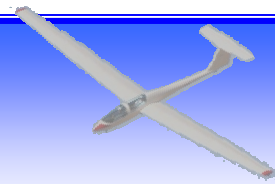


ISS Newsletter

www.glideiss.us

Newsletter Editor: Annette Dora

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From the Oval Office:

ISS President, Mike Lee



F3J Team Selection event

As some of the club members may have noted, several of the glider guiders have been doing some intense training for contest work, and this was to prepare for the F3J Team Selection event in Cocoa, Fl. This event selects the top 3 senior and top 3 juniors pilots in F3J sailplane competition to represent the United States at the 2012 World Championships to be held in South Africa.

Our ISS team consisted of Robert Cavazos, Steve Garland, Paul Sherman and Mike Lee. We also had 2 Junior pilots; Matt Garland and Tristen Sherman. Coming along to give us team and morale support was Kerri Cavazos and Kari Garland, with Mike Skube to provide direct team management and support.

Upon arrival in Florida, we had to put together the logistics of our team; chairs, rain cover, sunscreen, insect repellent, water, food, tools, and a host of other items that we would need to fly and survive. One of the things about Florida is that this is the land of water and swamps. Swamps breed a lot of things, like wildlife and insects....big wildlife and big insects. One mosquito landed on my right arm and caused me to gain 5 pounds! After I smacked him, I had 5 pounds of blood on my arm, but it wasn't my blood! We also heard that the flying field is dangerous at night with wild razorback hogs running around. That does it....we're going hunting! Never did see any of the pigs or gators, but we were ready! The only weird thing that happened was that our rental car had ants roaming around inside...Lord knows how they got in nor why, but there they were.

Day 1 the weather forecast was dim; mostly cloudy with sporadic showers all day on Friday. They weren't kidding, and our first flights were done in between raindrops and breezy conditions. The wind was definitely a factor as it was

strong enough to really stress the planes on launch. Robert found out first, as his Supra launched into a stiff breeze and as the plane went into the bucket to dismount, the wings collapsed and the plane exploded. It was a total loss. We were not alone in this, as at least 10 other planes exploded on launch during the event. From this point, the team was being conservative in the flying style, and things settled down...for awhile.

One of our constant companions out on the field was the local fire ant population, which was well represented. To step on an ant mound was to be instantly bitten by the minions of ants. So it was, "step lively" time most of the day. Our first day ended with some usable scores by all, and some humbling things that we had to do to make up on better scores.

Day 2 provided more of the same weather, delaying the start of flying by a couple of hours as the ceiling was too low. When we did begin flying, you found that you either got the fast moving lift or you didn't. That's when the team started getting short flights. Robert, Steve and Matt came up short on a flight or two. Tristen got a short one, but then so did the rest of the Junior group. Matt burned one round, as he thermalled out and the rest of the Juniors got caught short. Paul was doing the best of the team coming into Saturday at about 14th place. Mike was in 19th and looking at doing better. Paul dropped a round late in the day, while Mike won two rounds and move to 11th position by end of day. There was more carnage on the field, with planes dropping into the forest behind the field and more blowing up on launch.

Day 3 and the game changes from flying 10 minute flights to flying 15 minute rounds....in very blustery and high speed winds! It was so strong that the guys launching the models had a tough time just holding the planes level to throw. At least the rain was gone. Mike dropped his first round flight, but in this event, you are allowed to forget the worst flight. More problems for the team hit us, as Robert and Matt put planes into the forest and zeroed the flights. I personally watched 5 planes in one flight try to penetrate the wind over the forest, and not make it...all in the same flight within 60 seconds! A tree service was called in to rescue the downed planes....except for the plane that Robert flew. You will have to ask him about that, and the only hint I can give you is that Robert and Paul Bunyan now have something in common.

With those dropped flights, Robert was out of contention, as was Steve, Matt and Paul. By sheer luck, Mike was doing okay, and in the final tally, finished in 7th position. I didn't make the team, but a top ten finish in this event against this kind of company is an accomplishment!

