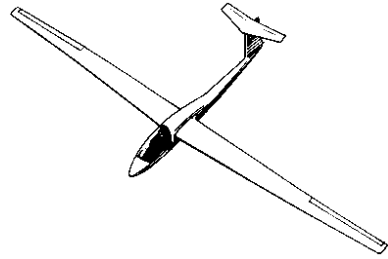


# CLARENCE SILENT

## FLYAIR



BI-MONTHLY NEWSLETTER OF THE  
CLARENCE SAILPLANE SOCIETY

Sep/Oct '04

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### From the Editor

*By Marty Timm*

Let me start out by apologizing for the lateness of this newsletter. Personal and family health issues have kept me from my duties but I'm getting back to my duties and will get the information flow back on track.

If you have anything you would like to contribute to the newsletter, please send it to me and I'll make sure it shows up in the next available edition.

Note that enclosed in this newsletter is a brief member survey that is intended to provide some feedback to the executive board on the opinions of the

membership. Please take a moment and fill out the survey and return it in the enclosed envelope. Your opinion is important to the club.

### Flying Field News

*By Marty Timm*

If you haven't been to the field at ECC South lately, you should be aware that both entrances of the parking lot that we normally park in have been chained and locked. This has been done to all parking lots under the Buffalo Bills management's control to try to prevent vandalism and unauthorized use by early tail-gaters. Since the Buffalo Bills own the parking lot, they are within their legal rights to do this. The downside, to us, is that we cannot park by the two trees on the East side of

the field, convenient to our typically Southwesterly launches.

Tom Koszuta is in the process of trying to negotiate a mutually agreeable solution with the Buffalo Bills management. He has already taken the first steps and has contacted them to alert them to our situation.

In the meantime, we are still free to use the field to fly on. We have to park, however, on the West side of the field in ECC's parking lot and walk out onto the field to launch our planes. We'll do our best to keep you informed on the news of this situation as events unfold. Stay tuned for updates.

### Upcoming Events

Date	Event
Nov 18 (7:30PM)	WNYSEF Meeting - Nominations and Chinese Auction - Orchard Park Town Hall
Dec 16 (7:30PM)	WNYSEF Meeting - Elections and Annual Holiday Party - Orchard Park Town Hall

### Treasurer's Report

*By Tom Koszuta*

The mid-summer treasurer's report indicates that

after half of the contest season and purchasing two new winch batteries (a la Vince Rasp) that our balance is \$1507.81. Contests are slightly "in the black" with \$36.63 net gain, without the purchase of the new batteries. I charged the batteries against the contest category, which brought our "official" contest contribution to a \$99.37 deficit. We continue to rack up interest on the order of \$0.25 to \$0.28 per month. LOL.. Ideas for valid expenses that benefit the club are always welcome. Tivia: our all time high balance (since June 1, 1995) was \$1807.53 in January 2003. This value was recorded on 1/16/03 and lived for a very brief time on the books. On the same day, we donated to the ECC Booster club, paid for the now defunct Herr Road site, and awarded the also defunct Contest Participation Drawing winner.

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### Our Newest LSF Aspirant

By Tom Koszuta

*[Editor's note - for those of you who may be new to the hobby of soaring, "LSF" stands for the "League of Silent Flight" - a self-paced achievement program that measures a participants skill at piloting radio-controlled sailplanes.]*

I would like to [announce] that my son, Matt Koszuta, is now officially an Aspirant to the LSF. He is 12 years old. He has been an AMA member for two years and was inspired by the sub 18-year-old guys he saw getting wood at the Nats for top Junior and Senior. Look out for the yellow, blue, and white 2M Highlander on channel 54 - literally. He participated in the

2004 Nats as a chute retriever for 2M, Unlimited, RES, and Nostalgia. He was generally a good sport at the Nats and especially like seeing the winches eat airplanes. Next year I hope to get his younger brother, Brandon - now 8 years old, to camp and volunteer as well.

