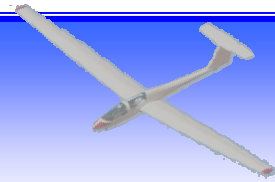


ISS Newsletter

www.glideiss.us

Newsletter Editor: Annette Dora

January 2011



ISS Club Election Results

You all voted and here are the results for 2011's ISS CLUB Officers:

- ◆ President: Mike Lee
- ◆ Club Safety Officer:
JR (Jim Reed)
- ◆ Club Photographer:
Les Ward & Alt. Ed Stewart
- ◆ Secretary / Treasurer:
Bill Hensley
- ◆ Club Equipment Manager:
John Dora
- ◆ Vice-President:
John Dora

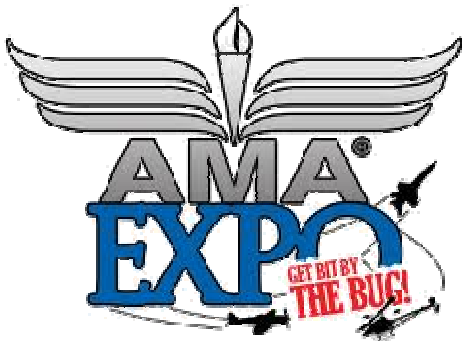
Congratulations everyone!

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. (I'm sorry the form wasn't in last month's newsletter.)

The AMA EXPO, ONTARIO

January 7 - 9, 2011



ISS Holiday Party

Denny Bourassa & his lovely wife Peggy (he can't do this without her) have generously offered the use of their home to host the event. We thank them for their hospitality and allowing us animals into their castle for this event. **The date is January 15, 2011 and the time to chow down is 2:00P.M.** This is the Saturday after the AMA Show in Ontario, so you can get all your goodies at the show and bring them to the club party. By the way Denny has like half an acre so you can bring your small electrics or helicopter and have some fun.

The menu will be a full holiday dinner and all of the main dishes will be provided with assistance from Annette Dora. **All we will need are volunteers to bring appetizers, desserts and cokes.** (Please see flyer at the end of this newsletter for more information) By the way even if we have bad weather don't worry the Bourassa's are allowing us animals into their castle so no matter what we will be nice and warm. (Do they really know what their getting themselves into?)

So let's get together and have some fun!

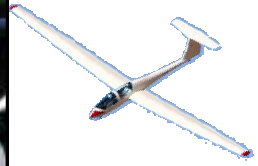
AMA Membership Renewal

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

Reminder the Southwest Classic event is now 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. For more information check ISS November's newsletter. If you wish to enter this event, use this link: www.casl.net.

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



Geez, it's like a broken record; "Meet the new boss...same as the old boss." I'm talking about the club elections. You'll see the results elsewhere in this newsletter, but just know that the guy you elected as the President is still the same guy as before. So, that means you're stuck with me and I'm stuck with you...all of you, and this club happens to have the very best members that any club could have!

Speaking of the very best members, I have to say a big **THANK YOU** to all of the people who came out on a bleak morning in December to plant about 525 square foot of sod in the middle of the field for the sailplane pilots. We had both electric and non-powered people at the work party, and that simply shows you the character of our members! They share the load as well as the fun of flying, and believe me when I tell you... you don't see that in too many other clubs! The surface plans started with digging up the site with shovels and a powered roto-tiller. **John Dora**,

used his trailer to pick that up for us, and then when he took it back, he picked up a pallet of sod that was sold to the club cheap with some connections by **George Gomez**. I don't know which part was harder on us; shoveling and moving dirt or hauling rolls of muddy sod off the trailer by hand and planting it? I don't know but I helped with doing both. And after all that, not too many people felt like flying. Wonder why? Oh, and John was asking us not to land on the grass for at least two weeks in order for the grass to take hold. Our biggest concern was

more like how to keep the grass watered. As I write this, it has been two weeks of more rain falling than sun shining. (You know how the 4-seasons of California works, don't you? It goes Fire, Flood, Drought and Earthquake). More than likely, the grass has been adequately watered!

