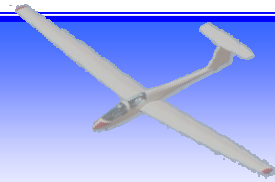


ISS Newsletter

www.glideiss.us

Newsletter Editor: Annette Dora

February 2011



ISS Club Renewal

Remember not only to renew your AMA membership but also to renew your ISS Club membership. A renewal form is available in this newsletter to fill out and turn in to Bill Hensley. (This will be the last time it will be printed in the newsletter for this year's renewal)

AMA Membership Renewal

Reminder: It's also time to start renewing that AMA membership, as required by the Riverside City Parks and Recreation Dept. We will make this mandatory beginning February 1, 2011. If you can't show proof of AMA, you can't fly.

Southwest Classic in Phoenix

Last reminder the Southwest Classic event is open for pre-entry. February 19—20, Saturday and Sunday will feature the main event of thermal duration. On Saturday evening, the field turns to HLG, the Slo-Stik Combat event and night flying. If you wish to enter this event, use this link: www.casl.net.



Steve Anderson commits
VIOLATION at the field!
More Violators noted inside.

ISS Holiday Party

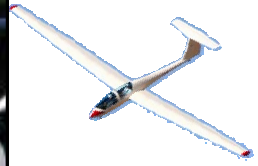
Again we had a great turnout for the club's party to welcome in the new year. I would like to thank Denny and Peggy Bourassa for letting us all into their home. Between watching the football game, Gary flying his hawk, JR flying his helicopter with neon lights at night time and of course mingling and socializing with everyone there was plenty to do and see to keep us busy. By the way this was the first year we had Springtime weather to where you could wear shorts instead of shivering around the patio heater or trying to protect ourselves from the rain. It was absolutely gorgeous!

Let's not forget the food which there was plenty of. Another big thank you goes to everyone who came and brought appetizers and desserts. We had enough to feed the entire block and all was delicious!



Thank You!!!

From the Oval Office: *ISS President, Mike Lee*



The 2011 SC-2 Contest Season

I attended the 2011 annual meeting of the SC-2 and this is where the rules for the circuit are updated, classes determined and the year long schedule is made. The ISS won the 2010 season, and was entitled to make first choice on the date we want. We wanted to go for June, but during the meeting, other clubs really wanted to do what we did in 2010, and that was to hold a Man-on-Man event. VVRC in Victorville has done massive field changes to host a MoM event, and the SULA club has the space already. SULA shares the same problem we have in that they also use an AYSO soccer field. BUT, they elected to hold a 2-day event, which we are not prepared to do at ISS. So, I let them have June, while VVRC does a MoM in July and we do ours in August. So, we are set for August 21 and doing a MoM event, and we get to figure out the tasks later. Here is the schedule:

February 27	SWSA
March 20	Downey Soarheads at SWSA
April 17	VVRC Victorville
May 22	HSS at SWSA
June 25 & 26	SULA at Field of Dreams, MoM 2 day Event
July 17	MoM at VVRC Victorville
August 21	MoM at ISS Soccer fields.
September 25	TOSS in Thousand Oaks
October 23	TPG San Diego

In other SC-2 news, 2-meter class is done. Only one pilot has flown this class consistently for the past 3 years and won the class...me. That's no fun and without participation, there cannot be a class, so it's gone. (At least I'm going out on top!) The Woody class is retained for now and fiberglass fuselages are allowed. Big deal. But get this; the Man-on-Man events are part of the circuit this year. Now, you might wonder how

does the 2-day MoM event at SULA work? Good question and here is the answer. You can fly both days or only one of the days. If you fly both days, the best score from either day is what they count. If you only fly one day, that's the score that counts. So if you kill everyone on day one, you could probably quit while you're ahead and hope nobody tops you on day 2. Interesting, huh? And lastly, the SC-2 will host a Toys for Tots event in December of 2011 that does not count towards the points championship. Just bring a toy worth \$10.00 or more and you are in.

By the way, the officers of the SC-2 remain the same for 2011. Starting to sound a lot like the ISS.....meet the new boss...same as the old boss! The only thing I like about that saying is that ISS has won the circuit championship two years in a row! Let's keep that up!



Tech Tips

I'm going to aim our T-cube (that's T times T equals T-cubed) subject at something I mentioned earlier, and that is the incident where a pilot went airborne while one of his other planes on the ground starting rolling along at the same time. But, is this possible when flying on the new 2.4 GHz radios? I mean, can you actually control another plane without changing the model program on the transmitter, like on our old 72-Mhz radios? Absolutely it is possible and this is not an isolated incident. It is the second time in two weeks I have witnessed this, with the first one being by Ed Stewart. He finished flying one of his sailplanes and picked up another to fly. As his second plane went up the winch, his first plane began reacting to the control inputs on the ground. He left the first plane turned on, and it was reacting.