But, even better, we do have a team member on the US team: Tristen Sherman WON the Junior class and is going to the 2012 world champs! This is fantastic and congrats to Tristen! This was a tough, tough contest not only due to the level of competition, but mostly due to the truly poor weather conditions. To say it brought out the best in a pilot would be an understatement. It brought out the extreme best because if you didn't play this one right, the consequences were dire and expensive, as a lot of people found out! Survival of the fittest and certainly a major gain in experience and skills. It was tough, but that's the Team Select. Thanks to all of the ISS team guys and gals who went and supported each other. The ISS has a great team.



Ask Robert Cavazos how he got his plane down.



2011 Costly For Some Pilots

For some of us, 2011 has been a rough year. 2010 for me was pretty good in terms of flying and not crashing models. But once 2011 hit, so did my planes. My year started with Phoenix, where my yellow Xplorer 3.8 managed to cross the path of another big bird, and that other big bird sheared off most of the vertical stab. The plane amazingly made it home, but was no longer flyable. I turned to my orange Xplorer 3.5 and within a minute after launch, it went stupid and spun into the ground. Luckily, the ground was freshly plowed and soft, meaning we had no damage, but it sent me scrambling for an explanation as to why.

In March, I am flying with a new fuselage on the 3.8, and while flying just above the orange groves, the elevator servo fails, and it fails by slowly but surely driving the elevator to full down motion! The end result was a nice, large outside loop into the trees with a resulting broken fuselage, torn up right wing panel and of course, the failed elevator servo. Fast forward to May of 2011. We are at the Fabulous Soccer fields, practicing some F3J launching, and I mount up the 3.5. On the launch, she looks really good going up, when suddenly, "Ka-Pow!!!" The stress of the years and the pull of the F3J launch combine to snap the fuselage in half. The resulting sudden stop on arrival to earth crushes the wing tips and what was left of the tail...she was totaled.

Along the way, during the year, I also lose a nitro powered plane due to the engine jumping off in flight, plus dinged up a slope bird in San Diego. But I am not the only one who has had a rough year. Robert and Kerri Cavazos have lost or damaged a few. I watched Robert mid-air a poor Bird of Time at Visalia, and also put a plane into a tree in Florida, plus a line catch by Kerri and I think Robert also did a line catch with his Xplorer 4.0. Oh, and I almost forgot about Robert blowing up a Supra in Florida. Steve and Matt Garland have their fair share of incidents. Matt had a new 3.5 sign off during flight in Phoenix due to a bad battery pack, and more recently forgot to turn his model ON for a launch. In Florida, Matt fed the trees one of his Supra models, while Steve attempted to do the same, unsuccessfully.

I'm sure there are gobs more to discuss, and I have to apologize to the Cavazos and Garland clans for mentioning them in this. But these are the guys I fly with the most this year and so I get to witness their incidents or let them witness mine. Here is the irony of this all. The planes are well cared for, meticulously serviced and handled, and they get bashed. Meanwhile, the one plane I could care less about, which is a flat foamie combat bird that literally gets tossed into the trunk of the car, left in the rain, has junk piled on it at home, is kicked around, dropped and generally should have been destroyed in combat... is just fine! In less than a dozen combat sorties, it has 7 kills to its' credit plus one mid-air. Go figure.

Mike Lee

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www.soaringUSA.com



www.hobbypeople.net Mike Braun

Monthly Safety Reminder

I have spoken and written about propellers and the electric model more than a few times. Basically, it is a matter of common sense that you remove the prop on the motor before messing around with any service related work on the plane with a motor battery in place. You might somehow activate the throttle and that prop may chew up a few things...like your fingers. But there are other hazards to watch for involving spinning things. Let me mention a couple.

While finishing up a new motor powered sailplane in the house, I can vouch for the fact that you must pay strict attention to the long tail boom of such a model, lest you find that it could interfere with the ceiling fan! Mine certainly did for about one second! After that, the fan was quite happy doing what it does best: spinning and now blowing small bits of tail boom and stabilizer parts across the floor.

Want to see a new toy walk across the floor quickly? Oh sure! Just place this same motorized model with a motor battery hooked up inside on the floor with the receiver ON. Now, this in itself is not a problem because modern speed controllers will not provide power unless there is a radio signal from the transmitter. Oh, did I forget to turn on the transmitter? Sorry about that and let me just hit the power switch; there ya go anduh-oh! Throttle stick is set for mid-power! Thap, thap, thap, thap, thap.... Look, honey! My plane is hobbling across the room! Oops, look at them little chips in the wood flooring from the carbon prop strikes! Honey, I can't hear you when you scream like that! Better turn off the power.

