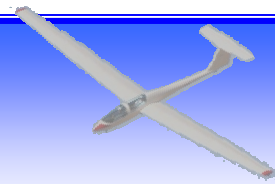


ISS Newsletter

www.glideiss.us

Newsletter Editor: Annette Dora

November 2011



From the Oval Office:

ISS President, Mike Lee



Visalia

Competition Scene

Well, it was another good party at Visalia, and I'm talking about the 36th annual Visalia Fall Soaring Festival. Now, this event is billed as a festival, not a competition, and that is pretty much the truth. With around 300 pilot entries to fly in 7 rounds of flying, it takes nearly two hours of continuous launches on 4 winch lines to complete one round of flying. Because it is called flight order, in other words you fly when they tell you to, you don't have the opportunity to choose the time to fly and possibly increase your chances of finding lift. Instead, you are stuck with the weather conditions at the time you are called to fly. There might be lift or horrid sink.....you don't know, but you have to fly! So, that makes this contest more of a fun-fly than a die-hard competition. With that in mind, most people go to Visalia for the social value and fun rather than a competition win.

We had a good number of ISS people on hand. Doug C, Ed Stewart, John Dora, Bob Breaux, Les Ward, George, Connie and Manny Gomez, Robert and Kerri Cavazos, Steve, Kerry and Matt Garland, Mike Skube, Chico Romero, and hopefully I didn't forget anyone. Now, I have to admit, this was my worst showing yet, and I knew it was coming. My 2-meter simply did not want to cooperate, so I didn't fly it. I was flying new models, and although the primary ship was 100% ready, the back-up proved to be in disarray. On the third flight, I found out the primary ship was not 100%...it tossed the right aileron pushrod off the control horn and rendered the plane a lame duck. No roll control to the right and I was lucky to get her down in the field boundaries. The wing tip crossed the safety line, which results in a zero point flight, and with that, I was out of the contest. Another one bites the dust! At least I did not damage a plane.

I witnessed a horrendous mid-air in which Robert Cavazos was flying his Supra at low level and starting to turn up some speed in lift. Actually, it went from low speed, to flank speed, to full speed and right on into RAMMING SPEED! Bom, bom, ba-bom, bom! Yes, this Supra saw it coming; a single wooden Bird of Time at the same flight level, coming dead on right at the Supra! It was going to be a "beak-to-beak" meeting of the masses in just a fraction of a second, and the pilot of the wood plane pulled back, but too late! The Supra impacted with speed, malice and foresight and virtually obliterated the Bird of Time in an instant. Small bits of balsa, light ply and shredded monokote rained from the sky while the Supra continued on unfazed; it's opponent blown from the sky. The sound of the impact echoed across the field, and the crowd made a simultaneous gasp at the scene of the carnage. The Supra did suffer some minor damage, but in its' wake, there was not enough wreckage to rebuild the Bird of Time. It was DOA, finished, done, wrecked, kaput, downed, nailed, 6-ft under, destroyed, drilled, fried, ate the dust, down in flames, up in smoke, out for the count, smoked, a flaming hole in the ground, ...you get the picture.

The best finish by an ISS pilot was Steve Garland with 9th place, Matt Garland with a 2nd place Junior win, Ed Stewart was in the top 30, which is very good and I think we had one more pilot in the top 40. All I know is that I was so far behind in points that my name was not even on the score sheets! So much for Visalia 2011. Next stop: SC2 at Torrey Pines.

We Have Been Invited

Chino Club has invited ISS to join in their Glider Fun Fly on November 13th, field is located at Fisherman's Retreat. Contact John Dora or Mike Lee if you do not know where their field is. Fun Fly will start after their monthly meeting.

The Torrey Pines Gulls episode of the SC-2 was an event that almost wasn't. A very heavy fog layer prevented planes from going to full winch altitude, lest you went to instrument flight reference rules. A break in the fog allowed the first round to fly after about 90-minutes of delay. Thankfully this was only a 5-minute hop. If you went very high at all, the plane would fade in and out of the cloud cover. Steve Garland was one of the first pilots to dare, getting his time and landing, but his plane disappeared more than a couple of times during the flight! The second round was then delayed as another fog bank rolled in and the only thing we could do was to socialize with each other. Finally, a couple of guys took a dare and launched, causing everybody else to take a leap of faith and fly. It was treacherous, not only to avoid losing a plane in the fog, but making time as well. You had to keep moving and hunting, as the lift was very spotty and light. Some big name pilots didn't get their complete flight time, falling short of time.

