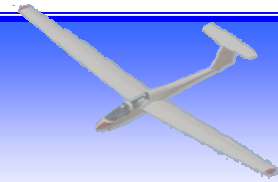


ISS Newsletter

www.glideiss.us

Newsletter Editor: Annette Dora

June 2011



The 2011 President's Challenge Fun Fly

If you missed this year's President's Challenge Fun Fly, then you missed a lot of fun! We had 16 entries, which is great for us, and although the skies looked like it might rain, we had a great time! We flew 6 events and got it all done in 3 hours.

Starting out the contest was the "How Slow Can You Go" event, where you try to get the airplane to fly the slowest on a 100-ft line, without stopping to hover and without going backwards. I can tell you this....the President was the fastest one through, so it wasn't hard to beat me! The slowest guy out there was Robert Cavazos, who used an ultra-micro Extra 300 to show that he could take all of 25 seconds to do it. Ed Stewart actually had a good, slow time going, until he took it upon himself to figure out he had finished the course. As it turned out, he still had 20-ft to go! Go figure.

Next up was the latest version of "Blackjack Landing". You get three landings to rack up a score of 21 or Blackjack, using a pre-drawn landing zone on the

ground. While the entire zone was not that hard to land on at all, getting the score card you wanted was a skill to learn. Ed Stewart found one way to score big. We stated that we would score the points based on what part of the landing zone was touched first by the landing aircraft. It seems that Ed figured that by tossing his prop from the plane as he peeled into the deck would work for him...it did and he got a 10 card for the score on that pass. However, it was all for naught. For this one, nobody met the challenge that the President put up, as he laid down a solid 21 and nobody could catch him! But, that was the last challenge I was going to win. We go to the bomb drop event.

This was interesting as everybody has now copied the bomb drop mechanism that John Dora introduced some three years ago. The big change this year was that we used the Blackjack landing zone for scoring the bomb drop, and while some of us sucked at aerial bombardment (that would be me), some of the club members did outstanding. There was no short-

age of egg shells inside the landing zone. There was also a few pieces of planes outside the zone, as more than a couple of pilots were so enthralled with watching their falling egg, they forgot about their plane! Ed mowed down a chair as well as a couple of people when he failed to watch his plane, and Keri Cavazos almost had her plane fly away! Both people scored well, but the overall winner was the guy who flew a replica bird model, Gary Gonzales. And it was only fitting as birds do lay eggs, so why not bomb people with an egg? (I can only say that the critters at the field will have egg for dinner that night!)

Moving on to the limbo event, we had a very skilled flight by Robert Cavazos with his UMX Extra 300 take the win. He literally laced the limbo bar back and forth with some passes done only seconds apart. In the one-minute time window, Robert put in 21 passes. Obviously, he had



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the right tool for the right job! Being one of the guys holding up the limbo pole, it was a bit hazardous for myself and Denny B. but we also got a close up view of the planes passing through. Pretty cool stuff!

Next, we had Spins-a-Lot, which is just seeing how many spins you can do in 60-seconds. I thought I had this one wired with my Parkmaster, but then Mike Braun showed up with a flat foam saucer that spun like a top on ball bearings! He nailed 98 rotations and went away with the win. The most interesting spin was done by Ed Stewart who could climb while spinning. In fact, by the time he stopped, the plane was nearly out of sight, straight up!

Lastly, we had Open Game Combat....any plane can be used as long as you have a streamer. The winner is determined by the number of kills you get and if there is a tie, the last one down between the tied combatants decides the winner. There were at least 7 planes in this furball, with 2 of them being Slo-Stiks! Guys...I'm talking about the same situation that saw bombers and fighters going at it in WW-II. It was everyone for themselves, and the Slo-Stiks were targets trying to be a fighter! The President kicked himself out of this one by pulling a high-G turn, only to have his main battery pack eject, leaving the plane with no power. So much for light duty Velcro! Meanwhile, the other Slo-Stik, piloted by

Keri Cavazos, was making like a woman possessed! She sliced, she diced, she made thousands of julian fries, first out of Denny B and then somebody else! Let's put it this way; she clipped Denny as he tried to slice across the front of the Slo-Stik, and the big Slo-Stik cut Denny in two with the landing gear strut. Then, some other jet jock tried to cut a corner turning to the inside of the Slo-Stik, but over-estimated the speed and overshot the Stik. That put the attacking plane's streamer right in front of Keri to clip him...and she did! Nobody else had two kills in this melee, and that gives the combat crown to Keri Cavazos!