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### November Meeting Chinese Auction

By Marty Timm / Lyn Perry

Mary Moynihan who wished to donate some R/C airplanes, equipment, and materials to our club recently contacted us. It was decided to offer the items to the membership at the November meeting in the form of a Chinese auction. The list is full of interesting items. Please take a good look at it and come to the November meeting for your chance to bid on any items in which you're interested.

#### Kits, apparently new in box:

- Quasoar, 123" glass fus / foam-sheeted wings
- Ace High Mk.II 69"
- Guillow Spirit of St. Louis 34"
- Sterling Aronca C-3 36"
- Guillow Bristol Bullet 13"?
- Peck-Polymers One Nite 16"
- Peck-Polymers Prairie Bird 16"

#### Materials and Equipment:

- Astro-Flight 110D DC/DC digital Peak Charger NIB
- 11 rolls covering, 4 sheets Lite Span
- Lots of balsa sheet and blocks
- 1 foam wing 48"
- Dynafite Open/Std Upstart, NIB

- Speed 400 motor-gearbox-prop
- 32 bottles Polly S paint
- Bunch of carbon rods 36"
- 2 epoxy sets
- 7 Ny-Rod pushrod sets
- Misc. carbon fiber
- Lifetime supply of single razor blades

If you can't be at the meeting, but you see something you'd like, make sure you engage the assistance of a member that will be there to act as your proxy in the bidding.

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### Eighteenth Annual Ron Kirk Memorial Electric Fun Fly

By Lyn Perry

Oh, me, oh, my! What a wonderful day! What an epic battle! WOW!! OK, see, here's what happened. We had a beautiful day (one of just a few this summer), and 10 pilots (with a total of 41 planes) registered for the fun. By the way, I'd like to thank Tom for being devoted enough to come not once but twice (Saturday and Sunday, even though the event was just on Sunday) with the frequency board.

It wasn't too breezy, and a number of nice flights were made. Bob Kellner's 3D bipe impressed the crowd, and it was a good day for twins, with Don's Westland Whirlwind flying beautifully, Marty's Twinjet doing vertical rolls, Jimmy's twin Zagi using the whole field, and his Roadkill series profile Electra (indoor/outdoor) twin flying briefly. Tom got his Soarus flying well after three belly-flops due to reversed ailerons.

Rita Kirk came to be with us for the last time before her move to Delaware, and it was an emotional farewell - we look forward to hearing from her when she's in her new home. Other club members came to hang out, including George Pack, Bob Jaques, Chuck Schumer, and Richard Grady. Frank set up a high-start, and Jim Roller winch-launched for a bit with us.

The EFF is never a contest, but trophies have always been awarded for longest flight of the day as well as Pilots' Choice, with the assembled multitude voting on their favorite. Lately, with the obtaining of some of Ron Kirk's trophies (dating back to the late '40s - what a great career!), one of these has been awarded in his spirit. This year, Pilots' Choice was won by Ron's Playboy old-timer after putting up a 48:01 flight. Five other planes tied for second spot - Jim Sonnenmeier's pylon racer (with impressive speed), his CAP 232, Don's Westland Whirlwind twin, Marty's Twinjet, Bob Kellner's Diddlebug, Andy's Graupner, and my Lanzo Bomber.

Longest flight this year was one of the most hotly-contested I remember. Duration flights included Jimmy's Buteo, Roman flying his Olympic II (the first plane he ever made, subsequently converted to electric) for 22+ minutes, Harold's evergreen Spectra for 25 and 37, Andy's Cloudhopper for 38:36 and my foamie Tiger Moth (of all things!) for 44 and the Playboy for 48. It started to get serious with Marty's Koleos logging 46:10 to Bob Kellner's 84:47 (bless brushless motors and Li-Poly packs!).

Following lunch, I decided to fly a "real" sailplane and put up

my Carbon Delight just after 1:00PM, thinking about the 3:00 cutoff for the end of the event. Bob launched his Super Soarwatt about a minute later and Marty came up with us. The air was good, and we soared hither and yon while other flights took place beneath us. Marty dropped out after 50:38, but Bob and I still had lots of battery - this was getting scary! We flew, found lift and lost it, covered each other's planes, and went for the 3:00 deadline! At the end I had 1 hour 53 minutes to Bob's 1 hour and 52 minutes - we were both skyed out and could have gone longer (and I suspect that Bob had more battery left, and likely could have won had there been no time-limit). I took Longest flight, with Bob getting the Spirit of Ron Kirk award. WOW!