What was really a treat for us was that we had Thomas Kiesling spend some time with Steve, Matt, Robert, Kerri, Mike Skube and I, about the upcoming F3J Team Select event we have been preparing for. Tom is a former Team member of both the F3J and F3B Sailplane teams, as well as helping to organize the current team selection event. It was good information, especially the part about when Steve asked, "How bad is it if you land outside the field boundaries?" The answer back was given like a shot! "DON'T!" That was quickly reinforced by reminding us that we are flying in Florida...by the water...gators! That had me laughing for a while! After the flying resumed under clearing skies, Thomas took Matt under his wing, letting Matt time for him during a couple of flights. It was a great opportunity for Matt.

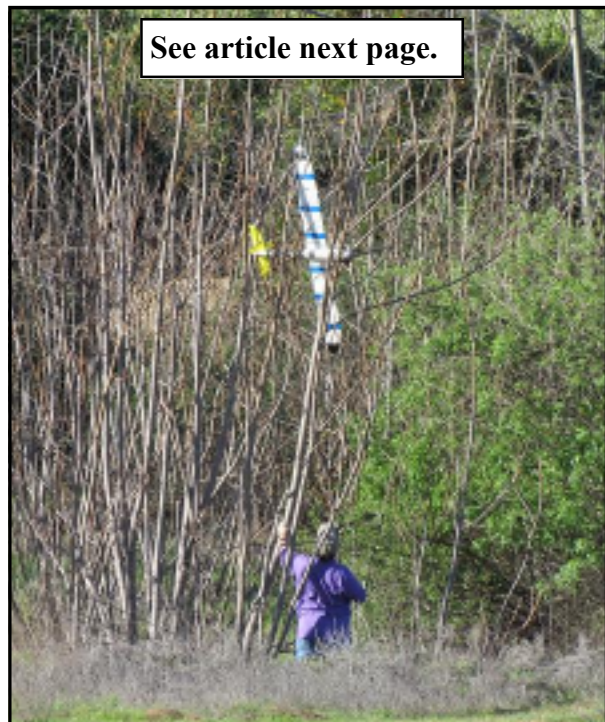
In the end, the ISS came out with some trophy wood! Chico Romero captured 3rd Place in Sportsman Class, with Matt Garland taking 2nd Place in Intermediate Class and clinching the 2011 Championship title in Intermediate. His current lead of over 500 points is insurmountable by the rest of his class, and because of that, we say, "Welcome to Expert, buddy!" Meanwhile in the RES Class, Robert Cavazos was whipping up on the 3-channel crowd, taking first by 140-points over Art Markiewicz in the second place position. And in Expert, Mike Lee came away with 2nd place and added a couple more points to his championship efforts.

YEARS STANDING SO FAR

Now, here is the big picture; the Class Championship points race. In the RES Class, there is still some question as to what actual numbers will be used for the final points championship, but based on what I have seen, we have Robert Cavazos in contention for the victory. This is his first year in the class and has done a come-from-behind effort. The Sportsman Class is showing a good competition with Chico Romero in first place followed by Les Ward and Major Anderson from SWSA. Chico has a good lead of about 180 points after dropping the lowest 2 scores for the year.

In the Intermediate Class, I am declaring a winner: Matt Garland. With a lead of over 500 points, he has mathematically clinched the Championship in Intermediate Class over his next closest rival, Dan Borer of SWSA. Matt has really been doing great! And in the Expert Class, we have a very competitive situation. Mike Lee has a narrow lead of only 19 points over Mike Reagan of TOSS for the overall Championship. Edgar Vera is 51 points behind in third and Steve Garland is in 4th place trailing by about 90 points. It gets down to the final event in November where we visit the Downey Soarheads at the Field of Dreams in San Pedro. It's going to be exciting!

See article next page.



ISS Members Update

We currently have about 55 club members on the roster, and when you consider that our club had literally half a dozen pilots when we got this field, this is pretty stupendous growth. In fact, maybe we should discuss having a cap on the number of members we have. Why, you ask? There are a couple of reasons for this. Keeping the population modest means less congestion in the air and more flying time for those who are in the air. Second, we do have the problem of people leaving the gate unlocked, which can't be good. Third; a smaller population is actually self policing. It is easier to maintain our flight policies and safety practices with a smaller group. Lastly, for me anyway, it's easier for me to remember the people! I admit it's embarrassing to walk up to a guy who has been a member for several months and I ask him if he has been here before! (I'm really not old!). I would like to hear from you guys about this subject, so let me know, soon.

