

WNYSEF FLYAIR

BI-MONTHLY NEWSLETTER OF THE
WESTERN NEW YORK
SAILPLANE AND ELECTRIC FLYERS



Jan/Feb '05

PRESIDENT TOM KOSZUTA 896-6393	VICE PRESIDENT MARTY TIMM 592-9520	TREASURER ANDY LUCHOWSKI 662-0505
SECRETARY LYN PERRY 655-0775	NEWSLETTER EDITOR MARTY TIMM 592-9520	COMPETITION COORDINATOR JIM ROLLER 937-6427
FLYING SITE COMMITTEE CHAIRMAN DOMINIC ARADIO 668-1983	WNYSEF on the World Wide Web http://www.wnysef.org	

From the Editor

By Marty Timm

Logo Contest Winner - At long last, we have a winner in the logo contest for the new WNYSEF logo. To see the new logo, just take a look at the heading of this newsletter. Once a professional graphic artist cleans up the graphics, the logo will be placed in the "Downloads" section of the club web-site for all to use.

New Newsletter Name - We have also selected a new name for the newsletter. The new name retains a bit of the original name but reflects the new name of the club as well. The new name of the newsletter is the "WNYSEF Flyair".

New Newsletter Banner - Note the new banner at the top of the newsletter. Not only does it include the new club logo and the AMA logo, but it omits the Executive Officers' e-mail addresses. This

has been done to reduce the probability that e-mail addresses will be stolen by spammers off our club web-site. Newsletters that are already up on the web-site will be updated over the upcoming months to have explicit e-mail addresses removed from their text. This project will take a while, so your patience would be appreciated.

2004 Top Contributors - At the December business meeting, special recognition awards were presented to Bill Pike and Tom Koszuta for being the top contributors to the newsletter in 2004. Many thanks to all who contributed. Please keep those articles coming.

Early Flights feature - I received a note from Dominic Aradio suggesting that we incorporate a recurring feature in the newsletter titled, "Early Flights." The subject of this feature would be members' remembrances of their first experiences with flight and/or modeling that led them to where they are today. Dom was kind enough to enclose an article about his experiences to kick things off. (See Dom's article on page 3.) I think it's a great idea and will be soliciting similar stories from our other members. Give it some thought and write down your accounts of how you got interested in flight and aero-modeling. Send me your articles and I will have them published as soon as possible.

Quote of the Month - With that, I will leave you with the following thought:

"I've been told I exhibit, 'flashes of brilliance' in my

UPCOMING EVENTS

<u>Date</u>	<u>Event</u>
Feb 17, 7:30PM	Meeting at Orchard Park Town Hall Agenda: Building Contest
Mar 17, 7:30PM	Meeting at Orchard Park Town Hall Agenda: Covering/Finishing Contest
Apr 21, 7:30PM	Meeting at Orchard Park Town Hall
Apr 24 (Apr 30)	Spring Opener Contest at ECC South CD: Marty Timm (716) 592-9520

*flying... surrounded of course by
the warm glow of mediocrity..."*
- Anon

The 2005 WNYSEF Executive Board

At the December 2004 general business meeting, the following members were elected to the Executive Board and have chosen to serve in the following capacities:

President

Tom Koszuta

Vice President

Marty Timm

Treasurer

Andy Luchowski

Secretary

Lyn Perry

Newsletter Editor

Marty Timm

Competition Coordinator

Jim Roller

Flying Site Committee

Chairman

Dominic Aradio

The On-Again, Off-Again Occasional Clarences For 2004

[For those of you that could not attend the December meeting and holiday party, as presented by Lyn Perry]

It was a dark and stormy night... NO, it was a dark and stormy season, but we still found time to fly - and to do the usual number of dumb things. Herewith, a testimonial to the

flyers and the doltish things we do.

Late April / Early May: Braving the uncertain weather, some stalwarts convene to reminisce, to fly: and among them is Harold, who goes into a low spin and ends up hitting a tree across the north road with Harry's Spectra. Pilot error? A gust of wind resulting in a stall? Who knows? But this may be Mr. Careful's first Clarence!

Marty Timm's Spring Opener (17 May): Andy arcs off the high-start and in; Bob Kellner does the same, but dings Les Kuntar's minivan hood first before coming to rest in the parking lot. Curious bystanders want to know: is it the curse of Hawthorne Drive? Checking, Bob finds that he didn't turn the receiver on prior to launch - wiggle something, Bob!

18 May: Survivors gather to fly some more, and with only Bob Kellner's Hawk and my Sorta Soarwatt in the air, we manage to find each other. Game over: SS 1, Hawk 0.

