



# WNYSEF FLYAIR

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



## Mar-Oct '05

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### From the Editor

*By Marty Timm*

Greetings and apologies. It has been too long since I have tended to my newsletter editor duties. Issues with family health and personal time have kept me away, but I hope to be able to catch up and reserve enough time to get back on schedule.

That being said, let's start getting caught up.

Coming soon: Now that this newsletter is out, there should be some updates to the club web site coming soon. Among them, a new message board. I'm in the process of setting it up and it looks promising. It will be easier to use than the old one and I hope the membership will find it a useful forum for discussing all kinds of things of interest.

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**Flying Field News**  
*By Marty Timm*

Good News: Bill Pike has located a park in Amherst that is suitable for flying planes that are park-flyer and hand-launch sized. It may be possible to fly up to a 2-meter plane there, depending on the pilot's skill level. The field is located on New Road near the compost recycling center just off Millersport Highway. I have flown there a few times and found it to be a good fun place to fly. Space is probably too limited for winch-launching, but others' opinions may differ. The club needs to follow through and make sure we have AMA insurance on this site. Bill Pike has indicated that he will be taking the lead with the

Town of Amherst in developing a relationship. This field is a good find. Let's all support Bill in his efforts.

Bad News: At the September club business meeting, Lyn Perry announced that most likely, we will not have the South Campus field at ECC next season due to construction of a baseball stadium on the field where we currently fly. This announcement triggered lots of discussion about alternate sites, next year's events calendar, etc. It looks like it's time for each and every one of us to work on finding a new place for the club to fly.

Good News: Dominic Aradio and Frank Zbytek have been investigating a farmer's field just off Rte 219 in the town of Boston that may be a suitable flying site. Dom and Frank have been talking to the owner. Stay tuned for updates.

### Upcoming Events

Date	Event
Oct 2 (Oct 23)	Fall Finale Thermal Duration Sailplane Contest – Jim Roller
Oct 20 (7:30pm)	Meeting – Orchard Park Municipal Building
Nov 17 (7:30pm)	Meeting – Orchard Park Municipal Building
Dec 15 (7:30pm)	Meeting and Holiday Party – Orchard Park Municipal Building

**Calendar Update**

**Fall Finale**

*By Jim Roller*

The new planned date for the fall finale is Oct. 2 with a rain date of Oct. 23. We will have RES and Open classes.

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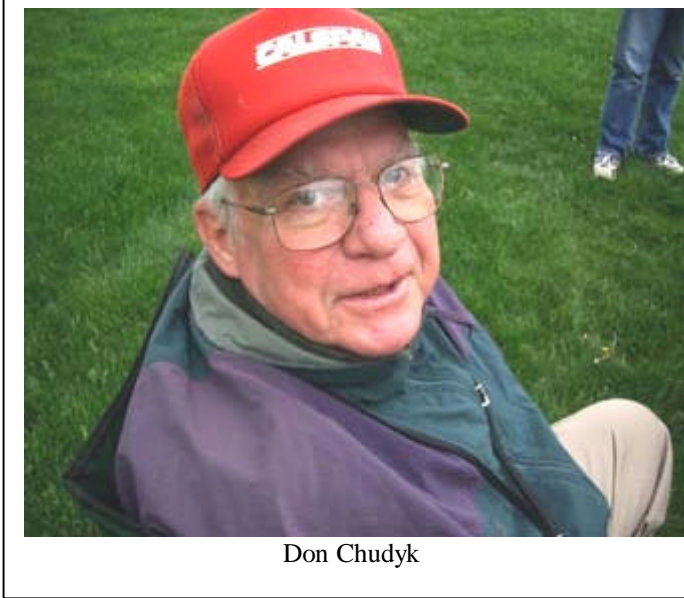
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**Don Chudyk – A Personal Tribute**

*By Marty Timm*

Anyone that has ever had anything to do with our club probably knows Don Chudyk and also knows that he passed away on April 20<sup>th</sup> of this year. Don has been a member of the club since it was founded in 1983. Some would say his presence formed part of the “soul” of the club.

On a personal note, Don was one of two individuals in the club that taught me to fly R/C sailplanes. I will never forget the day I was standing on the Balsa Dusters’ Day Road field, flying my Spirit 2M in a contest. Don was at my side, timing for me. He had one hand on my shoulder and was guiding me as I flew. I was making lazy circles in light lift when Don said to me, “Remember – there IS only one!” As I flew I thought about those words, but being somewhat new to the hobby, I could not figure out what he was talking about. So, after a moment, I asked, “One what?” Don replied, “One thermal – the one you’re in. Don’t ever worry that there might be a better one out there somewhere – just fly the one you’re in.”