Now, along with our oasis of a patch of grass, we also had one incredible field cleaning performed by the electric pilots. I know **JR, Dennis, and Steve Anderson** were involved with this, but there are certainly a few other members who I do not remember also being a party to this, and **I THANK YOU ALL!!!** I understand Clay brought out a small earth mover and darn near laser leveled the field. Guys, I'm serious when I say I did not recognize the field! Even the city has not done this clean of a job.

Thank you, thank you, thank you!
You guys are awesome!

Mike Lee



**Have a great
New Years!**

Monthly Safety Briefing

Wanna know something? We had nobody to tag this month for the Lost Stewart Award, otherwise known as the Turkey Award. There was the possibility of an award or two, including two close fly-by's of planes against the giant lightpoles at the soccer fields, (Matt Garland and myself). But nobody did an embarrassing splatter of a plane into terra firma for the past month. Now, this is a good thing, for most everyone....except one person. That would be the guy who got the award last month. I could tell you who that was, but Les wanted to keep that under wraps.

But now that we are talking safety and we have mentioned the possibility of picking up a couple of new projects at the AMA Show, how about some workbench safety? Let me ask you this: what do you do with your used hobby knife blades. If you said you just toss them in the can, think about this: do you push the trash down in the can to make more room? Someday, that knife blade and the compressing action will collide with a nice poke of pain in your hand as the blade finds your hand in the can. There is a better way to handle them. I use a disposable plastic water bottle to deposit my used blades into. The plastic is tough enough to keep the blades safely and when it is full, I shoot some insulation foam from an aerosol can into the bottle to contain the loose blades and then I can dispose of the bottle. Here's a tip to make your building sessions more productive. When you're building a project, if you ever find that you have to move things around in order to work on the part in front of you, it means you need to stop and tidy up the bench. By putting away the tools, materials, adhesive bottles, and other items on the bench, you not only get the space you need to work, but you also reduce the possibility of inflicting hanger damage to the plane due to bumping into the stuff on the bench. I sometimes get nice compliments on my models, and keeping the workbench clean and uncluttered helps to maintain that pristine look. Try it and see.



The AMA Show and Convention pops off on the weekend of January 9th, and that means its Christmas in January! Here are some of the things you should take a look at.

- ◆ Got a bunch of electric powered planes? Look at the battery chargers which have multiple charge ports in one charger. Multiplex makes one that will charge 4 packs at once, all independent of each other and each using a different chemistry. Why have a bunch of chargers when you can use one charger for charging four packs at one time?
- ◆ Speaking of batteries, we should see the average cost of lipo cells a bit lower than last year. Stiff competition and additional manufacturing capacity has driven prices lower, but battery power higher. This is the time to rotate your on-board radio flight packs as well as increase the capacity of your transmitter pack. I change out the batteries in my competition aircraft every year, as a way to provide an added degree of safety and decreased risk to my planes. This is really cheap insurance, when you think about it. Battery failure is a leading cause of model aircraft crashes. If I pay \$30.00 for a flight pack battery to protect my investment of \$1,200 in a world class plane, then I consider this a worthy insurance policy. Even if your plane only cost 1/10 of that amount, you should protect that investment.
- ◆ Planes, planes and more planes! Everything from kits to molded foam jet aircraft to RTF helicopters! And the deals are great! While you're at it, get your building supplies at the show. You may never find things like CA glue and epoxy at a lower price.
- ◆ Tools...you can never have enough tools on the bench! And if you build as many planes in a year as I do, (in 2010, I built some 19 models), you will go through glue, hobby knife blades, CA glue and activator, mixing cups, fiberglass and carbon fabric, and just things.

The best day for shopping is Friday, and although history shows that there is a good crowd on Friday, it's not jammed tight like Saturday is. So plan on going, save up some money and make a shopping list so that you don't forget something.