Looking back over the years, I began the EFF in 1987 to showcase electrics, which were marginal in performance, therefore marginalized. Few in the club understood them/had them/flew them, no event provided for them, and they certainly had problems. Motors were heavy and relatively powerless, batteries were likewise low in power and high in weight, speed controls were often on-off mechanical switches or crude electronics with no BEC so a separate receiver pack had to be carried, and of course receivers and servos themselves were bulky. We've come a long way, baby! Today, many in the club fly electrics almost exclusively for sport, with an incredible array of subjects, from scale twins to ducted fan jets to sailplanes with durations measured in thirty-minute units - long live electrics!

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### Man-On-Man Handlaunch Contest Results

The following is a summary version of the MOM HLG contest results. For the detailed version, please see the "results" section of the club web-site soon.

#	Name
1	Lyn Perry
2	Fran Miller
3	Jim Sonnenmeier
4	Marty Timm
5	Bob Kellner
5	Tom Koszuta
5	Frank Zbytek
8	Kurt Mandel

Tom Koszuta would like to mention that Don Chudyk did not participate in the MoM HLG contest (due to the wind) but chose not to receive his entry fee back.

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### Fall Finale Contest Results

The following is a summary version of the Fall Finale contest results. For the detailed version, please see the "results" section of the club web-site soon.

#### Standard Class

#	Pilot	Score
1	Jim Roller	1290
2	Lyn Perry	1288
3	Tom Koszuta	1279
4	Don Chudyk	1230
5	Bob Kellner	1182
6	Alex Lorionov	1006
7	Marty Timm	700
8	Andy Luchowski	DNS

Open Class

#	Pilot	Score
1	Jim Roller	1314
2	Lyn Perry	1314
3	Jim Sonnenmeier	1310
4	Marty Timm	1282
5	Mike Kucera	1279
6	Roman Paryz	1256
7	Tom Koszuta	1195
8	Bob Kellner	1190
9	Dominic Aradio	1156
10	Roman Paryz III	993
11	Andy Luchowski	827

Photos from the October Business Meeting

Thanks to Fran Miller for submitting the following photos.



Dominic with Fokker Triplane



Bill Pike sporting his entry in the logo contest on his shirt



Lyn Perry's Mini-Playboy from the Jim Moynihan collection

Two Ways You Can Become a Better Flyer

By Marty Timm

I don't know about others, but I know I'm having the most fun when I'm comfortable with what I'm doing and not worrying about having to pick up the pieces from a mistake that could have been avoided. I am reminded of an old joke about a visitor to New York City that asks a local, "How do you get to Carnegie Hall?" to which the local responds, "Practice, practice, practice."

While "practice" is well and good, it helps to have some objectives to aim for. I have found two things that have helped to increase my skill and my enjoyment of the hobby. They are the League of Silent Flight and competition. The LSF is a self-paced program that gives R/C sailplane pilots simple, achievable goals to shoot for as they improve their piloting skills. Anyone that participates in LSF is likely to become a better pilot and will find that they enjoy flying more.

The other thing that has helped me is participating in

competitions. Now, this is where a lot of readers are going to skip to the next article, but I hope some will read on and discover one of the keys to my enjoyment of the hobby.

Gordy Stahl posted the following text in the R/C Soaring Exchange. I think it sums up what the attraction to competition is for those of us that partake in that venue. Give it a read and ask yourself if, maybe, you might be missing out on something good.