12 June: (from my spy services): Dom launches his Bird of Time into the east wind, loses it in the sun while still on the high-start, can't find it, and then hears a sound like venetian blinds being pulled up - wings destroyed, fuselage lives to fly again. What's that slogan, Dom - Tempus Fugit, Tempus Crashes?

Mid-June and the livin' is easy: Wednesday, Don spins his Soarwatt in from 100'; no cause apparent. Saturday, Bob Kellner spins his repaired Hawk in from 150'; no cause apparent.

3 July: Tom Koszuta augurs in from 1000' with his big guy, which had been glitching - looks

like the start of a promising competition year.

9-10 August: Bob Jaques destroys the fuselage of his new Omei upon landing (how'd you DO that, Bob?), and subsequently, while performing death-defying aerobatics with his Sparky (right: my choice to do multiple loops with, too), folds a wing with the usual consequences. Sparky wings don't normally fold; close questioning of the pilot reveals that the plane had earlier hit a tree, broken the wing and had been repaired by said (sad?) pilot.

14 August: Tom Koszuta loses two more off high-start and winch practicing and you know what they say about practice, right?

31 August: Vinny's Victor seeks comfort (station); demolished when hitting the poor facility.

23 September: Uwe flies his Seledkin "too slow" (probably less than 500MPH) - stalls and demolishes it in the parking lot.

24 September: Bob Kellner works his way around the field discus-launching and ends up bouncing the plane off the hood of his (not Les') van. Then, flying an electric Pulsar, he decides he's landing too far out (lazy, lazy!), turns the motor on, loops and snaps the fuselage.

1 October: 70 degrees and gorgeous, so Frank Zbytek and I high-start our Pulsars. Frank does at least 45 minutes with me doing 30. After resting and re-charging, he goes up again directly into the autumn sun, loses the plane while on line and destroys it. What will he fly in the 2005 HL contest? Wait 'till next year, he says.

And that's what we'll all have to do...

Early Flights

By Dominic Aradio

I have been bouncing in and out of the modeling hobby ever since I was a kid growing up in Brooklyn New York.

In 1947, I was a nine-year-old boy going to see my first flying models. The place was an airfield just outside of Brooklyn. The event was called the "Mirror Show." It had that curious name because "The New York Daily Mirror" newspaper and I believe the US Navy sponsored the event. Little did I know that I was probably witnessing one of the first major model and air shows after World War Two.

As I recall, there were several fly-overs by full size planes and aerobatic performance by a red and yellow biplane trailing red smoke.

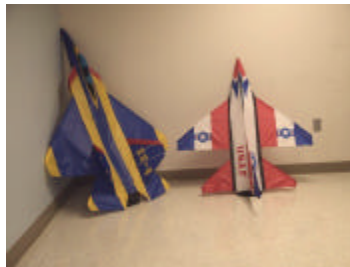
There was a demonstration launch what was probably a radio controlled target drone that was fired from a catapult. To me though, it was the models that were burned into my memory. I remember those majestic graceful ships spiraling up into the air then coming down to land on the field. I remember the smell of gas and oil exhaust...the sound of a miniature engine sputtering and popping then coming on song into a steady run. I remember a guy who couldn't get his engine running and other guys from different airplanes coming over to help. Now that I think about it, that may have been my first lesson in good sportsmanship. Planes flew

and some crashed. I understood in a new way what joy and disappointment was.

Finally, the day was drawing to a close but not before the last fly-off. It seemed to me that every model that was flyable was launched at the same time. the air was ringing with the sound engines. To the wonder-filled eyes of a nine-year-old boy, the sky seemed to be filled with those exquisitely crafted models.

So here we are after all the years finally getting to build the planes that first opened the door on this unique world of model aviation.

Photos from the December 2004 General Business Meeting



Jim Sonnenmeier's Kites



Bob Kellner's Indoor Electric



Bob Kellner's Indoor Electric



Roman Paryz II in one of his final acts as President of the club



Lyn "The Grinch" Perry dishing out devilish diatribes during his awarding of "The Clarences"

Washout: advantages and disadvantages

*from the Twin City Radio
Controllers*

"Every airplane needs washout, even a biplane," said Claude

McCoullough, the famous designer for Sig.

I'm not sure that every airplane needs washout, but most do, especially the scale airplanes that Claude designed.

Washout is a twist in the wing from root to tip. This twist is usually three degrees but in rare cases can be more.

Washout forces the wing near the fuselage to meet the air at a more positive angle than the tip. As the model pulls its nose up and increases the overall angle at which the wing meets the air, it will eventually achieve the stall angle at which lift ceases.

