's a report and photos later in this newsletter, but look for more cross-border excursions to be made in the future to broaden our horizons.

Closer to home, the Herr Rd. field has been mowed by its owner, Carlton Thompson. I contacted Carlton to discuss what kind of compensation would be mutually amenable for his time, effort, and materials. After playing a little phone-tag on our answering machines, we agreed that \$200 would be reasonable. I contacted our treasurer, Dan Oehman, and asked him to drop by Mr. Thompson's place with the money.

With that, I'll leave you with the quote of the month:

*"Sometimes, you don't know what you want until you get what you asked for."*

- Anon

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### Why do soaring birds soar?

The obvious answer is to look for food. When I see soaring birds stacked up and wheeling around in a rising column of air

I think they are there to have fun.

- Dom Aradio

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### Golden Oldies Contest Report

- Marty Timm

With a forecast of pleasant temperatures, June 23<sup>rd</sup> found me motoring northwest to enter my Bird of Time in the Southern Ontario Glider Group (SOGGI) Golden Oldies contest. This event was specifically designed for "old timers", (the planes - not the pilots!) and my BOT fit the bill nicely.

As I crossed the border, I found the conversation with the customs officials taking on a unique flavor:

C: Citizenship?  
M: United States.

C: Where are you heading?  
M: Hamilton.

C: Purpose of trip?  
M: Sailplane contest.

C: Anything in the car?  
M: Just the sailplane, Ma'am.

The event was located at a beautiful sod farm located just south of Hamilton. You could have probably fit ECC South Campus on this field 5 times with room to spare. Starting from Glenwood, it only took me a couple of hours to get there. Anyone that lives in a "normal" part of Western New York could easily shave 30-40 minutes off that time.

As the other competitors and I arrived and started pulling out our vintage equipment, (the planes - not the pilots!), I was

amazed to see more Birds of Time in one place than I could have imagined possible. The ground was covered with those elegant planes with gracefully curved trailing edges. It was like some kind of bizarre, beautiful BOT reunion. A couple of Sagittas and a smattering of other planes that stretched the definition of "vintage" also appeared, but the BOTs dominated the entries by far.

The format of the contest was simple. Pilots had a target time of 15 minutes to be flown over 3 rounds, with no more than 7 minutes flown in any one round. Landing circles were laid out for 50 bonus points per landing. Two winches (and no retrievers) were available to hoist the planes into the sky. While the temperatures were comfortable, the wind was less than optimal for these old gas-bags, (the PLANES - not the pilots!!), with a forecast of 12-16MPH! Still, everyone had pretty much the same air to fly in, and it wasn't playing favorites that day.

The trick of the day was to get into some wave lift coming off the tree line at the edge of the field and work it for all it was worth. Few pilots got close to their 7 minute round targets, and nobody got dangerously close to the 15 minute event target time.

The wind also made landings a challenge. Often the safest place to stand was at the center of the circle.

When the results were announced, I was surprised to find that I had captured 3<sup>rd</sup> place out of 14 entrants with a score of 736 out of a possible 1050. The top 3 finishers were as follows:

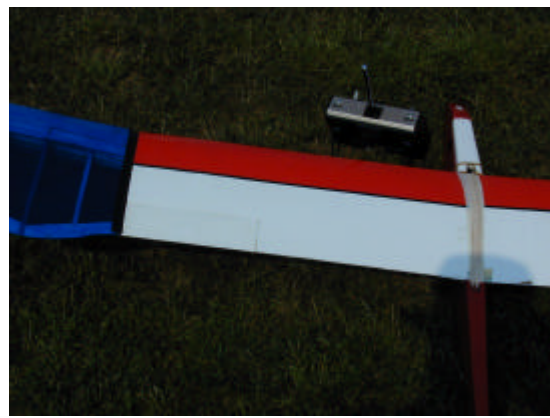
1<sup>st</sup> Keith Armstrong

## SOGGI Golden Oldies Contest

Photos by Marty Timm



Bud Wallace with his and Marty's BOTs



Bird of Time with trailing edge spoilers



Another beautiful Bird of Time



Clarence brings home "the bronze"

2<sup>nd</sup> Stanley Shaw  
3<sup>rd</sup> Marty Timm

What a great time!!! Not only did I win my first sailplane contest trophy, but I had the pleasure of meeting and sharing the sky with an incredibly great bunch of flyers. (OK, now - the PILOTS - not the planes!) If anyone is looking for an opportunity to meet some terrific enthusiasts or broaden their competition horizons, I strongly recommend heading over for one of SOGGI's events. There's a fair chance you'll see me there.