The only radio systems that I know of that will not do this is the JR, Spektrum and upper level models from Futaba. These systems include into the transmitted signal one more bit of information, this being an identification of the model.

Continued on Page 10

The Do's & Don'ts of Combat Flying, *ISS President, Mike Lee*

Anyone who has been to the field in the past year has probably been witness to the "combat twins", Dennis and JR, having at it, chasing streamers attached to their planes, trying to cut off each others' tail. Let me tell you, a couple of years ago, these two guys could barely keep their eyes on each others' plane to go after it, and now they are able to not only chase each other very closely, but good enough to clip the ribbons with alarming surgical precision! Let's look at what they are doing and see if this kind of flying would make you a better pilot.

First off, you have to be competent enough to fly and fly good enough to know where your plane is going at all times and in all attitudes. You cannot be in the air, take your eyes off of your plane and scan around to find the other guy. By the time you find the other guy, figure out his direction, speed, distance and altitude, you may find that your plane is gone and that fact is normally followed immediately by people screaming, "Heads UP!" and then WHAAP! You may then find yourself examining the remains of your aircraft as it lays in the crater it left after impacting the earth. If you did a truly good job of this, you may notice a nice mushroom cloud rising from the crater as your battery smokes off, turning the crater into a smoking hole in the ground. So, in order to avoid this scene, you need to learn to use your peripheral vision to not only keep an eye on your plane, but also see the other plane. It's not hard, but most of us never truly learn to use the complete field of vision our eyes provide. You practice this by being conscious of the thing in front of you, and noticing the other things around you without moving your eyes from the thing in front of you. It works, so give it a try right now.

The next thing you need to do is to know your plane. A good combat plane has plenty of power on hand to pull through tight turns without stalling and losing momentum or speed. In the real world of fighter aircraft, speed is life and the more speed you can carry through the turns, the better your odds of winning. Let's say you have plenty of power already, and we don't have to worry about that. But let's harness that power correctly. Many pilots make the mistake of

putting massive amounts of control surface movement into the set-up, thinking that this will make them turn fast. Think again! Too much control surface movement causes a tremendous amount of drag and slows down the plane. Too much elevator may cause the plane to snap roll uncontrollably, putting you into the ground. Excessive aileron movement can actually result in no roll at all! (Ask me how I know!) Always set the plane up such that a full elevator pull results in a tight loop or turn without the plane feeling like it is about to curl over or snap roll. It should pull through rapidly and straight. Roll control should be brisk, but not so fast that you have to stop and figure out what attitude the plane is in.

Continuing with the set up, your plane should be in solid condition. Nothing should be loose or allowed to shift position. That is normally a fatal mistake. The battery cannot be single layer Velcro attached to the side of the fuselage. A Velcro strap around the battery will go a long way towards keeping that battery attached during those 10-G turns. Pushrods must be positively captured by the servo arm and control horn. Slop in these places could cause you flutter in a diving move. Keep excess wire tucked in somewhere or reduce the wire length to get rid of excess wire.

Now that we have worked on the plane and your vision, how about some tactics. Most of the time, you will see the combatants in a swirling fur ball, pulling loops around each other and chasing tails without a cut. The idea is to get into a position to intercept the opponent just a hair late. Rarely does the looping fur ball get you a kill. Instead, look to maintain your energy and make slashing passes at where the opposing plane is located. If you aim at the tail of the plane, chances are that by the time your plane arrives at that spot, the other plane is ahead of you save for the streamer, and that makes for a cut! One of my favorite tricks is to drop below another plane with only half power, and as other plane over-shoots me over the top, I open up the throttle and pull up quickly to take off his streamer. Another tactic I use is to pull through a climbing turn and drawing an opponent in for him to follow me. As he begins to line up on me, I yank hard back on the stick to come around his tail for the cut. There is also the head-on pass, where I find

Continued From Page 3:

someone cruising into the leading edge of the combat zone and I will fly right at his plane. Just before meeting with the opposing plane, I will roll up on my side and as the other plane passes me, I pull hard to come across the back of his tail for the kill. If the plane turns tight enough with energy and speed, and if I happen to miss the ribbon, I just maintain the turn for another shot at him.