Overall, we had a great time, a lot of fun with lots of good people, and that's what it is all about. Our thanks to Mike Braun at Hobby People for helping out with our prize awards, and JR (as in Jim Reed), for preparing the field. Oh, and I almost forgot that we also had a swap meet while we flew, and that went well. The only way to see what I'm talking about in this event, you just have to be here next year.



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



Actually, my office is quite square, but who cares? I want to start with thanking all the club members who took the time to come out to the field and help with a weed abatement work party. This really helped out a lot and the field looks great! In fact, you would be hard pressed to find another dirt field that looks this flat and smooth anywhere in this region. Thank you, guys!

I also wish to say thanks to everyone for making a safe month, as I didn't hear of anyone doing something that was dopey or dummy. There were a few memorable moments when people did rather laughable things at the fun fly, and you can read about that in the Presidential Challenge article. One of the better incidents was John Dora working on the Spins-a-Lot task, in which he pulled out of the spin, aiming right at a eucalyptus tree. Sure enough, it hit and the plane bounced from limb to limb like a silver ball in a pinball machine, all the way to the ground! It was stupendous! But, just because I don't have a Turkey of the month recipient for this time, it doesn't mean we let our guard down...no sir! We should always fly with safety in mind. In June, we have the 10th Annual RES Challenge to be held at the Fabulous Soccer Fields on June 12. Note this is a changed date from the original date of the 19th, due to a carnival on the field. We will need some help running this event and of course, anyone who wishes to fly, please come on out. The contest flyer appears elsewhere in this newsletter.

In August, we will host our SC-2 event, featuring Man-on-Man flight competition. Like last year, we will see flight groups of up to 10 models launch at nearly the same time, all working the same weather conditions to see who is the best of each group. It is the most complex but most equitable method of scoring for thermal duration flying competition. Again, see our contest flyer elsewhere in the newsletter. Should be fun!

Other things besides batteries

I have written before about things that fail like your flight pack battery. Of course, the battery is the number one cause of most all crashes, save for dumb thumb disease. But there are other components in our models that can fail and lead to dire consequences. Here are a few to consider:

- ◆ While flying my Xplorer 3.8 on a routine training flight, the nose took a minor nose down dip. Being I did not command that motion, I immediately knew I had a problem. Then the nose dipped again, only this time, it didn't just dip, it began increasing the dive. I began making corrections until I was running out of elevator stick. I even dropped the flaps, which raised the nose a bit, but the dive continued to increase until the plane literally went into inverted flight, disappearing into the orange grove. The cause: a failed elevator servo due to high use. This aircraft has logged over 800 flights and better than 100 hours of flight time. This is not bad, but when you consider the slamming of a competition landing, this results in a lot of sudden stress.
- ◆ JR was in a solid hover with his helicopter and was at the end of a 5 minute flight. Just as he was settling over the carpet for a landing, the chopper suddenly began a severe tail rotor spin, resulting in a loss of control and a twisted impact on the carpet. I believe JR isolated the cause to a failed pulley controlling the tail rotor dive belt.
- ◆ John Dora was also flying a chopper, when it suffered a severe and intense vibration that caused a loss of control and impact. The cause was the failure of the swash plate stabilizer pin on the rotor head.

In all three of these incidents, the pilots had no idea that a catastrophic failure was about to occur to their models. All three are good modelers with experience and skills at maintaining the condition of their models. But what you can't see, you can't fix, and all three of us got caught by the unexpected.

