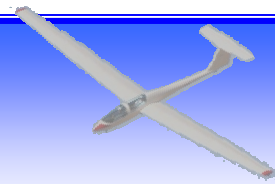


ISS Newsletter

www.glideiss.us

Newsletter Editor: Annette Dora

August 2011



From the Oval Office:

ISS President, Mike Lee



Competition Scene

Let me start out with telling you that, in a word, I suck! No, seriously, I suck! How did this come about? Well, let me tell ya about the SC-2 event held at the SULA Field on June 25 & 26.

This event was the first Man-on-Man scored event for the SC-2 this year, and basically it when you have flight groups of 10 pilots all flying at the same time and therefore, flying in the same weather conditions and the winner of the group is determined by how well they flew against only the other 9 pilots. They launch pretty much at the same time and land at pretty much the same time, unless you fall short of time...ask me how I know! This style of scoring is considered a much more fair method of scoring the contestants than the standard method we have used over the past couple of decades. There was also a unique aspect to this event. It was scheduled for two days, with each day being a separate contest. You could fly both days or only one day and the best score from either day would be used towards your SC-2 circuit score for the year. So, you could screw up on one day and then make it better the next...novel idea!

For some of us, that format just didn't work. I sucked. On Saturday, it was coastal cloud cover with a light breeze out of the West. You had to work the air carefully, or you simply came down early. I know the feeling of coming down early, as that's what I did in the second round. Just as I launched for the 10-minute flight, you could hear the faint, but distinctive sound of rushing air. Moving air, of the type that is being forcefully blown around. The only problem was that we felt nothing! No wind or air movement. Just a faint, but recognizable sound akin to that heard when you vacuum the rug...YES, it is that SUCKING sound and my plane is caught in the air being sucked into the earth! I tried to run, but it wasn't good enough! The plane twisted and turned, dashing for open airspace to escape the

mass of air being suck into a black hole on the surface of the earth, but it was to no avail! I got caught and forced to land short of time, but safely on the grass of the field. I was doomed to replay that scene another three times over the weekend...the worst contest showing I have had in the last ten years!

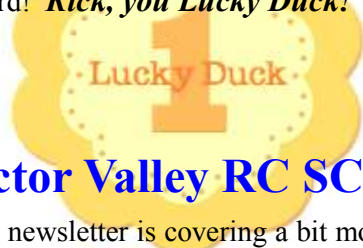
Never mind that the weather conditions were poor. There were still pilots who were getting max times and good landings. I timed and spotted for 5 people and managed to get them good air spots to max out, and that was consoling for me. At least I still know how to spot lift. **Matt Garland** brought home some winning gold, as did **Steve Garland** and **Chico Romero**. On day two, that was reduced to only Matt and Chico, but this is a different game and the club did well. **George Gomez** did outstanding with a fairly new Xplorer, getting all of his times on Saturday and almost all of the landing points. Matt and Chico were outstanding as well, both taking home gold on both days. And me.... I sucked. Hero of the weekend was **Ed Stewart**, who pulled off no less than 3 low level saves. I watched one start with just horrid sink that simply hammering his plane into the ground. Ed was on final approach and literally found a last second puff that developed into a full blown lifter and saving the flight.

This month, we also have a special award. We normally have the much desired and highly respected Turkey Award for that club member who does something really dopey, but in this case, we have the Lucky Duck award. Submitted for your approval:

Our ISS Pilot is on a contest flight with a light-weight RES model, and is now hearing that same sucking sound I heard. Now, I happen to be looking out over the local town from the field, which is nicely elevated and I am looking for a plane that went down earlier. I see way off in the distance a

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lone RES model coming towards me from about 500 yards out, and sinking...fast. In front of that plane is a Super Target department store, looming like a brick wall that it is. Mind you that the rise I am on is about 75 foot up, and so I am looking down at the Target Store. The plane cannot make it back to the field and it just barely makes it over the fascia of the building, only to land on the roof of Target. I have witnessed all this happen. **Rick Pearson** walks up and I know it is his plane, and so I show him where it is. He trundles over to the store and is basically told by the store manager that they will go get it on Monday when the maintenance guys are in. Rick pleads his case, but the manager basically tells Rick to leave him his phone number and he will do what he can. Well, not feeling too good about this experience, Rick comes back to the field and no sooner does he get out of his car, when the cell phone rings...It's the store manager and he has now got the plane!!! Rick gets the plane back and he gets the Lucky Duck award! **Rick, you Lucky Duck!**