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### F-1.5-B Contest Report

- Roman Paryz

In production since 1999...longer to produce than the last Star Wars film, and George Lucas wasn't even involved. What are we talking about, why it's our almost annual F-1.5-B Contest or what we affectionately call the Half-Fast B contest.

First some groundwork. For those of you who don't know what the annual F 1.5 B contest

is, you don't know what you're missing. This contest is loosely based on the F3B rules as outlined in your AMA rulebook. The contest is divided into three separate events; DURATION, DISTANCE, and SPEED. Each event is worth 1000 points for a maximum score of 3000. Keep in mind that this contest is for fun and that it doesn't require an F3B type of airplane. Details of each event are listed below:

#### DURATION

The target time for the duration event was 5 minutes. Three points are awarded for each

## 2002 F1.5B Contest

Photos by Bill Pike and Marty Timm



**CD Roman Paryz II hard(ly) at work**



**The pilots psyche themselves up for the contest**



**Don Chudyk launches with Lyn Perry timing**

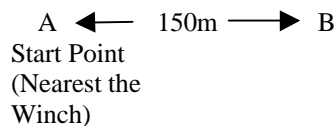


**Jim Roller launching**

second aloft up to the 5 minute maximum. Therefore the max flight score possible is 900 points. Flights in excess of 5 minutes loose points very rapidly reaching 0 points at the 6 minute mark. There is no "working time" frame used in this or the other events. A maximum of 100 landing points. (900 flight + 100 landing = 1000) If you land (upright or inverted) anywhere within the field boundaries and the plane is immediately flyable you were awarded 100 points.

### **DISTANCE**

This event is flown over a course consisting of two end points approximately 150 meters apart. See sketch below:



The distance from point A to point B is one half lap or one FLAP. The pilot must try to complete a maximum of 10 FLAPS. Only completed FLAPS will be counted and each will be awarded 100 points. (10

FLAPS @ 100 points each = 1000 points) The pilots position themselves near point A so that the pilots assistant (caller) can indicate when the sailplane has passed through the vertical plane defined by the sighting device set up at station A. The flagman (buzzer man) is positioned at point B and signals when the sailplane has passed through the vertical plane defined by the sighting device set up at station B. A FLAP is not completed until the sailplane has passed the station. The pilot is allowed a second attempt (relaunch) if he/she desires. If a relaunch is

## 2002 F1.5B Results

CSS		DURATION					DISTANCE		SPEED		FINAL
F 1.5 B		FLIGHT		LANDING		DURATION	HALF	DISTANCE	TIME	SPEED	TOTAL
#	PILOT	Min:Sec	PTS	DIST	PTS	SCORE	LAPS	POINTS	Secs	PTS	
1	Jim Roller	5:02	890	IN	100	990	10	1000	10.92	1000	2990
2	Roman Paryz	4:25	795	IN	100	895	10	1000	11.63	939	2834
3	Jim Sonnenmeier	3:40	660	IN	100	760	10	1000	17.02	642	2402
4	Marty Timm	3:31	633	IN	100	733	10	1000	20.64	529	2262
5	Lyn Perry	4:57	891	IN	100	991	6	600	19.57	558	2149
6	Don Chudyk	4:59	897	IN	100	997	7	700	-	-	1697
7	Tom Koszuta	4:59	897	IN	100	997	2	200	32.63	335	1532
8	Kurt Mandel	2:50	510	IN	100	610	2	200	21.45	509	1319

made, any FLAPS previously completed on the first flight will be discarded and only FLAPS completed on the second attempt will be scored. There is no "working time" restriction. There is no landing requirement for this event other than landing on the designated field. Off field landings will receive a zero flight score.

### SPEED

This event uses the same course and flagman methods as described above. You must try to complete 2 FLAPS (A to B to A) in the shortest possible time. The pilot is allowed a second attempt (relaunch) if he/she desires. If a second attempt is made, the first speed run is voided. Points will be awarded as follows:

$$(\text{FASTEST TIME} / \text{YOUR TIME}) \times 1000$$

There is no "working time" restriction. There is no landing requirement for this event other than landing on the designated field. Off field landings will receive a zero flight score.

The rules sound a bit complicated but they are not. Its always a great time watching and flying in the distance and speed events because they are exciting. You are now probably anxious to know how this year's combatants did in their contest. Well here are the details:

As he pulled into the ECC South parking lot, wetted finger in the air to test the wind, Prof. Perry declared that it would be 10 to 15 out of southwest. I then pointed out that it would be more like 5 to 10 (contestants) and that no one would be talking Southwest Airlines to be getting here. We were both right.

