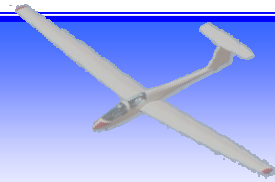


ISS Newsletter

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The 2011 President's Challenge Fun Fly

Here are a couple of incidents to think about. A glider pilot comes to the winch line and wants another guy (me) to try out the plane. Oh, okay, we can do that. I take the moment to check out the controls, only to find the rudder was reversed! Aha, there's another saved aircraft! But wait, there's more. The owner corrects the rudder and hands me the transmitter again. Lo and behold, the rudder is fine, but now the elevator control is reversed! OH NO, NO, NO! I ain't going to fly THAT thing! Two strikes, baby and I won't be taking a third! The owner finally steps away and gets things right. He launches and the plane is fine. Afterwards, he tells me that he had switched transmitters the night before.....go figure!

Incident two is another glider pilot with a pretty new plane, and he steps up to the winch for a launch, but the winch has a problem. No big deal, this gets fixed, and we try again. This time, however, the sharp eye of another pilot noticed that the pilot had indeed wiggled his sticks prior to launch, but the ailerons appeared to be reversed. And indeed they were, and had the winch not malfunctioned earlier, that would have probably resulted in one demolished plane!

And lastly, an electric plane pilot steps up to the flight line and proceeds to take off with an Extra-300 aerobat. The plane does a couple of quick but quirky moves and then pops the nose into the dirt. Amazingly, the plane is not hurt and is able to fly again, but it seems the ailerons were reversed. Now, this plane has flown many times before, but the pilot was not using a radio system that recognizes the plane you have matched to the

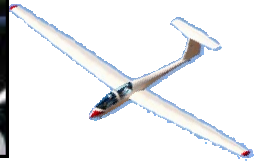
transmitter. Only the Spektrum, JR and upper model Futaba systems do this. In this case, the pilot probably did not change the program on his radio to match the plane. The result was one crashed plane!

Guys, it really does pay off to do a complete and **CAREFUL** control check each and everytime you fly, no matter what. It is not good enough to just wiggle the sticks and hear servos moving. You have to make sure the controls work and in the proper direction. Never allow yourself to get lazy or complacent. In just one week, two aircraft were saved for what might have been certain destruction.

And speaking of safety things, you might have noticed that John Dora and JR have installed tubes to hold up plastic barrier fencing along the flight-line. JR dug the holes and John set the tubes plus purchased posts and netting to prevent planes from running into the pit area by accident and hitting something...like a plane. Ed Steward was even kind enough, (or dumb enough), to actually show me how effective the fencing was....he set his combat bird on the ground and powered up the motor, driving the plane directly into the netting and shattering his prop in the process. Now that's practical application....that's real life demonstration....that's, uh....dumb! But, that's also Ed, and so we thank him for his demonstration, but not his broken prop. Thank you to JR and John for the safety barrier. Remember to think safety, practice safety and fly with safety in mind.

Mike Lee

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



Competition Scene

The SC-2 season trudged on along in May, with the third event of the year being held at the SWSA field, hosted by Harbor Soaring Society. First off, the weather was high overcast, cool temps, and periods of light lift mixed in with periods of tremendous sink! In fact, the ISS pilots hit a low point in the season, with quite a few of us not making our flight times. That kept the ISS from scoring well in the trophy department as well as the points department.