Don Chudyk

I will remember Don, and all of the advice he gave me for the rest of my life. He was one of a kind.

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**Second Annual Electric Contest –HHHW!!!**

*By Lyn Perry*

For the second year, Kurt Mandel’s sorta F5J (electric; motor runs deducted from a total ten-minute flight duration and spot landing) contest was Hot, Hazy, Humid and Windy! Dom Aradio got extra points by apparently sleeping overnight at the field (he was there when I showed up just after 8:30am) and flew his two-meter Aspire off a high-start before deciding that the wind was picking up.

Kurt, Andy, Dom and I sat around while the wind freshened from 8-10 to 15-20 mph. Marty arrived to photographically record the great event, Bob Easterly came over from the RAMS, Rochester, with a DLG he didn’t put up due to the breeze, and two Boy Scouts of America recruiters came to persuade us to sponsor/begin an

Explorer post at least partially devoted to aviation.

After devouring some of Kurt’s provided Timbits (thnx!), we decided to try the air before it got stronger and/or hotter (anywhere from 85-90 degrees!). Kurt flew first, with Andy on the two watches. He recorded a time of 7:27 with only 20 seconds of motor run on his big, seven-cell Steve New-motored ship. I went up next with my

Carbon De-lite and did 9:57 with 1:30 motor run, but mad a 20-point landing in addition. Cranking the numbers into the score cards, I had 507 points, Andy made 480, with Kurt third at 418. It was 11:15, not getting any better – we quit!

It is a neat format and our only electric contest – think about flying it next year if we can keep the wind down!

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**2005 Man-on-Man HLG Contest Report**

*By Marty Timm*

Sunday, August 7<sup>th</sup>, and the weather was just about as perfect as anyone could ask for. The event’s CD, Tom Koszuta, must have ordered it up special for the day. Warm air and a nearly cloudless sky with light and variable winds allowed the pilots to feel every thermal that passed across the flying field. Eight eager competitors showed up, ready to vie for trophies and bragging rights.

Tom's format for the event divided the day into two phases. First there was "pool play" in which every competitor in a given pool of pilots would fly against every other competitor in that pool. With eight competitors, Tom wisely divided the pilots into two pools: "Pool A", and "Pool 1". When all of the pool flights were done, only two pilots were undefeated - Frank Zbytek and Marty Timm. The top two pilots from each pool got to move on to the "Elimination Round", giving Frank, Marty, Jim Sonnenmeier, and Tom Koszuta the opportunity to duke it out for top honors.

The second phase - elimination rounds - began with the winners of each pool facing the second place finishers in the other pool. In an amazing upset, both second place finishers bested their opponents, leaving Frank and Marty to do a fly-off for third place. Lift was abundant and Frank managed to find it five flights in a row. Marty found it only three times giving Frank the wins he needed to claim third place.

The battle for first place was to be decided by the pilots' best 3 flights out of 5. It commenced with Jim jumping out to an early lead. Tom rallied to tie the score up at two wins apiece. For the exciting fifth and final flight of the match, Tom continued his winning ways to capture the first place trophy.

I think I can safely say that everyone had a good time. One parenthetical note - it was observed that we had 13 non-flying spectators watching - a good indication of how much fun this event is. If you haven't flown in this contest yet, get

yourself a hand-launch glider and give it a try next year.

The top three (trophy) finishers in this event were:

- 1<sup>st</sup> - Tom Koszuta
- 2<sup>nd</sup> - Jim Sonnenmeier
- 3<sup>rd</sup> - Frank Zbytek

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### Ed Waters Memorial Contest - 2005

*By Lyn Perry*

This year's AMA Sanctioned event went off smoothly on July 9<sup>th</sup>, following a bit of early-morning rain. The weather cleared, and ten pilots (all club members, and a better total than last year) registered to fly three rounds of 10-minute precision duration in RES and Unlimited classes. Winds were westerly, and Competition Coordinator Jim Roller suggested shifting from our usual spot to a more southerly one, giving us a clear shot across the field and unobstructed landing over the parking lot, missing the Armco barrier and up the slight hill to the tapes. Lift was spotty and hard to find (at least for me) for most of the day, but perseverance paid off and people did put in good times.

The new landing area proved a challenge, with a number of off-field landings and zero flight scores. Bob Kellner and Marty Managed to land off-field twice, and Tom got caught once by the Armco. Mor unfortunately, Andy folded his wings on launch and I managed to fold Dominic's Viking wings on launch (I'm SORRY, Dom!). Financially, there were seventeen entrants at \$5 each for a total of \$85 to the club.