As an incentive for this year's contest, we offered FREE entry fees to anyone that has not flown in this event in previous years. This brought out 3 Half-Fast B newcomers namely Marty Timm, Kurt Mandel, and Tom Koszuta. These guys plus the five other regulars were joined by an equal number of observers. The day was hot and humid and the sky a bit hazy. Winds were in the 5 to 10 mph range from the SW up until we started to fly the speed runs. It switched to the south and was

up to 10 -15 but this didn't put a damper on things.

Nothing eventful to report for the duration portion of the flying. Everyone landed safely on the field and all planes were still flyable. Half of the contestants were within 3 seconds of the 5-minute target time. The day and the contest looked like it was heating up.

Jim Roller put in his bid for a Clarence Award however. As it is customary for contest timers to run the winch retriever for their pilot, Jim, undaunted, stepped up to the task. As the plane left the towline, Jim, with super human speed, stepped on the retrieve foot switch. After what seemed like minutes of retrieving, Jim noticed that the line wasn't coming back so he quickly pointed out that something must be wrong. Well, if Jim was flying, you would call this episode pilot error or dumb-thumbs. This particular case was a case of dumb-toes. Jim neglected to swing the arm to the retrieve position before engaging the rewind motor. He did manage to knit a lovely sweater from the retriever line.

## 2002 AMA Sanctioned Ed Waters Memorial Sailplane Contest

Photos by Marty Timm



**Jim Roller launching**



**Jim Sonnenmeier launching with Tom Koszuta timing**



**Kurt Mandel and Jim Roller preping Kurt's plane**



**CD Lyn Perry setting up for a landing**

The distance event proved tricky for some. Again only half of the contestants manage to get 10 flaps. Tom & Kurt did worse on their second attempts at the course. Like Kenny Rogers said, "You have to know when to hold 'em and know when to fold 'em." More on the folding later.

Notable was Marty Timm. Unlike the rest of us that flew the distance event at

approximately our launch height, Marty decided to fly his in the jet stream. You can never have too much altitude. All of this altitude was gained for the most part on the course with not allot (any) of thermal turns. The lift was good in general.

The final event was the speed run. This is where the spectators sit up and take notice because they know that somebody is

going to mess up an airplane. They weren't disappointed. As is tradition, and because the contest director lets me do it, I (Roman Paryz - CD) flew the 1<sup>st</sup> speed run to throw down the gauntlet and give the rest of the contestants something to shoot for. The real reason is that it gets me back to scorers table so I can take care of the scores.

The speed event had its share of minor mishaps. Kurt, on landing after his second speed run flipped over and broke his hollow carbon fiber wing-tip joiner. Jim Sonnenmeier had a bit of a hard landing and damaged his fuselage nose. Relatively easy to fix, but not at the field.

The knowing when to fold 'em award goes to Don Chudyk. A bit too fast on the winch line caused the horizontal stabilizer to flutter off from the model. The plane was still controllable with only half a stab, that is until it pulled free from the vertical fin. The plane performed a nicely executed outside loop and landed in shrubbery adjacent to a house on 20A. The fuse was OK, but one wing will need repair.

In the end, Jim Roller finished in first place only 10 points shy of a perfect score. The rest of the scores and times are tabulated below.

If you missed the contest, you missed a great time and some spectacular flying. See you next year ??? at the Half-Fast B.

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### The 2002 Ed Waters Memorial Contest

- Lyn Perry

We had a lovely mid-July day, with winds predicted as light and variable and temperatures in the mid-80s, for our annual AMA-sanctioned event. A total of eleven entrants (four in Standard class and seven in Open) turned out to fly three rounds of 10-minute precision duration. The contest ended at 1:30 before anyone could get too hot and cranky, and the only

thing of real interest to report is one off-field landing, with no harm to any plane throughout.

S&E Modeler Magazine kindly donated copies of their magazine to be distributed; thanks to them, to those who flew and to several club members who stopped by during the day.

### RESULTS

#### Standard Class

	Pilot	Pts
1*	Jim Roller	1415
2*	Lyn Perry	1314
3	Tom Koszuta	1022
4	Marty Timm	1006

\* Denotes trophy

#### Open Class

	Pilot	Pts
1*	Tom Koszuta	1148
2*	Don Chudyk	1112
3	Lyn Perry	921
4	Jim Roller	857
5	Jim Sonnenmeier	717
6	Marty Timm	417
7	Kurt Mandel	413

\* Denotes trophy

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### AMA Proposes Full-Contact Combat Ban

- Marty Timm

A fairly hot topic has come to light recently on the R/C Soaring Exchange. Specifically, the AMA is considering a proposal to prohibit the intentional collision of model aircraft.