What not to do. Yes, there are things you should not do. If you do not have a good rate of climb, I would not be pulling to climb away from an opponent to keep from being killed. You become a sitting duck! You need to know what the plane can do and not do to survive. I would not charge at the ground to try and shake off a fighter, hoping you can pull out before he does. That sometimes results in blasting a hole to China. Now, drawing an opponent down to the deck with you in one thing, but diving to get away from low level is not always good. I would not slash my way into and out of the fur ball area hoping to clip someone. This normally results in a mid-air that nobody wins but does leave a very satisfying feeling for the spectators. And never, ever fly straight and level in the

combat zone for more than 5 seconds....someone is bound to see that nice, juicy plane trundling peacefully through and will make mince-meat of you.

So there you have a short primer on flying combat with the boys. Will it make you a better pilot? Absolutely it will, and in very short order. Rolling, looping, inverted flight and better depth perception will become a normal skill for you. Besides that, Denny and JR are looking for some new targets, uh, people to fly with. Check it out and see if flying combat doesn't improve your flying skills.



What To Do With That New Bird You Just Bought at the AMA Show



Let's say you purchased a ready-to-fly model with servos installed and all you need to provide is the receiver. Normally, there is some minor assembly work to do, but on top of that, check out the servos. Make sure the servos are securely installed. I have come across more than a couple of loose servos in these newer, mass produced models. Next, check the pushrod wire. I like to know that this item is not going to bend and deflect away under load, let alone have any slop in the linkage. I sometimes end up replacing the pushrod completely due to the low quality I come across.

I will now look at the airframe itself to find any possible trouble spots. If the model is constructed of wood, I will check all of the glue joints for a solid joint to be seen and I remove any globs of glue hanging around. If this is an electric powered model, I pay special attention to the motor mount and firewall. You should see a beefy structure with reinforcement on the corner joints. If you don't see a strong build in this area, now is the time to beef it up. I have actually had models spit the motor out in mid-air after the firewall failed to hold tight. After checking the firewall area, go back along the fuselage and check out everything, especially the tail feathers. Make sure that the glue joints at the tail are wood-to-wood joints and not wood-to-iron-on-film. Glue does not stick to iron-on film and neglecting to check this area may result in a tail plane departing the model in flight.

Once you have checked out the basic airframe, let's look at the landing gear. It should be mounted to a very beefy and solid hardwood mount. The mount should be solidly attached to the main formers of the airframe if the landing gear is fuselage mounted. For wing mounted wheels, the landing gear mounts should be attached to the main spar of the wing. On the foam constructed wings, the mount may be plastic into foam. There is not much you can do here, but do make sure the mount is properly glued to the foam.

Now we go to the radio install and set-up. Of course, you may have to install and hook up your own receiver. Before you do that, may I give some advice; don't do this with the battery being used to power the motor! Despite their best efforts at the factory, there is no way to determine if the transmitter has your throttle set for full throttle or turned off. So, I use a

standard 4-cell receiver battery plugged into the receiver just to power up the receiver and servos. I will then do all of my servo centering and reversals as needed, leaving only the throttle command to set. At this point, if we are setting up a prop driven job, I REMOVE THE PROP!! (Remember, this is a Safety article.) If it's a ducted fan, I have someone firmly grip the plane when I hook up the main power battery in case the throttle is in reverse. Guys, you can never be too careful about setting up the throttle command.

If you have arrived at this point with your new model, you can be secure in the knowledge that your plane is in great shape and ready to go airborne... safely. As much as I enjoy flying, I can't stand crashing even if it is someone else who crashes. I find that a vast majority of crashes can be avoided by proper maintenance, careful attention to any problems, and not doing dopey things like flying inverted as low as people dare you to go. The flying part I can't help you with, but looking after the model while it's on the ground can be helped. Make sure you do your part to protect that investment you have.



VIOLATORS of the Month

Steve Anderson



George Gomez



Matt Garland with Les Ward laughing at him (until he gets one next month)



The Stewart Award Goes To...

No sooner do I mention that we have no nominations for a Lost Stewart Award, when pure pandemonium breaks out. Where do I start? It starts with Steve Garland, who is shooting a landing with his Pike aircraft. As he faces the plane during the approach, it looks good and the plane touches down on the nose...but doesn't stop! Instead the plane grows teeth and comes right for Steve's foot, ready to take a bite! Steve instinctively jumps, but as you know, "White men can't jump!" Well, being subject to gravity a bit more than normal, his jump isn't enough and the plane is solemnly stomped on right on the top of the wing, which not only stops the plane, but starts the tears flowing from its' pilot. Example number one.