Victor Valley RC SC-2

Being this newsletter is covering a bit more space in time, we get to bring you coverage of the Victor Valley RC SC-2 event, also a Man-on-Man contest. Orchestrated by **Rick Pearson**, he set up the field to accommodate 10 launch lanes and 10 landing zones. The date was July 17, and it dawned bright and sunny. A few less than 40 entries were on hand, and greeted with a slight downwind launch and downwind landing. The tasks were 3 rounds of 10-minute thermal duration. Now, keep in mind that this field is not only HUGE, but also some 3,000 ft above sea level, and so a light model is a definite advantage. On hand from ISS was **George and Manny Gomez, Ed Stewart, John Dora, Steve and Matt Garland, Robert and Kerry Cavazos, Les Ward and myself.**

As in all MoM events, the pilots are assigned a flight group, and in this case, a 10-man group. The first round was a bit tricky, but not that much a problem with getting time. However, the downwind landing was a problem for a couple of us, as the faster landing speed combined with

the tailwind caused a couple of our pilots to flop over on landing, which gets you the big goose-egg for landing: Zero, nada, nothing, zilch, nyet, niegn, no score, out of there, strike out, incomplete pass, missed goal, off the backboard...and anything else that could mean you didn't get any landing points. (Colorful description, huh?) Not the way to start out the contest.

Round two was more of the same stuff, only now the dry desert sir was sucking the lift away, making the flights very difficult. **Les Ward** got caught in the poor conditions, as did **George Gomez**, who looked to be in position to top the flight group, but got caught in a serious sink hole. **Steve Garland** had a set of magnificent saves on his second flight, with his final 5 minutes spent at extreme low level, pop up in a save, slammed back down, saved again, and repeat for at least another two times! I couldn't watch him, as I was in the same flight group, happily floating along at Angels 20. But when I did see him, he was just about telephone pole height over my head and lifting out again. **Great airmanship by Steve!**

I couldn't see who was flying when I noted **Kerry Cavazos** happily jumping out to a plane that just landed for a great score, but I suspect it was **Robert** who brought that one in. Round three started with just junk for thermals. I timed for **Matt Garland**, and he did great with handling some evasive and light lift. Unfortunately, the tail of his plane hit the top of my hand on launch and did a minor bit of damage to the mount. Although he flew it out without a problem, Steve took the plane out of service for now. I was in Heat 2 of this round, and just as we came to the launch lines, the wind reversed to become a gentle headwind...cool! Now we're about to cook! Uh, no so fast, McGee. Within moments, a huge ground swell thermal came barreling through the pit area, threatening to pick up planes and then laying waste to two shade tents. The typical afternoon winds through the Cajon Pass had arrived, and we were now facing a strong headwind of 10-15mph, making the flight simply dangerous. But, the show must go on, and we launched. Of the 8 pilots who launched only one model flew longer than 4 minutes...mine! In fact, it flew for nearly 7 minutes, almost double the time of the rest of the field. Notch one win for me! The final group to fly in this wind storm was the RES class, which included **Robert Cavazos**. That was a flight of sheer survival for the pilots. I don't

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I think but one plane got into the landing zone, and nobody made a full flight. It was tough!

Of the ISS pilots who flew, *Kerry Cavazos* came in *First for Sportsman Class*, *Les Ward* came in *Third for Sportsman Class*, *Matt Garland* won the *Intermediate Class* and *I* was fortunate to win the *Expert Class*. *Congrats to the ISS, once again!*

SC-2 2011 Contests Left

August 21 MoM at ISS, Soccer fields.

September 25 TOSS, Thousand Oaks

October 23 TPG, San Diego

Safety Zone



As you know, I try to bring you a timely safety message each and every month, and I have written more than a few articles about battery management. But, although I may seem to be a proficient and anal person about batteries, I confess that I am not without fault. There I was at the VVRC contest, flying the first round task, which went well. I'm coming in to land; 5, 4, 3, 2, 1...thunk! Beep, beep, beep,.....What the heck is that? OMG, it's the transmitter low battery alarm! Can you believe it? It ran out of power the moment the plane landed! That could have been a real disaster if the flight needed to be one minute longer. I admit, I dodged a bullet that day and *John Dora* was kind enough to hook me up to his charger and get me back to flying, but that was too close for comfort.