With washout, the inner wing will stall first and gradually progress towards the tips. This is desirable because the loss of lift at the center will lower the nose and prevent further stalling. Meanwhile, aileron control is maintained even though the wing is partially stalled.

But there's much more. Consider the typical World War II fighter. A fighter will have a wing incidence at the root of about 2-degrees and a washout of about one and a 1/2-degree. At top speed, the incidence angle of the tip is 0-degrees. Drag at the tip is minimized and there is very little loss of lift by air creeping around the wingtip—very efficient for maximum speed. In addition, the up-going aileron causes the same drag as the down-going aileron, so that roll causes no yaw. Yawing with the rudder does not change the lift at the tips, so yaw does not induce roll. This is just what the fighter pilot needs for gun aiming, and what the modeler needs for precise scale flight.

Washout is a must in airplanes with long, thin, or pointy wings.

Some can't fly without it. Next time you are at the airport, notice the washout of the airliners there. It's huge for safety and fuel efficiency.

Most biplanes don't need washout because one wing is typically set at a higher incidence angle, and one wing will stall before the other. Ailerons must therefore be on the wing with the lower incidence angle.

Washout has a dark side; it can interfere with aerobatic performance. In inverted flight, washout becomes wash-in and all the bad things that washout prevents in upright flight become worse in inverted flight. Snap rolls and spins, which require the wing to stall on command, can be difficult to start and control. Adverse yaw varies with airspeed. Scale models of fighters are only mildly aerobatic. Fully aerobatic airplanes generally do not include washout.

Summary: Washout improves aileron response at all airspeeds, reduces adverse yaw and softens the stall, but only in upright flight.

from Flare-out
Twin City Radio Controllers
Jim Cook, editor
Minneapolis NM

Truthisms

from the Space City RC Club

* Always try to keep the number of landings you make equal to the number of takeoffs you've made.

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

* You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

* Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.

* Remember, gravity is not just a good idea—it's the law and it's not subject to repeal.

* It's always a good idea to keep the pointy end going forward as much as possible.

* In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero, the ground has yet to loose.

From Space City Crash
Space City RC Club
Mike Crotts, editor
Houston TX

Think you know everything...

from the Mississinewa Skyhawks

* Two-thirds of the world's eggplant is grown in New Jersey.

* The longest one-syllable word in the English language is "screeched."

* On a Canadian two-dollar bill, the flag flying over the Parliament building is an American flag.

* No word in the English language rhymes with month, orange, silver, or purple.

* "Dreamt" is the only English word ending in 'mt.'

* All 50 states are listed across the top of the Lincoln Memorial on the back of a \$5 bill.

From the Mississinewa Skyhawks Newsletter
Dave Hecker, editor
Wabash IN

Photos from the January 2005 General Business Meeting



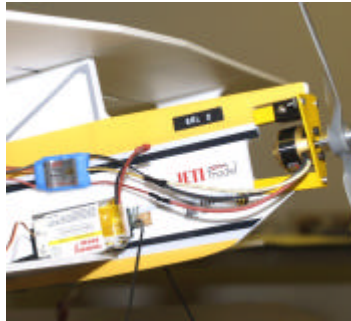
Fred Maier's stand-off scale F4U Phantom Slope Soarer



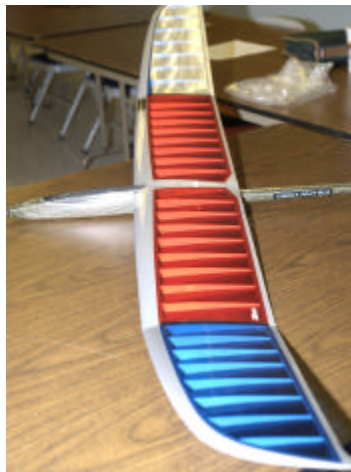
Fred with plane



Lyn Perry's 13oz. Ultimate Bipe



Close-up view of the Bipe's components



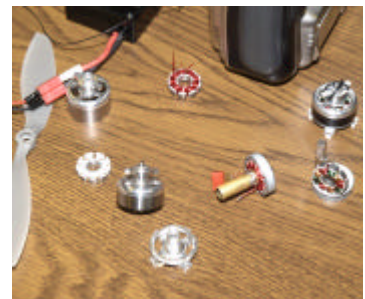
Frank Zbytek's Omega HLG



Frank with his Omega



Bill Hauth's CDROM motor



CDROM Motor Parts



Bill tries to go vertical with his CDROM-powered 2x4

Upcoming Events of Interest

**CENTRAL PENN
AEROMODELERS ASSOC.**

**25th Annual Radio Control
FLEA MARKET**

PLACE: LEBANON FAIRGROUNDS
Intersection of Cornwall Road
and Rocherty Road, Lebanon PA

DATE: SATURDAY, MARCH 12, 2005
(Regardless of weather)

TIME: 9:00 A.M. for General Admission
7:00 A.M. for Space Renters Only
Open 'Til 3:00 P.M.