Our Field After Improvements



Dragging the field to clear weeds for flying.



Anyone for target practice?



After the field is dragged with vehicles and earth mover.
LOOKS BEAUTIFUL!!!



Sod is in and looks great.

Great Job Everyone!



Here we are already with the January 2011 edition of the ISS newsletter. A brand new year dawns with all things new and possible. 2010 was a banner year for our flying club with our soaring pilots dominating the contest circuit. The ranks of the “electron boys” has grown. And our flying site has never looked better. All in all our flying club shows every indication of being strong, vibrant and a force to contend with. Here’s to 2011 and a “Safe New Year”.

I wish to thank the members who voted for me in this years officer elections. I only hope to be able to meet your expectations as Safety Officer in the coming year. I want to say from the outset that I do not intend to run roughshod over the flight line like some cartoon version of the “Safety Police”, (although my official QVC sanctioned Hillstreet Blues bullhorn, police whistle and night stick did just arrive in the mail), and change the over all atmosphere of our flying site. Our field has always been relaxed and laid back, where pilots watch out for each other with consideration and generosity. That is the one thing that drew me to this field and the members that fly here. That being said, as our active pilot population grows, it is more important than ever to stay organized, vigilant and aware for the safety and comfort of all our pilots. Over the past several weeks we have worked on our field and drawn lines to help organize our flight and landing patterns, as well as how we drive onto and into the pit area.

The following changes will occur during the first weekend in January:

- ◆ We have laid out an entrance/exit lane into the pit area from behind the pit line.
- ◆ Entrance to the pit area will be accessed along a lane between the storage container and the pit line.
- ◆ Pilot and guest vehicles may enter the lane where there will be enough room to back into and up to the pit line. Please back up all the way so your bumper is on the line.
- ◆ Between the pit line and the flight line is a 20 foot “No Fly Zone”, where we can set up our flight equipment and aircraft.
- ◆ Pilots with aircraft in the air are asked to stand in front of, (or to the west of) the flight line and observe the “**No Fly Zone**” rules behind them. This will eliminate vehicles interacting negatively with our pilots standing in the No Fly Zone, and give us the room to set up our equipment, work on aircraft and generally flap our jaws at each other without worrying about getting nailed by an approaching fighter plane.

The landing area has been split into the following three sections:

1. The first section, nearest to the flight line has been designated as take off and landing for the electric aircraft.
2. Beyond that in the center of the field, is the approach/ landing area for the gliders.
3. The far west side of the field is designated for hand launch gliders and offers the most options for flight area. (Directly west off the flight line, adjacent to the grass landing area or behind the glider landing spot.)

Continued on Page 6:



Continued From Page 5:

These flight/ landing areas are not set in stone as we realize that there is bound to be some crossover from time to time, and are certainly not meant to restrict our flying freedom but are meant to help us fly comfortably and safely together. We ask only that you try to observe these flight directions as much as possible. All pilots are asked to call out their takeoffs, launchings and landings. It is imperative that we are all aware of what each other is doing while on the flight line. While these flight areas and safety rules are well intentioned that will never take the place of something that we have been doing at this field since before I started flying here- **Watching Out For Each Other!!**

Since we have such a long flight line and there is so much activity at each end of the field, it has been determined by me, that it may be too much for one safety officer to keep track of and still rack up some stick time. **Les Ward** has graciously agreed to help me observe the flight operations and for that I am grateful. To that end, Les (and his offbeat if not demented humor), has taken time to make up and print off some “**VIOLATION**” cards. Members found to flagrantly violate the noted verdicts will be issued a violation citation by one of the safety officers; their name and the violation will be placed in a prominent spot in the upcoming newsletter and (here comes the best part), something that this field has never been found in want of—character assassination, haranguing, brow beating and in general- royal busting of the chops. **Whew! - Well done Les.**

Alright, enough already of this self impressed pontificating, my thesaurus program just burned out. Besides, I must go fly something! Here’s to a bright, prosperous and Safe New Year.