So, how did this happen? I use a 2500-mAH battery pack for the transmitter, which is twice the capacity of the standard pack for this radio. It should run for at least 4 hours....and it does, except when the dummy who owns it doesn't bother to charge it up. Yup, that was me. I was complacent about charging the radio as I figured it was not that long ago since I fed the thing some energy. But, let's look at how things really go on a normal flying day.

We arrive at the field, assemble the plane, and some of us turn on to check out the model. That's time on the system. We go to fly, and turn on. How much time do we spend on the ground with the radio ON before the plane is actually launched or taken off the ground for a flight? If you are a typical pilot, about as much time as you take during the flight itself. So, if you fly for 7 minutes, the average flight time for just about everybody, then that means the transmitter was on for 15 minutes. Now, check this out; if you a competition pilot, you might fly three or four flights, one right after another. If the average flight time was 7 minutes (or longer), that means that after four flights, you have been ON for at least 30 minutes continuous. I average about 8 flights in a session, and that equals at least an hour of ON time. Now consider that my goal time for each flight is 10-minutes, and you now have 90 minutes of ON time. If I have to wait for a couple of other planes to launch before me on the winch, that time goes up accordingly. If you follow me, you start to see where I'm eating up time on that battery real fast. The weekend that my incident happened, I flew on Friday, Saturday and Sunday. Now do the math; 90-minutes on Friday, same on Saturday, and if I did the average, that's 3 hours of ON time for the transmitter, leaving me with only one hour of battery, if I'm lucky. Well, I was lucky enough to get the low voltage warning on landing and not while in the air, and so I consider this my one chance at dodging a bullet. Take my word for it, guys. Don't get complacent. When in doubt, charge it up. You won't go wrong!

Note From Your Newsletter Editor

I'm sorry (not really) there will be no newsletter for September; John and I will be on vacation for three weeks and so I will not be here to work on it. This means your October newsletter will be all the better with lots of news.

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Your Editor, Annette Dora

More Club News

The ISS will be hosting the August SC-2 event using a Man-on-Man format on the date of August 21. We expect to have about 35 to 40 pilots on hand using up about 45 to 50 entries. We will be setting up at least 10-winch stations with one reserve winch, as well as 10 landing zones. We will need to make an all-out club effort to make this one work, and so I ask that if you can lend us your time and effort on this date please come on out to help us run this event. Shade tents are welcome on the flight line for landing zone judges and winch personnel....we don't want our folks getting fried for one event.

The Moms of Military have requested our club to once again be a display guest at their annual remembrance event, on September 11, beginning at 2:00pm. Remember that part of our agreement with the City Parks and Recreation Department is that we must participate in a Public Service event at least two times a year. Add to that the fact that we have seen quite a few nice looking warbirds gracing our field over the past few months. So, please help us to fulfill our contractual requirements and also help out a great cause on September 11.

Take note that our field will be very dusty for the next few weeks, as the field gets used for overflow parking in support of the Summer Concert series at the Citrus State Park. This happens every year, so it's nothing new. Just be aware of it.

That's all the spewing I have for this month...which is enough from me! The only Turkey thing I can think of for this month is the fact that somebody (I can't mention his name because I promised Don I would keep his name confidential), flew a foamie 3-D model into the top of a tree. Now, we did get to play with this a bit, using a spud gun to try to knock it down, but other than having some fun with the spud gun, the plane remains stuck. So, Don, (and you know who he is, because he's the only member by that name), you get the highly coveted, prestigious, honored and revered but unwanted **TURKEY OF THE MONTH AWARD**, also known as the Stewart Award. Congrats and quit feeding the trees! They will only get bigger!

See you at the field,

Mike Lee



Prepare for Heat

The heat of the summer is here and you should already know that staying hydrated is the number one way to avoid heat related problems on YOU! Planes will fly fine, and electric models do great in the heat. But don't forget to take of the pilot who is the most important part of this hobby. You need to pay attention to you in order to avoid being beat by the sun. Here's a few tips;

- * Bring lots of water! Overkill on this is good, as there is always somebody who didn't bring enough. Bring it and drink it...often!
- * Wear light colored clothing rather than dark. Darker colors are hotter due to the heat absorption properties.
- * Wear a hat to protect the top of your head and use sunscreen to protect the exposed skin.
- * Drink water!
- * Do not over-exert yourself in the heat of the day. Take your time.
- * Come to the field and fly early before the heat sets in. Besides, the air is quite nice!
- * Drink water!