By the way, having more members does provide the following:

- ◆ More Turkey Award candidates!
- ◆ The trees will be fed more often. (think about it!)
- ◆ A wider variety of planes will show up to gawk at. (cool looking plane)
- ◆ A wider variety of planes will show up to vomit over. (not-so-cool looking plane)
- ◆ JR and Denny may get more combat victims to choose from.
- ◆ We might have more people to pick weeds! (club initiation)
- ◆ We will definitely get to see more crashes.
- ◆ We will definitely get exercise...running from plane crashes!
- ◆ Some people will get new cars....after a plane crashes into their previous car!
- ◆ We will get greater use of the storage container...taking cover inside to avoid crashing planes!

Maybe I should rethink this subject....naw!

Do Trees Attack Your Planes

So, Richard Teller tipped me off to some info in a recent email he sent to me. I have often related a situation or two where one of our guys will feed a plane to one of the trees. Funny, but you have to admit, this is an expensive method of feeding the trees. But, Richard gave me the names of two tree services that have boom lifts that can be used to retrieve your plane....for a cost. Here they are:

John Boucher 80ft Boom
951-784-6296

Steve Trees
951-217-3730 55ft Boom

I don't know what hours they work or take calls, but if you feel the compelling need to feed the trees someday, you may wish to keep the phone numbers handy.

WINNERS SC-2



Mike Lee - 2nd Place Expert



Robert Cavazos - 1st Place RES



Chico Romero - 3rd Place Sportsman



Ideas to Ponder

I had heard rumor that our electric pilots would like to make a change to the ISS Club logo. You know, the circle with a sailplane coming at you with a mountain in the background... We use it on our letterhead and flyers. Anyhoo, the change I heard about was to add some electric planes to the logo... somewhere. That way, the logo reflects our inclusion of the electric pilots to our club operations.

Now, first, let me state a couple of thoughts as a member, not as a club officer. (Remember that being the President does not carry anymore weight than any other member. It just means that I am the person responsible to the City for the activities that occur on the field.) Thought number one: I am a bit of a traditionalist. Having been a member since 1994, this club has been my home for sailplane activity. And the official charter with by-laws states this is a sailplane club. That being said, I lean towards keeping those humble roots intact. Lastly, if anybody or anything maintains precedence over the operation and/or primary function of the club, that precedence should be for the flying of sailplanes.

Okay, that being said, you are also reading this from the thoughts of a guy who also flies as many, if not more, electric powered models than sailplanes. Yes, competition and sport sailplanes is what I am known for today. If this were 1993, I would have been known for my fuel powered pattern planes, which I flew at a championship level for over 15 years. I wrote the column on pattern for 4 years with Model Airplane News. So, knowing my past and present, I have to say that I am part of the electric flyers group. So, I can certainly understand the desire to include electric planes in the logo.

Other thoughts: What about an all new logo for the electric pilot element? Take out the sailplane and put in a prop driven plane, and along the bottom of the circle, "Electric Squadron". That's just a bit of out-of-the-box thinking, but you get the idea. I am proud of our electric pilots, because they definitely make a huge contribution to the club, in every way. I dare say, we would not be able to hold our contest events without their numbers. I want to include them in our logo design in a tasteful manner, but I also wish to keep in mind that we owe this electric existence to the non-powered pilots who started this and built it up to what we have today. Make no mistake about it, the ISS would not be here save for the perseverance of the original half dozen souls who kept it together, plus the City of Riverside Parks and Recreation for their generosity. Thank about this for awhile and let's talk about it next meeting.

Monthly Safety Reminder

Before you fly, check the radio and make sure it is not only turned ON, but that everything is working. Even if you are putting up a flight just after coming down, check the aircraft functions. You might find a problem. I know of one ISS pilot who got in a hurry and did not check the radio. As the plane left his hand, he began to make a correction to the plane, and when it did not respond, his worst nightmare came true....the receiver was turned off.

WHACK! Scratch one wing center section. Check it, guys! Over and out.

Mike Lee

Killer Weeds

Last month, we discussed the field and the weeds...namely the goatshead weeds. The nasty, sharp, pain in the butt stickers that get into anything that isn't rock hard. There are quite literally millions of the seeds on our field, and unless we do something to prevent them from turning into new plants come March 2012, there will be even more next year.