My point to this discussion is two-fold. One is that it pays to be diligent in maintaining the condition of your models to reduce the possibility of crash. Never let a potential hazard wait until later to fix. You're bound to forget about it and when you do remember about it, it's usually too late! The second thing is to expect the

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unexpected. There is a reason why I avoid flying over the neighbors' property...just in case something fails and the plane goes down. I would much rather hit the orange grove trees than to plow the nose of my plane through the roof of a house. And I know it will go through the roof! I have watched planes do that and more. Just remember that kids' poem... "I shot an arrow in the air and where it lands, I know not where." We have no idea where a plane may "land" if it goes out of control while airborne, so think about where you fly your model in order to reduce the risk of that plane hitting people or property should it go down.

Hey, isn't this weather just crazy? It's mid-May and we had snow fall on Big Bear! But that's okay. We still need moisture to replenish the water table, and grow the grass patch on the field. One of our photos this month is of Keri and Robert Cavazos flying during a light drizzle. Keri was kind enough to hold an umbrella over Robert while he thermalled in the buoyant air. Now that's just great teamwork! (Heck, my wife would simply hop in the car and read her book!) That's all we have for this month. Come on out, have a blast flying and do fly safely! I'll see you at the field.

Mike Lee



Mike Braun

Thank you to [Mike Braun](#) for donating most of contest prizes.

[WINNERS at FUNFLY](#)

Mike Braun, Ed Stewart, Gary Gonzales



WINNERS at FUNFLY
Kerri Cavazos, Mike Lee,
Robert Cavazos,

Thank You to ISS Sponsors



Bob Breaux



SCORES TO DATE

Pilot	Class	Pilot ID	SWSA	SULA	VVRC	EDSF	Total YTD	Drop1	Raw Place	Drop 1 place
Garland, Steven	E	113	1000.0		984.2	946.8	2931.0	1984.2	1	2
Vera, Edgar	E	135	992.0		987.2	946.2	2925.4	1979.2		3
Reagan, Mike	E	124	983.1		993.2	831.7	2808.0	1976.3		4
Kahni, Ali	E	159	713.3		999.1	956.0	2668.4	1955.1		5
Cavazos, Robert	E	155	876.8		684.9	958.7	2520.4	1835.5		
Lee, Mike	E	116	993.9		999.0	505.3	2498.2	1992.9		1
Gomez, George	E	140	722.0		979.7	789.0	2490.7	1768.7		
Thonet, Andy	E	111	499.7		993.9	994.7	2488.3	1777.1		
Pearson, Rick	E	154	635.9		978.1	799.0	2413.0	1519.2		
Dora, John	E	107	786.0		818.6	700.6	2305.2			
Felice, Gary	E	117	976.3			964.1	1940.4			
Le, Tuan	E	123	878.1		791.6		1669.7			
Gomez, Manny	E	110	838.9		747.9		1586.8			
Brooks, Tony	E	102	732.5			814.2	1546.7			
Throop, Terry	E	104	986.5		533.5		1520.0			
Kindrick, Keith	E	115				1000.0	1000.0			
Jolly, Larry	E	141	984.4				984.4	0		
Hallford, Phillip	E	142				776.8	776.8	0		
Deckman, Mike	E	146				659.4	659.4	0		
Graham, Eber	E	112	539.5				539.5			
Mierop, Lex	E	120	406.7				406.7	0		
Malvey, Bill	E	118					0.0	0		
Morjoseph, Mike	E	121					0.0	0		
Watson, Tom	E	136					0.0	0		
Jolly, Larry	E	114					0.0	0		
Thomas, Ross	E	158					0.0	0		
Anderson, Kevin	E	160					0.0	0		
Sallenbach, Steve	E	146					0.0	0		
Finkenbiner, Keith	E	109					0.0	0		
Spielman, John	E	141					0.0	0		
Schat, David	E	138					0.0	0		
Nehring, Kurt	E	122					0.0	0		
Markiewicz, Art	E	119					0.0	0		
Richmond, Don	E	130					0.0	0		
Stark, Toni	E	103					0.0	0		
Smith, Mike	E	128					0.0	0		
Sneed, Jim	E	129					0.0	0		
Bendett, Al	E	152					0.0	0		
Sherman, Paul	E				993.4		993.4	0		
Stewart, Ed	E	222	825.9		1000.0	463.6	2289.5	0		