We have a great group of people in this club, so let's make sure we stay that way by watching out for each other. Be aware of the signs of heat exhaustion and if someone looks a bit out of it, get them into shade and get them some water. If they begin to suffer problems, don't hesitate...call 9-1-1. The life you save is precious to us all!

ISS Member Forum

I just joined the club a few weeks ago. I purchased a T-28 Trojan used from another member. He said he had two flights on it. I also purchased a new Spektrum 6 2.4 radio. The plane was PNP with a Spektrum receiver and servos already installed. I flew gas RC many years ago and ancient radios. At home, after plugging in a new battery and turning on the radio (I hadn't figured out how to "bind" the system yet) I quickly noticed the rudder and ailerons were reversed. Older radios had reversing switches, so it was no big deal to go into the Spektrum program and find and reverse the controls. Problem avoided.



Back in 1977, with my "World Engines" radio, I had a more experienced flyer take off and land my first trainer and also the second take off. I've done all my own flying since then (maybe 100 flights on several different gas planes). But my first electric was so squirrely on me the first few flights it was nice to hand it over to JR for the last landing and retire that poorly designed Cessna.

During my previous flying history I was married and didn't get much time out of the house to spend with other flyers. Now, sadly widowed, it's nice to just hang out and learn from experts all this new "electric" technology. Things have changed so much. When I was a kid back in the 50's and first became interested in flying there just wasn't much around. Does anyone here know what an "escapement" is or how it works? How about a vacuum tube? And carbon batteries. Most RC planes were single channel (rudder only) with a diesel engine that powered the plane (mostly like a glider) up until it ran out of fuel. Max altitude was regulated by the amount of fuel available or some kind of cut-off timer. My how things have changed. No more channel flags or pins for me.

Ron Hartigan

Thank You to ISS Sponsors



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Condolences



With sadness we received an email from Vince Botkin informing everyone on the passing of one of our former members. Jerry Snedden was gliding over the Sierras on Saturday, July 2nd when he encountered severe downdraft and crashed into the side of a mountain.

Jerry is survived by Wife Mary and Daughter Meagan. Jerry will be buried by his Son Ryan, who passed years ago after being hit by a car while in a crosswalk while we were flying at our field.

Our prayers go out to Jerry's family and close friends during this difficult time and we know he's looking down on all of us as he glides through the clouds with a smile.

Our condolences also go out to Dan Borer and his family on the recent passing of Dan's Mom. Dan is a member of SWSA and a close friend to all of us. We know this is a difficult time for him and his family so remember to include them in your prayers.

USA F3B TEAM NEEDS OUR HELP

ISS received the following request:

We are organizing a Team USA F3B practice to help push the team in the distance task and we have secured a field in Perris at the Riverside RC field. The date is August 13th starting at 8:30am until....? We have asked past team members to come out and challenge us all day long. Since we are venturing away from our home club, our biggest issue is finding volunteers. We are looking for 10-15 volunteers to come and press buttons for us as turn judges. We will have water and Gatorade on ice at the field. Please pack a lunch.

Thank you for any time you can donate. We appreciate it so very much,

David Klein

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Victor Valley RC SC-2 WINNERS



Moms of Military

Gold Star Families of the Inland Empire

Prayer Support Group

Invites You to Attend

The **7th Annual**

“Remember Our Heroes”

- *Support Our Troops,*
- *Tribute to Our Fallen*
- *Remembering The Heroes of 9/11*

Sunday, September 11, 2011

2 p.m. to 8 p.m.

A Free Event open to the Public

Fairmount Park - *Band Shelter*

2601 Fairmount Park Blvd, Riverside California

Live Music P Honored Guests P Candlelight Vigil

Riverside Blues Band and Jericho Band

*American Heroes Tribute, Clowns, Game booths, fun for the entire family,
Food Booth by American Legion Post 289 or bring your own Picnic*

for more information contact momsofmilitary@sbcglobal.net or 951-359-3582 ext.105