We had a good group of pilots on hand, with some 38 pilot entries on the scoreboard. ISS crew members included Steve and Matt Garland, Robert and Kerry Cavazos, Les Ward, John Dora, Ed Stewart, Chico Romero and myself. Launching into the murky skies at Fish Canyon, we faced a 6, 8 and 10 minute task over the three rounds. You had to be very careful about picking the time of your launch, because if you didn't guess correctly at the weather conditions, you most likely were not going to get the full flight time. Let me put it this way; only Robert Cavazos, Matt and Steve Garland completed all three rounds with full flight times. Everybody else dropped a flight time...or two. That wasn't all to this event, either. The landing zone at SWSA is made from artificial turf, and although you might use a landing skeg to stick the plane, it is frowned on because it tears holes in the carpet. So, we are required to use a much more blunt skeg device, which might or might not work. In my case, during my second flight, I had a perfect time of 8-minutes flat, but the plane took a nice long slide all the way to my foot where it just touched my shoe. Unfortunately, if the plane touches the pilot on landing, it is a safety penalty and your score for that flight is zero...as in nothing, nada, neign, zilch, goose egg, loser, wiped out, declined, eliminated, reduced to shreds, taken out, dropped, DOA, flat lined, out of there, shut out, scoreless, screwed up, brain faded, blew it, failed, flunked, dropped the ball, smootched the pooch, kicked the can, ate it, shot, hung, gassed, zapped or otherwise known as no longer a threat to the competition. That was me...hanging my head in shame, dopey pilot on the line. What about the other ISS pilots? Well, they might have come up

short on time, but at least they didn't slide on the carpet and let the plane touch them.

We did have two ISS pilots come into the trophy lane. Matt Garland took First place in the Intermediate Class, providing him with a nice point lead in that class. Our other winning pilot was Les Ward who nailed down 2nd in the Sportsman Class. Our congrats to these two pilots, and hope they continue to win for the remainder of the season.



SC-2 2011 Contests Left

- | | |
|---------------------|-----------------------------------|
| July 17 | MoM at VVRC, Victorville |
| August 21 | MoM at ISS, Soccer fields. |
| September 25 | TOSS, Thousand Oaks |
| October 23 | TPG, San Diego |

The ISS RES Challenge & Gene Hays Memorial

The day dawned as being heavy overcast and a light mist in some parts of the area. But, that didn't stop 22 pilots from coming to the Fabulous soccer fields of Riverside to fly the 2011 ISS RES Challenge and Gene Hays Memorial event. Our flight scouts had experienced the same conditions on the day before the event, and found that the lift was plentiful, and so we could expect more of this. With flight tasks of 5, 8, 11 and 15 minutes, the pilots would need this kind of lift.

Before I get into the flying, I wish to express my thanks and appreciation to this entire club for stepping up and contributing their time and efforts to host and run this event. And I truly am thankful to those guys who don't even fly sailplane...the electric jocks. They came out and manned winches, landing zones, helped with set-up, tear down...just everything to make this event run like a fine Swiss watch! Thank you, guys! The sailplane group owes you a big one. (And I am not talking about payback in a combat match!)

The opening round of 5-minutes was promising to most everyone, as getting that time wasn't hard, but not exactly easy. However, you had to choose the weather conditions carefully, as we started to see large patches of sink start to appear. The 8 minute round was stark evidence of that as some pilots could only manage 3 minutes in the air. My own plane was almost stranded at the 5 minute mark when it found just a wisp of lift, enough to make the time.

By the beginning of the third round, the sun was starting to poke through and that bolstered the hopes of the pilots looking for strong lift. It was there, but you had to truly look. Once you found the strong stuff, you were taken out to Moreno Valley in a hurry. But watch out! That thing you learned about in Physics class, to the tune of, "for every action, there is an equal and opposite reaction." Remember that one? If so, you also remember the one about, what goes up, must come down? Well, those two theories of physics were at play in the third round. Some planes boomed out of sight, while others appeared to fly like they had anchors tied to the nose as they got caught in tremendously large patches of sink. I had my plane specked out to the east with

6 minutes to fly and came back home to scout out the air for the next round. I flew right into the teeth of a sinking air mass and suddenly found myself at ground level! The plane came up over a minute short!