SC-2 2011 Contests

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, Thousand Oaks
October 23	TPG, San Diego

SCORES TO DATE

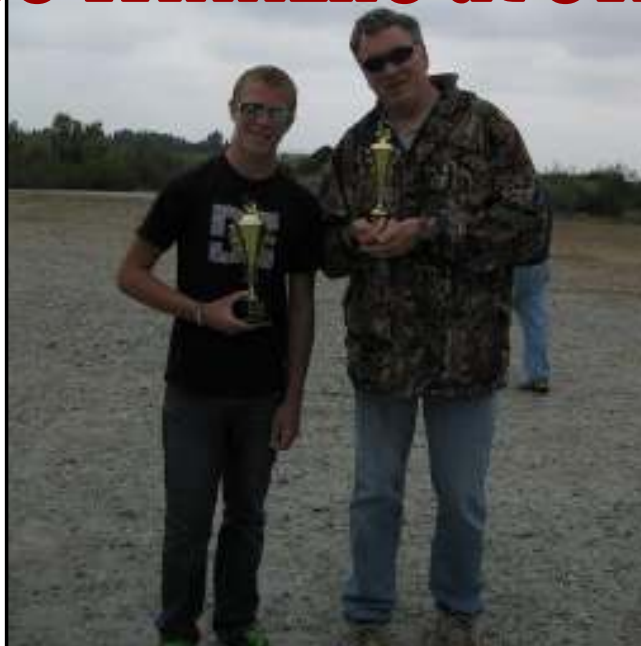
Pilot	Class	Pilot ID	SWSA	SULA	VVRC	EDSF	Total YTD	Drop1	Raw Place	Drop 1 place
Garland, Matt	Int.	222	869.5		971.3	955.1	2795.9	1926.4		1
Borer, Dan	Int.	214	645.3		962.4	806.7	2414.4	1769.1		3
Dona, Alberto	Int.	219	843.6			938.8	1782.4	1782.4		2
Arance, Henry	Int.	201	990.7		750.9		1741.6	1741.6		4
Townsend, Craig	Int.	203	982.7			437.4	1420.1	1420.1		5
Barnes, Dennis	Int.	224	979.7				979.7			
Rodriguez, Henry	Int.	218	972.7				972.7			
Takayama, Tak	Int.	208	941.3				941.3	0		
	Int.						0.0	0		
Jenkins, Harvey	Int.	210					0.0	0		
Funfstuck, Albert	Int.	206					0.0	0		
Arance, Henry	Int.	201					0.0	0		
Day, Warren	Int.	211					0.0	0		
Le, Tuan	Int.	209					0.0	0		
Aveson, Bruce	Int.	202					0.0	0		
Pilot	Class	Pilot ID	SWSA	SULA	VVRC	EDSF	Total YTD	Drop1	Place	Drop 1 place
Thonet, Andy	RES	450	993.6		878.0	993.7	2865.3	1987.3		1
Vera, Edgar	RES	433	840.2		993.2	990.8	2824.2	1984.0		3
Reagan, Mike	RES	436	995.1		917.2	819.6	2731.9	1912.3		4
Thomas, Ross	RES	432	933.0		962.4	782.6	2678.0	1895.4		5
Borer, Dan	RES		983.8		816.4	831.5	2631.7	1815.3		7
Romero, Chico	RES		734.6		993.2	662.8	2390.6	1727.8		8
Brooks, Tony	RES	406	998.9			987.8	1986.7	1986.7		2
Cavazos, Robert	RES	447			991.7	849.3	1841.0	1841		6
Dona, Alberto	RES	409	320.4			813.9	1134.3			
Jolly, Larry	RES	441	999.5				999.5	0		
Rodriguez, Henry		431	991.8				991.8			
Smith, Jim	RES	427	929.8				929.8	0		
McAndrew, Todd	RES	411			845.9		845.9	0		
Khani, Ali	RES				815.3		815.3	0		
Barr, John	RES	404	797.6				797.6	0		
Palmer, Bill	RES		745.3				745.3	0		
Pearson, Rick	RES	424				659.7	659.7			
Morjoseph, Mike	RES	445					0.0			
Mierop, Lex	RES	429					0.0	0		
Adamczyk, Chris	RES	402					0.0	0		
Morjoseph, Mike	RES	445					0.0	0		
Sherwood, Tom	RES	456					0.0	0		
Schmidt, Phil	RES	444					0.0	0		
Le, Tuan	RES	416					0.0			
Malvey, Bill	RES	455					0.0			
Loredo, Javier	RES	458					0.0			
Sallenbach, Steve	RES	435					0.0			
DiNoble, Ray	RES				984.6			0		