*For years I had heard the argument about how "I don't like competition flying cuz I just want to fly sailplanes, I'm in it for the fun".....from myself.*

*I'd go out and fly around hoping not to land in trees or hit something during the landing. Once in a while I'd hook into some no brainer lift and put in what **seemed** like hours per flight.*

*I thought I was pretty good at 'getting my sailplane way up high', so I attended a sailplane contest that I had heard about. I had no clue about winch launching, what the tasks were or that I would be expected to put the nose down in a specific landing zone, right on time. I attempted to get some help or info about how to do the tasks but everyone was pretty busy getting their equipment ready to fly themselves...to me it **seemed** like they weren't very friendly.*

*I gave it a try anyway and really thought I'd be in the winners circle cuz I was one hot glow power flyer (for real). As I ended the first flight with a pop off and a one minute time in a 5min round, completely missing the landing area, it became*

pretty clear that my skills didn't extend into the soaring world.

That set the tone for the next 10 years of my r/c soaring experience. I'd still go out occasionally and put up what ever sailplane I picked up cheap at a swap meet and usually end up wrecking it on launch or during landings....however I was having 'fun'.

When I moved to Louisville the sailplane club met every Thursday and Sunday, with winch and retriever. Most of the guys were involved in contest soaring and are really excellent pilots. I just couldn't understand what the attraction was to **competition!**

I mean on Thursday's and Sundays we'd spend all day in the clouds on just a few launches, with very little time waiting around on the ground. There was no stress to compete, just float around all day....however I quickly noticed that they all were launching less than me....and often that I would go to where they were going up and I would end up having to land. They were landing near them and I was always walking for my plane.

But NO WAY was I gonna get involved in that rat race that seemed to be competition.

I had all the reasons why I wasn't going to get involved....busy that weekend, not interested, don't care what some other guy is doing, I'm just a sport flyer, I just enjoy being out,,,,, you've heard them all.

The other thing I noticed about those guys is that they would go off together to contest, coming back kidding and laughing

about the results and fun they'd had....and I didn't.

By not being involved in 'contests', I was shutting myself off from my friends and their shared experiences....but I didn't want to COMPETE (Read my past article in RC Soaring Digest free on-line now "Interrogation of a Sport Soarer")...because I **knew**

I couldn't do the TASKS....because I hadn't practiced the TASKS....I wasn't prepared and so when I would get there I would be 'uncomfortable'...and that wasn't fun, especially knowing I would be **beaten**. You see if you can do the tasks, you win...and all I had been doing was having fun. That part I was starting to get, but I had one thing wayyy wrong about contest flying. In soaring its not possible to be **beaten**.

There is no way in competition soaring can you ever be beaten, you can only do the task or not. Other pilots have no affect on the out come of our success or failure in TD.

At a contest we show up just like for a job, the boss says get 5 10min flights exactly and make all the landings perfectly and you will be rewarded, the rest will be paid in the form of having a day of soaring...and an opportunity to measure their learned and practiced skills against other flying that day.

IF the assignment is MOM, you get to test your learned and practiced skills in a more precise comparative situation.

It is definitely possible for someone else who has practiced the tasks more often in more varied conditions, practiced his launches and landings, read

more about air, strategy and setups, trim and balance,,,,, studied his hobby in general (can you say RCSD:-), to have ended the day with a result closer to what the boss (CD) assigned...than me. But no one can beat you in soaring (well maybe in combat:-).

Task flying is what every one of our TD ships was created to do. Not one thermal duration ship was ever created to just go out and soar around. While they all can do that, they really come alive when put into a task format. They show their strengths and expose their capability weaknesses....or their pilots.

When I hear that old tome about competition soaring I think back to me and Shakespeare...."I think though protestith too much".

Read that article, "Interrogation of a Sport Soarer" in RCSD I believe its like April or May issue, free to download, or contact me off line and I send it to you. It starts with me kidnapping a self proclaimed sport soarer while his is cutting his grass, and I sneak up with my rental car, the knock him out with an AVA tail boom, take him back of the motel, wing tape him to a chair, bring him around with a spritz of CA kicker...."

John's right you don't have to compete to have fun in the soaring, but that's only a taste of the great fun that can be had hanging and flying tasks with your friends, a group that grows with every event by the way...

Task flying is not competitive, but its best done in a contest format.

Gordy

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## Campaign Statement of Dave Mathewson

Candidate for AMA President

[www.mathewson4pres.com](http://www.mathewson4pres.com)

My name is Dave Mathewson and I'm running for the office of AMA President. I am currently the AMA District 2 Vice President, having held this position for the last four years. Prior to this I was an Associate Vice President for both John Grigg and Wes DeCou.