I sent out e-mail on the subject as soon as it came to my attention, but I wanted to include a mention of this situation in the newsletter for our members that do not have access to e-mail.

The obvious implication to this is that glider slope combat would be banned. The impact that might be more relevant to us is the effect this ruling might have on our impromptu Zagi-400 combat sessions. The issue was raised in the following e-mail:

*Saturday, June 8, the AMA Safety Committee adopted the following statement and will submit it to the AMA Executive Council on July 14-15. If adopted by a majority vote of the Executive Council, it will become part of the Safety Code.*

*"Any flight activity involving the intentional collision between model aircraft is prohibited"*

*It appears that this statement would effectively make Slope Combat, as it now commonly exists, illegal under the Safety Code.*

*If you are concerned about this, PLEASE contact your District VP and any other Executive Council members and express your opinion.*

*Loren Blinde  
Lincoln, NE*

There is considerable buzz on this topic out on the Internet, but the long and short of it is that this is real and deserves our attention.

If you have strong opinions about this, you should probably contact your AMA representatives and let them know your feelings. They cannot, after all, know what you are thinking unless you tell them. E-mail addresses for our District 2 representatives can be found at:

<http://modelaircraft.org>

If you oppose the proposed restriction, but need help finding the words to express yourself, feel free to copy and modify the following text:

*I received an email today that indicated the AMA is considering a change to the AMA Safety Code that would ban the intentional collision between aircraft.*

*Let me say that while I think this is a good idea where powered aircraft are concerned, it would also have the (possibly unintended) side effect of banning slope combat. In slope combat, if you are unfamiliar with it, unpowered EPP foam gliders of approximately 48" span, weighing less than two pounds, are flown to score a "kill" by knocking the other aircraft out of the air.*

*This is a very popular activity in the slope sailplane community. It is a low cost, simple means of fun and competition that is quite safe when flown in accordance with the rest of the AMA safety code. Many new fliers have been attracted to RC aircraft through EPP slope combat, and an entire manufacturing industry depend upon it. Slope combat has led to advances in materials that have given us virtually crash-proof trainers.*

*Please stop action on this proposal until it can be considered in greater detail, and amended such that it would not prohibit the safe practice of RC slope combat.*

*Sincerely,*

...

Well, like I said, the important thing here is to voice your opinion. The AMA can consider

your position only if you let them know what it is.

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### Cool Internet Sites

A couple of interesting Internet sites have been brought to my attention and I thought I would share them with you.

First, Jim Sonnmeier sent me the following link:

<http://www.spadtothebone.com>

As the URL implies, this site contains a wealth of information about SPAD (in this case, **S**imple **P**lastic **A**irplane **D**esign) airplanes. These airplanes are built primarily from Coroplast and PVC gutter pipe! The site has some interesting construction concepts for building very durable planes.

The second site is one that I stumbled across that is suited to the park/slow/indoor R/C flyer:

<http://www.djaerotech.com>

The "Roadkill" series of R/C airplanes is so-named because of their "flat" profile fuselages. These little models might be of interest to those individuals that have very limited flying space to work with.

ENJOY!

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### Letter of Reference

- Marty Timm

Since CSS is constantly on the lookout for additional flying sites, I thought I would ask the owner of the Rainbow Lake slope soaring site, Ms. Mary Ellen Chinchen, for something

in the way of a "letter of reference" that we could share with owners of potential flying sites. Ms. Chinchen replied with one of the nicest, most complimentary letters I could have hoped for.

Hopefully, this letter will be helpful in convincing other landowners that we are an organization worth working with. THANK YOU VERY MUCH Mary Ellen!!! The text of the letter follows.

*To Whom It May Concern:*

*For the past several years, the Clarence Sailplane Society has been utilizing my property in Cattaraugus County for the purpose of recreational flying of radio controlled planes. The property they utilize has fences and livestock are maintained there in the summer and fall months. All members have demonstrated respect to myself, as the landowner, and to the property itself by not disturbing the area and leaving "no trace" of their use. They exhibit a genuine love for their hobby, as well as respect for each other, the land, and the animals maintained on the property.*

*Over the past years, I have come to know several of the club members and thoroughly enjoy watching them partake in their sport. They have impressed me each year by individually signing a card of thanks, and including a monetary gift to signify their appreciation of our relationship. I have no reservations in highly recommending the Clarence Sailplane Society and its members to other landowners who may be considering allowing them access to their land. This organization's*

members are a stellar group of individuals.