Number two has an electric plane flying along just fine, and on approach to land. But, the placement is just a bit off and it lands...right on top of a sailplane owned by Robert Cavazos! This same pilot, a couple of weeks later, lands on top of somebody else's SUV. I am not at liberty to say his name, as I promised Steve I wouldn't. (No, it is NOT Steve Garland, but that only leaves one other member named Steve to chose from). Number three has a pilot flying around with a high wing sport model, who lands and prepares his other model for flight. As the second model throttles up and departs, the first model also throttles up and begins shredding the prop on everything it manages to hit just behind the pilots' car. After finally breaking a prop and getting jammed on the ground, the nose section of the model emits a miniature mushroom cloud, signaling a nuclear meltdown and finally coming to rest. Meanwhile, our pilot is desperately trying to return the second plane back to earth and he props that plane in the process. Now, only a couple of us witnessed this feat of trying to fly two planes at one time with the same transmitter, and so to show how it can be done to the rest of the club, Don repeated this feat a couple of weeks later. Fortunately, the second attempt did not result in the mushroom cloud effect.

Next we have example number four, in which a pilot flying a foamie electric glider was a bit low, a bit slow, and close to the trees. In fact he was so close to the trees, his plane found one and promptly perched itself inside of one. We even have the photos to show you this event. And just during the last weekend of the month, we have example number five done by Les Ward. He was also low, but not slow and close to the trees. But he was only close to the trees for a fleeting moment. After that moment, he was in one...really, really deep and high into the tree...a palm tree! The only palm tree directly across from the pilot flight line.

So, when you tally this up, we have Steve G with one, Steve A with two incidents, Don with two incidents, and another two into the trees. That makes 7 planes involved in Turkey Award type activities for the month. Gee, with so many choices to select from, I don't know who to award this one to. So, you vote and tell me who should be our January Lost Stewart Award winner. (Thank God this month is over!)

I'm telling you guys, this has been a poor month for avoiding accidents, as you can see. I'm going to let our Safety Officer address the Lost Stewart Award for you, as that is now his responsibility. But for now, take extra care in how you fly, be careful about where you fly, and watch out for each other.

I believe this is Brian Starkey out there wondering how to get his bird down.



Can you see Les's plane?
This happened on Sat.
January 29th

Guys & Their New Toys



John Dora actually won this Corsair at a raffle at the AMA show. Absolutely Amazing!



The President's Challenge!!!

Yes, for the 4th consecutive year, we present the Annual President's Challenge. Your ISS President (me) hereby challenges our club membership to a fun-fly, using electric powered or non-powered models in tasks of daring and skill. Here are some of the tasks to be flown:

- ◆ **Black Jack Landing:** A grid will be marked out on the field which will have the numeric values of a common deck of cards. The idea is to have your plane make its' initial touchdown for a landing in the spot of your choice, and the score of that spot is used to produce your Black Jack hand. Now, this year, we will do this a bit different. Last year, we were a bit too generous with the size of the grid, and you guys were hitting a lot of 21's and Black Jacks'. The grid this year will be smaller and might just have a twist in it. Plus, we will play a bit more like Vegas. You get an initial 2 touchdowns to get your score. If you score low and wish to get one more card, that will cost you a buck. For example, I get two landings, and my score is only 15. If I want to take a bet that I can land one more time on a 6 to get a full 21, then I have to put up a buck. In case of a tie, the pilots play another hand. On the third hand, only a Black Jack can win.
- ◆ **How slow can you go:** This is a timed event to see how slow you can go from Point A to Point B, which is 100-ft. No hovering is allowed, meaning that if the plane stops its' forward movement for more than 2-seconds, you are eliminated. You must maintain forward motion towards Point B, so deliberately weaving left to right is not allowed. Time starts as you pass Point A and stops when you get to Point B. Touching the ground with a wheel is a disqualification...touching the tail is simply showing off.
- ◆ **Limbo reverse:** Yes, this is limbo with a twist. You come through the limbo bar any direction you wish but the next pass through must be from the opposite direction. You get 90-seconds to do as many passes under the bar that you can. You cannot touch the ground 5 ft before or 5 ft after the pass and you cannot taxi up, lift off and pass through. You must make a flying approach. Highest number of successful passes wins and if you hit the ground, you can get back into the air to keep on trying. Helicopters are not allowed and a complete pass is one that goes under and past at least 5 ft.
- ◆ **Free-for-all combat:** You read this correctly, it is free-for-all combat where you may fly any plane and go after any plane, with a bonus. We will have a tethered ribbon (I hope) that is open for being clipped by anyone for a kill. Highest number of kills wins.
- ◆ **Spin City:** How many turns in a spin turns can you do in 15-seconds. You climb to altitude and time starts when you enter the first turn of a spin. Hitting the ground is fine and quite entertaining, so go for it
- ◆ **Precision Bomb's away:** Drop an egg on the card grid for points. 2 bombs allowed and you must be at least 50-ft up. Hitting a spot on the card grid will get you points, depending on the value of the spot. Highest points wins.