I have outlined a vision and a set of goals that I believe would enhance AMA's ability to serve our members and advance model aviation. Times change, and AMA needs to make a shift in what have been our priorities.

I believe we need to focus more on promoting model aviation as a worthwhile, recreational activity. This positive exposure would pay off primarily in our efforts to acquire and retain flying sites, our top priority in District 2 during my time here. In fact, AMA's opportunity to testify before a Congressional Committee in Washington, D.C. investigating recreational uses of federally owned lands was a direct result of the work of our members in District 2. Our emphasis on acquiring flying sites led to a dialog with the Commissioner of Parks in New York State that resulted in the implementation of a pilot program to determine the compatibility of modeling activities in the New York State Parks System. Other efforts led to a meeting with the Northeast Director of the US Fish & Wildlife Service. These are the types of efforts I would like to

see AMA more involved in on a national level.

We need to continue to support our members who fly competitively. They are part of our original foundation that always has been and always will be a part of AMA. Yet we need to focus more on our members who fly for fun; our largest and fastest growing segment. In 2002 I created an annual District 2 Fly In to help promote that concept. It has become a way for our sport members to come together to meet and fly with those from other clubs in a relaxed atmosphere, the ultimate goal being to enhance their modeling experience.

The average age of our members continues to rise. We need to focus more on education and attracting young people into our hobby. Our best resource to realize this goal lies with our members. For you to be able to accomplish this task we need to provide you with as much support as we can. This is why in 2001 I appointed the first AMA District 2 Education Coordinator. We need to recognize and react to the rapidly growing number of new modelers, many of them teenagers and younger, entering the hobby through "park flyer" type models. Our goal should be to help educate these new modelers concerning issues such as interference and safety. We should do this primarily as a benefit to our existing members. But we also need to recognize that these new modelers may represent both model aviation's and AMA's future. Many will soon begin to move towards a more diverse form of model aviation. Our job should then be to make them more aware of AMA, our system of chartered clubs, and invite them to

become a part of the world's largest sport aviation organization.

Advancements in technology have taken model aviation to new levels. It's not realistic to expect every member of the Executive Council to be an expert in every discipline. Yet we are still charged with creating guidelines under which our members fly, a difficult task at best. To address this problem we need to include those who participate in a discipline in setting guidelines for that discipline. Seeking the input of our Special Interest Groups is a good first step. Part of AMA's mission is a commitment to scientific/technical development. We need to allow our members the latitude to experiment, to try new things, and not stifle their creative efforts. We need to embrace new technologies and encourage those that offer these new technologies to help find a way to safely incorporate them into model aviation. We need to do this without creating an underlying risk to our members' ability to enjoy model aviation. At times this won't be easy, but an effort needs to be made and solutions need to be found.

A trend has developed over the last few years where liability concerns are driving the direction of our Safety Code. I believe this is a mistake. Most of our members make an effort to fly safely. I believe a better alternative would be to tailor the Safety Code to encourage reasonable, safe flying practices without individually targeting certain styles of flying. Then we need to ask for your help to ensure that we all fly within those guidelines. It's you who can be our biggest source of

help in implementing a program to reduce risks.

I believe all of these areas need increased attention, yet not at the expense of some of what we are already doing. Our efforts with regard to frequencies, and cementing relationships with government agencies to ensure your continued right to enjoy our hobby should not be overlooked.

Finally, I am a proponent of

term limits. I raised the issue before the Executive Council in 2001. I think we owe a debt to the current president for his quarter century of work on behalf of AMA as a member of the Executive Council. But a member organization like ours regularly needs new people with new visions and new enthusiasm to remain a viable, thriving organization whose mission is to meet the needs of the members. I believe that I possess these qualities and I ask for your vote

and the opportunity to lead AMA into the future.

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## Photos from Mohawk Point

### Mike and Fred

Photos Courtesy of Bill Pike



*Mohawk Point, November 10, 2004*



*Bill Pike Photo*