Sincerely,  
[Signed]  
Mary Ellen Chinchin

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### Hand-Launched Glider Contest Tips

by Tom Clarkson

Okay, while I am nowhere near the world's expert in hand launch, I have made a very large number of mistakes participating in the International Hand-Launched Glider Festival. I suppose that in some sense this qualifies me to pass on some do's and don'ts that I have learned.

**Do:** Spend some time getting in shape. It is a long event. Some walking, or more, might just help you concentrate on the airplane instead of being winded from running around.

**Don't:** Build your airplane the week of the event. This may be the most common mistake. You need time to shake out the airplane, determining its weak spots, and learn to fly it.

**Do:** Practice. Get out and fly. Maybe mornings or lunch hours or even after work.

**Don't:** Bring just one airplane. Bring at least two and a repair kit. Things like fiberglass and glue are often needed.

**Do:** Build the airplane to be sturdy. In contest conditions, it is easy to break an airplane. You will lose more points going for your back than you will adding an extra half-ounce to your airplane to make it strong in the places that count.

**Do:** Have morning and afternoon trim settings. Have a ballast system and spend some time working out how you want to be trimmed for the afternoon rounds. Go fly in the wind. It is different.

**Don't:** Show up late. Many a hurried pilot have used the wrong program or thrown an airplane with the battery not connected.

**Do:** Develop a plan for each of the tasks. Know what the best strategy is for each possible condition for each task ahead of time. Trying to figure out the best strategy as you walk out on the field is not a good idea.

**Don't:** Land off field. It can happen, but spend time really understanding how well your airplane can come home. Contests are lost by landing off field.

**Do:** Take a few trim flights to make sure the airplane is adjusted well before the heat starts. Be sure and get back in plenty of time for the start of the heat.

**Don't:** Neglect to charge the airplane before rounds.

**Do:** Be very careful. Avoid mishaps such as channel conflicts or midairs during the week before the contest.

**Do:** Arrive very early and get everything ready and trimmed.

from Gull Wings Torrey Pines Gulls Radio Control Soaring Society - John McNeil, editor, San Diego CA

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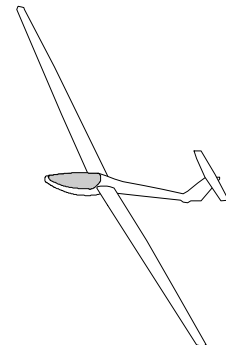
## Thinning Epoxy

When using epoxy for finishing purposes it can be thinned, but no more than 15% to 20%, with isopropyl alcohol which is 90% to 99% pure alcohol. Rubbing alcohol contains only 70% isopropyl and the remaining 30% is water which can become trapped in the cured epoxy.

Denatured alcohol (ethanol with an additive to make it undrinkable) has also been used to thin epoxy. Acetone will thin epoxy but will sometimes change the curing characteristics. Also, epoxy thinned with acetone can have an adverse effect on white foam.

Epoxyes can be colored with the various tinting compounds designed for acrylic and latex paints, which are available at many hardware stores. Or you can use hobby paints that are alcohol (acrylic) based. Colored finish cure, thinned with isopropyl alcohol, has actually been applied with a spray gun to form a beautiful finish on several models. Of course, the immediate clean up of the spray equipment is extremely important.

from *The Tail Spinner*  
Longmont Aircraft Modelers Association  
Dave Long, editor  
Longmont CO





## **CONTEST ANNOUNCEMENT**

### **HAND-LAUNCHED GLIDER**

**Man-on-man elimination competition  
For AMA Class A (1.5 meter/60" max span) sailplanes**

**SUNDAY 11 AUGUST 2002**

**(Rain/winds over 20mph date 8-18)**

**ECC-South Campus Athletic Field**

**9:00 AM setup**

**10:00 AM first flight**

**Throw-em or use one of two identical CSS-provided up-starts  
To launch. Last one down wins; best two out of three, with  
max flight times of five minutes. Fun? WOW!!**

**Smaller planes; smaller entry fee - \$3. Per**

**Trophy Medals for First and Second Places will be awarded**

**CD Lyn Perry - 655-0775**

**OPEN FUN FLY AFTER THE EVENT - COME ON OUT!!!**