Thanks to all who participated and to the equipment guys; thanks also to those who stopped by to say "Hi" - Al Closser, Fred Maier, Fran Miller, Paul and Chuck Klanian, the Luchowski family and friends of Kurt.

Overall results are below, and the nitty-gritty details will be posted in the "results" section of the club web site soon.

#### RES

Place	Pilot
1	Jim Roller *
2	Lyn Perry *
3	Kurt Mandel
4	Jim Sonnenmeier
5	Bob Kellner
6	Tom Koszuta
7	Dominic Aradio
8	Andy Luchowski

\* denotes a trophy position

#### Unlimited

Place	Pilot
1	Jim Roller *
2	Jim Sonnenmeier *
3	Roman Paryz
4	Kurt Mandel
5	Bob Kellner
6	Lyn Perry
7	Tom Koszuta
8	Marty Timm
9	Andy Luchowski

\* denotes a trophy position

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### Elliptical Flying Wing

*By Bill Pike*

One of the early issues of Microflight Magazine included plans for an electric elliptical flying wing plane after a Tom Hunt design. I was attracted to the unique construction so I printed out the plan and saved it for a few years. As time passed,



I thought it would be a nice acrobatic slope plane and started building it in a strengthened configuration adapted for the slope. Most of the way through I encountered several things I didn't like but didn't know what to do with them. So, I hung the airframe on the wall and it became a curiosity for anyone visiting my shop.

Last Fall thought I had learned enough to finish it to my liking and started working on it again. But I realized that I didn't need another slope plane ... and I had so much fun with my EDF wing that I decided to finish it as an electric. The heavier airframe required more power than the plan specified, but now I had LiPo batteries and brushless outrunner motors to work with.

This Winter I finished it. 33 inch span, 315 square inches, 85

watts to a 8 X 6 electric prop. After the snow had mostly melted I took it to the nearby park for trial flight. Wow! I launched with full throttle and watched as it rapidly shot away. Pulling back the stick sent it up at an alarming rate and in no time it was getting very small. Reducing to half throttle I pulled a tight 180 but it was still climbing. Trimming for level flight gave a smooth flying and very responsive performance.

When I became accustomed to it I put it through a few loops and rolls and continued for ten minutes at half throttle. Sustained inverted flight was no problem. Although I had bench run it at full throttle for twenty minutes, I had had enough flying to try for a landing before I broke something. Without wheels, the prop extends below the fuselage so I expected to

dead stick it. I turned onto final way out there and headed right towards me. I cut the throttle. The glide was so flat I was afraid I would overshoot, but it touched down on wet grass twenty feet in front of me with a splash and slid about three feet before stopping.

This is a neat configuration and I expect it to be a lot of fun. I now wish I had put a rudder on it but it wasn't on the plan and it had not finished out the way I started it anyways. I can recommend this to anyone interested in an elliptical wing. Construction is not complicated and it is not very big so it goes together fast. The only problem so far is keeping track of it when it is way out there.

*[Editors Note – I have seen this plane fly after Bill made the changes described in the*



Fran Miller, Harold Becker, and Bob Jaques at the field in Amherst  
Photo Courtesy of Bill Pike

*following addendum and it is a great performer. Bill has a real winner here.]*

Addendum: Since changing to a 2 cell LiPO the flight characteristics of this plane have calmed down and it is a nice flyer. Full throttle is about 35 watts and a 1320 mAh pack will yield 15 minutes of aggressive flying. It won't do an inside loop without diving to pick up speed but if it is rolled to inverted, an outside loop is no problem. Inverted flight requires only a small amount of down so there is plenty left for the outside loop.

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### **2005 Spring Opener Report**

*By Marty Timm*

Both the primary and rain dates for the Spring Opener brought inclement weather, resulting in the event being cancelled. Alternate dates were proposed, but due to personal commitments and an inability to schedule my time until the last minute, I elected to just let the weather cancellation stand.

With luck, next year will be a different story. I am already working on a format that would be unique and appropriate for bringing novices out to compete on a level playing field. Hopefully, we will have a place to fly.

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### **Balsa Dusters' John Grigg Memorial Sailplane Contest Report.**

*By Marty Timm*

On September 18<sup>th</sup>, Roman Paryz sent me an e-mail indicating that the Balsa Dusters' contest had been cancelled due to lack of competitors. Apparently, only he and Tom Koszuta showed up.

I cannot speak for others, but having heard about the event for the first time only after it was done, I might suggest that lack of communication might have played a role in the poor turnout.