**Easy access from
PA Turnpike
Exit No. 20**
(See Map on Back)



Space
Reservations
Recommended!

PUBLIC INVITED!

**To Pre-Register for spaces,
send space rent plus \$7 per
person (payable to CPAA)
with S.A.S.E. to:**
CPAA
7535 Wertzville Rd.
Carlisle, PA 17013

Admission: \$7.00 Donation (Under 12 Free)
Aisle Spaces: \$10.00 each (5 ft. long)
Wall Spaces: \$14.00 each (5 ft. long)

**FOR INFO, CALL DARRYL
www.cpaas.us (717) 960-8170**

GRAND PRIZE RAFFLE Includes Computer R/C FM Radio!

**LARGEST R/C FLEA MARKET
IN THE U.S.A.!**
40,000 Sq. Ft. Indoors, 602 Spaces of Bargains

...featuring: Radio Controlled airplanes, sailplanes, cars,
boats, control-line airplanes, and related accessories.

2005 Calendar of Events for Dart Airport

Date	Event
Sat. Jan 22	Model Airplane Bash
Sat. Feb 26 (rain: 2/27)	Ski Plane Fly-In
Sat. March 26	Pizza & Wings Day (Featuring exciting flying movies!)
Sat. Apr 16 (rain: 4/17)	Poker Run
Sat. May 14 (rain: 5/15)	Spring Fly-In
Fri./Sat./Sun. Jun 17, 18, 19	Fathers Day Aviation Weekend Flea Market and Fly-In
Sat. Jul 2 (rain: 7/3)	Tailwheel Aircraft Fly-In
Sat. Aug 13 (rain: 8/14)	Ultralight & Sport Plane Fly-In
Sat. Sep 17 (rain: 9/18)	Poker Run
Sat. Oct 1 (rain: 10/2)	End of Season Fly-In

WNYSEF 2004 Flyer Of The Year

Expert Class

	EXPERT SCORES	Spring Opener	Spring Opener	Spring Opener	Waters Mem.	Waters Mem.	Hand Launch	F-1.5-B	Lockport	Lockport	Fall Finale	Fall Finale
	DATE	April	25-Apr	25-Apr	25-Apr	10-Jul	8-Aug	5-Sep	19-Sep	19-Sep	26-Sep	26-Sep
	CLASS	2-M	RES	OPEN	RES	OPEN	OPEN	OPEN	STD	OPEN	STD	OPEN
	TOP SCORE	550	1160	1479	1152	1579	1000	2850	1270	809	1290	1316
1	Chudyk, D			850		977		2275			1230	
2	Koszuta	481		1437	905	1387	500	1803			1274	1195
3	Luchowski	348	164		628	684						827
4	Mandel		840	436			125					
5	Paryz II				956	1367		2370	1168	670		1256
6	Paryz III											973
7	Perry	437	1160	1108	764	1305	1000	2018	1222	609	1288	1314
8	Roller	457	717	773				2392	1270	809	1290	1316
9	Sonnenmeier	201		748	1152	1225	750	2850	885	521		1311
10	Timm		821	852	520	1579	625	2292	751	717	700	1282
11	Zbytek						500					

	EXPERT POINTS	Spring Opener	Spring Opener	Spring Opener	Waters Mem.	Waters Mem.	Hand Launch	F-1.5-B	Lockport	Lockport	Fall Finale	Fall Finale				
	DATE	April	25-Apr	25-Apr	25-Apr	10-Jul	8-Aug	5-Sep	19-Sep	19-Sep	26-Sep	26-Sep	Event s	TOT AL	BES T	
	CLASS	2-M	RES	OPEN	RES	OPEN	OPEN	OPEN	STD	OPEN	STD	OPEN	Flown		FIVE	#
1	Chudyk, D												4	2945	2945	7
2	Koszuta				786		500	633					8	6538	4620	3
3	Luchowski												5	2381	2381	8
4	Mandel												3	1144	1144	9
5	Paryz II									828			6	5229	4401	5
6	Paryz III												1	739	739	10
7	Perry	795		749	663	826		708		753			11	9453	4959	1
8	Roller	831	618	523									8	6811	4839	2
9	Sonnenmeier	365		506					697	644			9	6734	4522	4
10	Timm			576	451		625		591		543		10	7159	4372	6
11	Zbytek												1	500	500	11