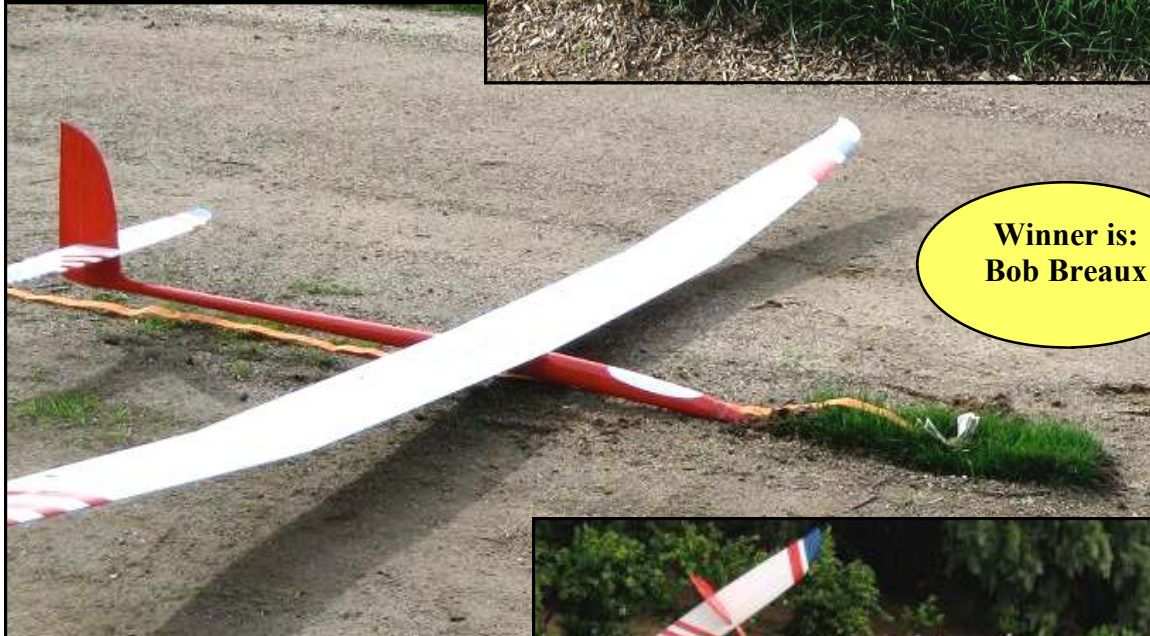
FLY STRONG, FLY SAFE
Safety Officer, JR



Testing out the Experts Landing Zone for Money



Fly off between
Robert Cavazos
& Bib Breaux



Winner is:
Bob Breaux

Big Thank You to Bob
Breux for donating
the funds to buy the
sod to make the land-
ing zone cushiony.

THANK YOU BOB!



ISS Holiday Party

DATE: January 15, 2011

TIME: 2:00PM

LOCATION: The Bourassa's House (Denny & Peggy)
8241 Stone Mist Circle
Riverside, Ca 92509

(951) 681-6382

(951) 212-1325 Denny's cell

Full Holiday Dinner

All main dishes will be provided just need volunteers to bring appetizers, desserts & cokes. Please email if you will bring something and RSVP by January 11th to:

jdora@roadrunner.com &
peggybourassa@att.net

Drinks Provided

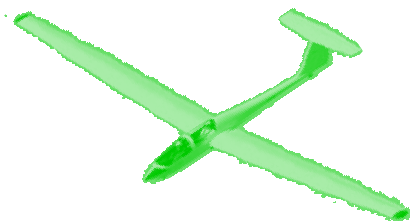
Champagne Punch & non-alcohol
Holiday Punch

Let's have a great time
celebrating the new year!

Thank You to ISS Sponsors



www.hobbypeople.net





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.