Do you remember reading them little safety stickers on machines like copiers, drill presses, indoor machinery, like the ones that caution you not to wear loose clothing or jewelry around the machine when working on it? My powered glider needs one of them stickers. You see, it has a folding prop and when it isn't spinning, the prop lies against the nose. It's more aerodynamic! Well, that's fine but you also should not do an operational check of the motor direction with the prop mounted and wearing a loose fitting long sleeve shirt. Let's see; transmitter is ON, throttle down, battery connected, and a firm grip on the nose. Ease the throttle stick forward for a little power. Now, I don't know about you, but none of my electricians know how to start up slowly. They all jump to start and this one was no exception. As the motor jumped, the prop blades were still clinging to the sides of the nose and just over the sleeve of my shirt. Believe me, it took a millisecond for them carbon blades to cut through the shirt sleeves and assume the full prop position. Meanwhile, tiny bits of fabric were being blown around the family room.

Lastly, if you have a pet bird, note that they do not appreciate prop blast. Although all birds, by nature, are used to the slipstream blowing over their feathered body, this only applies to the time they spend in flight. They really don't like the prop blast created by a large 12-inch prop turning 8,000 RPM in the house, while also lofting any and everything not held down by a 5-pound weight and churning that stuff around the room. My bird complained long and loud. No sense of humor at all.

That sums up our safety message for the month. If you truly did not pick up on the message, I can only hope you don't find out about the hazards of electric power the hard way, like my bird found out. (Sure, blame the bird!)

Mike Lee

THE NEXT INDOOR FUN FLY AT THE TUSTIN DIRIGIBLE HANGER

SPONSORED BY:

**HARBOR SOARING SOCIETY (HSS)
ON SUNDAY NOVEMBER 27,
AND THURSDAY DECEMBER 29, 2011**

Harbor Soaring Society has the opportunity to access the giant dirigible hanger in Tustin, and will sponsor model aircraft flying on Sunday Nov 27th, and again on Thursday Dec 29th, inside the hanger. AMA members are invited to participate in the following aircraft types:

- ◆ Indoor Free Flight Rubber Duration – Microfilm, penny planes, scale, and similar aircraft.
- ◆ Indoor Glider – Hand launched, catapult, and similar.
- ◆ R/C Electric Powered – Light (small) sport, 3-D, slow flyers, helicopters and similar.

Hangar is 1000' long x 300' wide x 150' high. 700' of the length will be available for model aircraft. Areas and times may be designated for different aircraft types, depending on congestion.

Event Date: Sunday Nov 27th, and Thursday Dec 29, 2011. 7 AM until about 4 PM.

Cost: Charge for Sunday Nov 27 and Thursday Dec 29 is \$15 per day per person for any number of planes but will be collected in advance. Anyone interested in participating should reply to Fred Hesse (HSS newsletter editor) at fhesse@socal.rr.com or 714-963-5838. Each day is limited to 40 participants, so first come first served. Please reply soon, as this event sold out last time. Further details (maps and event rules) will be provided to those interested.

AMA membership is required.

Event Director (CD) for both days will be Henry Smith III (henry.smith.3@earthlink.net). The CD will have final authority to decide if any particular aircraft is suitable for this venue. Aircraft over 16 oz are discouraged unless they have very low flying speeds.

Site Access: Participants will meet at gate near intersection of Valencia and Armstrong Ave. at 7 AM. Gate will be locked at 7:15 AM after which the group will caravan a short distance to the hangar. Gate will be open for 10 minutes at 9:00, 11:30 AM, and again at 12:30 and 2:30 PM. However, everyone is encouraged to bring lunch so as to utilize flying time. Departure will be approximately 4 PM. Car pooling is recommended.

There is no electricity or plumbing at this site. There is a port-a-potty outside the hangar. Bring your own table and chair, power for charging, and your own food & drinks.

Additional days are planned. TBD days sponsored by Norm Furitani. Contact him at nor-gin@earthlink.net for further information. The Black Sheep Squadron is sponsoring two days (Nov 26 and Dec 26) which are planned as one design contests as well as RC and free flight fun fly.

Contact **Dave Gee** at 818-383-7651 or stukadave@cs.com for further details.