WNYSEF 2004 Flyer Of The Year

Sportsman Class

SPORTSMEN SCORES		Spring Opener	Spring Opener	Spring Opener	Waters Mem.	Waters Mem.	Hand Launch	F-1.5-B	Lockport	Lockport	Fall Finale	Fall Finale	
DATE		April	25-Apr	25-Apr	25-Apr	10-Jul	8-Aug	5-Sep	19-Sep	19-Sep	26-Sep	26-Sep	
CLASS		2-M	RES	OPEN	RES	OPEN	OPEN	OPEN	STD	OPEN	STD	OPEN	
TOP SCORE		550	1160	1479	1152	1579	1000	2850	1270	809	1290	1279	
1	Aradio		697										1156
2	Burgin								1142	638			
3	Kellner	168	707	675	557	600	500	2053			1182	1190	
4	Kucera			1479									1279
5	Miller						875						

SPORTSMEN POINTS		Spring Opener	Spring Opener	Spring Opener	Waters Mem.	Waters Mem.	Hand Launch	F-1.5-B	Lockport	Lockport	Fall Finale	Fall Finale				
DATE		April	25-Apr	25-Apr	25-Apr	10-Jul	8-Aug	5-Sep	19-Sep	19-Sep	26-Sep	26-Sep	Event s	TOTAL	BEST	
CLASS		2-M	RES	OPEN	RES	OPEN	OPEN	OPEN	STD	OPEN	STD	OPEN	Flown		FIVE	#
1	Aradio												2	1505	1505	4
2	Burgin												2	1688	1688	3
3	Kellner	305		456	484	380							9	5302	3677	1
4	Kucera												2	2000	2000	2
5	Miller												1	875	875	5

Western New York Sailplane and Electric Flyers

2005 Event Schedule

Date (Rain)	Event	Location	CD/Contact
Jan 20, 7:30pm	Meeting - Event Calendar	Orchard Park Municipal Bldg	
Feb 17, 7:30pm	Meeting - Building Contest	Orchard Park Municipal Bldg	
Mar 17, 7:30pm	Meeting - Finishing Contest	Orchard Park Municipal Bldg	
Apr 21, 7:30pm	Meeting	Orchard Park Municipal Bldg	
Apr 24 (Apr 30)	Spring Opener - Thermal Duration Sailplane Contest	ECC South Campus	Marty Timm (716) 592-9520
May 19, 5pm	On-Field Meeting	ECC South Campus	
May 30	Memorial Day Fun Fly	ECC South Campus	Andy Luchoski (716) 662-0505
Jun 12 (Jun 18)	F1.5B Thermal Duration Sailplane Contest	ECC South Campus	Roman Paryz (716) 684-4177
Jun 16, 5pm	On-Field Meeting	ECC South Campus	
Jun 25 (Jun 26)	Electric Sailplane Thermal Duration Contest	ECC South Campus	Kurt Mandel (716) 873-7819
Jul 9	Ed Waters Memorial AMA Sanctioned Thermal Duration Sailplane Contest	ECC South Campus	Lyn Perry (716) 655-0775
Jul - TBD	F5B Electric Sailplane Contest	ECC South Campus	TBD
Jul 21, 5pm	On-Field Meeting	ECC South Campus	
Aug 7 (Aug 14)	Man-on-Man Handlaunch Glider Contest	ECC South Campus	Tom Koszuta (716) 896-6393
Aug 18, 5pm	On-Field Meeting	ECC South Campus	
Aug 20 (Aug 27)	Ron Kirk Memorial Electric Fun Fly	ECC South Campus	Lyn Perry (716) 655-0775
Sep 11 (Sep 18)	Fall Finale Thermal Duration Sailplane Contest	ECC South Campus	Jim Roller (716) 937-6427
Sep 15, 7:30pm	Meeting	Orchard Park Municipal Bldg	
Oct 21, 7:30pm	Meeting	Orchard Park Municipal Bldg	
Nov 18, 7:30pm	Meeting - Officer Nominations	Orchard Park Municipal Bldg	
Dec 16, 7:30pm	Meeting - Holiday party, Elections	Orchard Park Municipal Bldg	

Club business meetings are held on the 3rd Thursday of each month at 7:30 PM
(see the above schedule for location)

The May, June, July, and August meetings will be held at the ECC South flying field and will commence at 5:00 PM

NOTE!!! A wind forecast exceeding 20 MPH automatically defers an event to its rain date (if specified).