SCORES TO DATE

Pilot	Class	Pilot ID	SWSA	SULA	VVRC	EDSF	Total YTD	Drop1	Place	Drop 1 place
Romero, Chico	S		804.2		661.1	741.5	2206.8	1545.7		4
Ward, Les	S	332	514.9		779.2	804.1	2098.2	1583.3		3
Cavazos, Kerry	S	329	318.6		945.4	728.5	1992.5	1673.9		2
Anderson, Major	S	301	983.6			904.0	1887.6	1887.6		1
Chamberlain, Ralph	S		833.0			565.4	1398.4	1398.4		5
MacAndrew, Todd	S	302	581.1		761.7		1342.8			
Campbell, Frank	S		691.8			550.0	1241.8			
Sherwood, Tom	S	309	269.5			745.3	1014.8			
Townsend, Craig	S				986.9		986.9			
Sherman, Tristan	S				842.7		842.7			
Crockett, Mac	S	334			699.3		699.3			
Szego, Erv	S		653.4				653.4	0		
Barr, John	S	303				551.0	551.0	0		
Dona, Alberto	S	308					0.0	0		
Loredo, Javier	S	317					0.0	0		
Krug, John	S	316					0.0			
Brown, Scott	S	304					0.0	0		
King, John	S	321					0.0	0		
Kutch, Norm	S	310					0.0	0		
Crittenden, Paul	S	326					0.0	0		
Murphy, Mike	S	313					0.0	0		
Thompson, Ron	S	319					0.0	0		
Wright, Ben	S	311					0.0	0		
Breaux, Bob	S	312					0.0	0		
Smith, Jim	S	306					0.0	0		
Gurski, Dave	S	323					0.0	0		
Condon, Brandon	S	322					0.0	0		

ISS WINNERS at SWASA

**Congratulations
to Matt Garland
and Les Ward**





**The Inland Soaring
Society**
Presents the 9th Annual
RES Challenge
Gene Hays Memorial

June 12, 2011
**At the Fabulous AYSO Soccer Fields,
Riverside, CA**

Join us for a great day of laid back but competitive RES class flying from the wonderful grass fields in Riverside. Trophy awards to 5th place, plus best Woody finish, Concours and the Sportsmanship Award!

Flight Tasks: 5-min, 8-min, 11-min and 15-minute flights.
Flight Points: Point per second, over/under.
Landing points: 25 point in-or-out zone.

Field opens at 7:00am, pilot meeting at 8:30am, and first launch by 9:00am. AMA Membership required. SC-2 rules in effect for woody models, (meaning you can have a fiberglass fuselage).

Contest Director: Mike Lee, (email mlee8249@msn.com)
951-733-8621 cell.