Round four was more of the same, save for one huge thermal that drove right over the launch lines. About 6 planes launched and were lifted to Angels 20 in only 3 minutes! I kid you not when I say my 99-inch Sagitta was probably exceeding 2,000 feet AGL. Between myself and Matt Garland who was timing for me, we lost that plane at least 5 times, and if it were not for the very bright transparent yellow covering, that plane would be somewhere in Orange County by now. It was so high, it took a full 3 minutes in a right turning spin to get it down to land on time. Now, my example was not the norm. Some pilots still got short changed by the patches of strong sink, and so more than a couple got very short flight times in this 15 minute round. It was treacherous!

In the end, we had only 2 pilots complete all four rounds on time and with at least 2 landings for points. The top five pilots are:

Merrill Brady	First Place and 2011 Champion
Andy Thonet	Second Place
Chico Romero	Third Place
Mike Lee	Fourth Place and Best finishing Woody
Robert Cavazos	Fifth Place

As part of our tradition with this event, we award the Sportsmanship Trophy to that participant who displays the best in the spirit of sportsmanship. The judge for this award is our Guest of Honor, Tochtli Hays, the widow of Gene Hays for whom the event is named after. Tochtli determined that Kerry Cavazos was worthy of the Sportsmanship Award this year, being there to help out not only Robert, but others who were needing a hand here and there, plus handling her own flying. We congratulate Kerry and all of our winners this year and special thanks to Tochtli Hays for being here with us.

Mike Lee

Gene Hayes Memorial



RES Challenge Scores

Name	Time	Land	Score	Time	Land	Score	Time	Land	Score	Time	Land	Score	Total	Place
	5-min			8 min			11 min			15 min				
Merril Brady	4.59	25	324.0	8.00	25	505.0	10.57	25	682.0	15.01	25	924.0	2435.0	1
Andy Thonet	4.55	25	320.0	7.59	25	504.0	10.57	25	682.0	14.55	25	920.0	2426.0	2
Chico Romero	4.07	25	272.0	8.02	25	503.0	11.01	25	684.0	13.54	0	834.0	2293.0	3
Mike Lee	4.55	25	320.0	8.05	0	475.0	9.30	0	570.0	14.55	0	895.0	2260.0	4
Robert Cavazos	4.46	0	286.0	3.55	25	260.0	10.59	25	684.0	15.01	25	924.0	2154.0	5
Ed Stewart	4.58	25	323.0	7.57	25	502.0	4.11	25	276.0	15.04	0	896.0	1997.0	
Chico Romero Wood	5.01	0	299.0	8.00	0	480.0	3.38	25	243.0	14.53	0	893.0	1915.0	
John Barr	4.58	25	323.0	0.00	0	0.0	11.04	25	681.0	14.54	0	894.0	1898.0	
Rick Person	4.58	25	323.0	0.00	0	0.0	10.55	25	680.0	14.54	0	894.0	1897.0	
Steve Garland	4.27	0	267.0	7.58	25	503.0	2.48	25	193.0	14.58	0	898.0	1861.0	
Steve Sallenbach	5.01	0	299.0	8.02	25	503.0	2.10	25	155.0	14.59	0	899.0	1856.0	
Kerry Cavazos	5.03	0	297.0	7.58	25	503.0	9.52	0	592.0	5.13	25	338.0	1730.0	
Richard Teller	5.15	25	310.0	7.58	0	478.0	2.19	0	139.0	12.54	0	774.0	1701.0	
Javier Caredo	5.07	25	318.0	4.06	0	246.0	11.03	0	657.0	7.02	0	422.0	1643.0	
Albero Dono	5.06	25	319.0	7.59	0	479.0	8.16	0	496.0	0.00	0	0.0	1294.0	
Henry Rodriguez	5.02	0	298.0	7.52	25	497.0	4.28	25	293.0	3.14	0	194.0	1282.0	
John Dora	4.37	0	277.0	4.26	25	291.0	2.53	0	173.0	2.53	0	173.0	914.0	
Merril Brady Wood	3.33	25	238.0	7.11	25	456.0			0.0			0.0	694.0	
Les Ward	0.00	0.0	0.0	0.00	0	0.0	0.00	0	0.0	0.00	0	0.0	0.0	

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