That's what I have in mind for you at this point. Visitors are welcome and entry fee for the entire day is only \$5.00...unless you buy a second chance at any event which is a dollar for each new attempt. We will schedule this for mid-March, so hang in there and get ready. This should be a fun one! (I hope there is plenty of carnage!)

Mike Lee

ISS PARTY



I'm sorry we don't have more pictures of everyone who was there and I put all blame on our clubs photographers (you know who you are). I think they were busy watching football.



ISS Field



If you have not been to the field anytime lately, it looks like some kind of professional grounds keepers have done one heck of a job on the place! It is flat, manicured, parking lines are set up, a flight line is set up, and the new patch of landing grass is simply awesome! We can now land on the soft stuff for those contest landing points. Electric pilots

have a VAST expanse of runway to roll on for landing or take-off. I cannot express my thanks and appreciation to those who made this happen. We even have guys bringing out weed killer to nail the goat head weeds! I'm telling you, the City is going to think they are at the wrong place! Thanks to you guys, this is now one pristine field! Speaking of the field operations, make sure we all practice safety and flight etiquette. That means letting other pilots who are out there know what your intentions are, like announcing your launch and landing approach, letting others know you are on the field to recover a stopped plane, and just letting other be aware of your actions so that they don't hit you. (No, JR, that doesn't mean you have to tell someone that you're about to cut their tail ribbon...just go for it!)

One more thing; some of you are having a problem with putting the locks on the gate back in the "DAISY" chain correctly. All locks need to connect to each other for it to work and so all have access. Our lock is the large brass one at the top.

If you are unsure how it needs to be please ask John Dora or Ed Stewart. John's cell phone is: 951-218-3955. Don't hesitate to call.



Continued From Page 2: [Tech Tips](#)

The only radio systems that I know of that will not do this is the JR, Spektrum and upper level models from Futaba. These systems include into the transmitted signal one more bit of information, this being an identification of the model. The receiver, when you bind it to the transmitter, recognizes that model ID and will only react to the signal if the proper ID code is included in the signal. So, you thought that by binding the receiver to the transmitter, you won't have this problem? Remember that when you bind the two together, the receiver is binding to the unique ID of the transmitter only. The receiver will not listen to another transmitter, but it does not know which model you wish to fly, unless the signal has the model ID in the signal. Therefore, it is absolutely possible for you to turn on the transmitter, turn on a plane, crash and find out you have the wrong plane programmed up.

Wait a minute, I checked the controls and everything worked. Sure, but did you check for the correct control function, like up really moves the elevator up, and left rudder is truly left? If all you did was the control stick shuffle, you just lost at gambling with your plane. Always perform a complete control check; always check that you have the correct model program set and always make sure you turn off the plane when you are done with that flight. Ed didn't hurt anything by leaving the plane on, but it certainly risked getting hurt. A servo could have run forward, jammed and stripped a gear or worse yet, stall and fry the amplifier. Pay attention to the planes and equipment. It will make flying a continued fun experience.



Denny Bourassa looking proudly on with his hawk.



Hey JR, I didn't know you flew your own plane!!



Thank You to ISS Sponsors



Bob Breaux



www.hobbypeople.net

Mike Braun





ISS 2011 Application & Membership Renewal Form

Dues are \$24 per year for adults,
\$12 for juniors (under 18)

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ (cell) _____

Email (to receive club newsletter) _____

AMA Number (required) _____

Mail completed form with check payable to "Bill Hensley" to:

Bill Hensley
1551 Orange Street
Riverside, CA 92501

(or you can give to Bill at the field)

By applying for membership in the Inland Soaring Society (ISS), I hereby agree to provide proof of membership in the Academy of Model Aeronautics (AMA). The ISS is sanctioned by the AMA and members are covered by the liability insurance when operating model aircraft. I agree to comply with all flying site rules and observe safe flying practices at all times. Gliders and electric powered planes are equally welcome.

Club meetings are held on the second Saturday of the month at 9:00am at the club flying field. Visitors are always welcome.

Visit our website at: www.glideiss.us for our current location and for more information.