At this point, you cannot just kill the plant. It's too late as the plants have gone to seed. The only thing possible to do to prevent the seed from becoming a plant is to spray a pre-emergence chemical which kills the seed as it germinates. Yes, it will cost us money. And, it will keep on costing us money for at least 5 years as the seed remain viable for up to 7 years. Layman's language: if the seed begins to grow, and there is a pre-emergence in place, the seed will die. But, if the seed remains dormant this year and decides to grow next year, after the pre-emergence wears out from last year, the seed will not die and it grows up. You have to spray each year.

You can use a post emergence weed killer, like Weed-B-Gon Pro, which kills just about everything growing. And that will handle the weeds for this year. But, again, you have to spray every year to control the weeds. The no-cost alternative is for the club members to control the weeds by hand. Yes, 35+ people all armed with shovels, hoes, and rakes to perform the task of cutting off the plant at the root, killing it before it can go to seed. But, it takes more than one swat in the season to work. It will take four to six swats to get initial control underway, and then we have to maintain control throughout the year as the plants continue to sprout in the warm California weather. In other words, we have to outlast the weeds using the manual labor method! But, that's the cost of field maintenance.

So, let's talk about this at the next meeting and see what can be done about the plant life. By the way, for the area that is pristine, you all owe that wonderful looking land to one guy...Jim Reed! Say thanks to him next time out.

Mike Lee

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www.soaringUSA.com



www.hobbypeople.net Mike Braun

Combat

Okay, so I get to do some bragging this time. The scene was early morning, 0830 hours, and I have just arrived on the field. I take in a breath of air, and I smell the acrid aroma of...air-to-air combat! I am caught in the act by Denny, who smirks smartly, and why not? He has the latest weapon for air superiority; the dedicated combat wing. This flying wing design can turn faster than anything in the sky other than another wing. He turns to prepare his mount...the die is set...the players prepare...the fight is on!

Joining the fray is JR and John Dora. JR is a seasoned combat pilot with over 25 kills. But John Dora is the famous double-kill pilot, scoring two kills in a single engagement within only 5 seconds of each other. I'm thinking, we can do that, too! Not wanting to wait for the aggressors, we launched first and flew outward and upward to gain the high ground. The rest of the party comes up within a few seconds, except for John. His fighter ground loops and prangs the prop. He is out before he even leaves the ground. The other two players are up and starting to engage. From up high, I call tally-ho and dive through, turning hard to the left, and creating a swirling fur-ball. For the next 30-seconds, the planes twist and turn, rolling hard to gain the advantage or scooting out to evade. Denny manages to take several swipes at my tail as I try furiously to dodge his slicing attack...I can't shake him! I roll to inverted and dive away. I can extend away in the dive. Denny breaks off the attack as JR engages him and this allows me to climb back up, above the furball. The two fighters are so busy with each other, they do not see my plane drop down from above, and in an instant, JR is cut as my fighter takes the shot and makes the kill. I immediately pull up to go after the combat wing of Denny, and we trade passes for another minute or so, before we hit bingo fuel and knock off. It is kill number one for me.

It is only a couple of minutes later and the planes are re-armed and refueled, sitting on the deck. Again, we get off the ground first and climb away to get the advantage. Denny and JR are

right behind this time, and the furball begins again. This time, the planes are tightly engaged, with several passes making tail contact, but no kills.

The furball begins moving close to the flightline, when the impossible happens. Denny is forced into a defensive position when he turns too quickly on JR, resulting in a shallow dive to extend away. JR is quick to recognize the opportunity and flips his fighter around to chase. JR draws a bead on Denny, who has not come up to full speed and is quite literally a sitting duck. But from high above, I roll over into a dive and accelerate quickly to intercept both planes, which are now perfectly lined up, one behind the other with JR about to take the shot on Denny...but no joy for JR! My plane slices past the tails of both planes and takes down both tails in a single instant! It is a single pass, double kill for the Coyote! My fighter is now pulling three streamers through the air, a colorful testimony to the kills just made in the sky. The drag of the additional two streamers is so strong, my fighter can no longer maintain level flight at full power, and we are forced to land. But that doesn't matter. Both enemy fighters have been killed and are no longer a threat. The score is 3 for the Coyote and nothing for the rest!

Ah yes, I love the smell of...uh, er, I love the sound of propellers cutting crepe paper in the morning. It smells like...victory!



Year To Date Scores

Pilot	Class	Pilot ID	SWSA	SULA2d	VVRC	HSS	MOM	ISS	TOSS	TPG	DSH	Total YTD	Drop2
Lee, Mike	E	116	993.90	940.17	999.00	505.30	1000.00	970.69	998.70	991.50		7399.26	5953.79
Reagan, Mike	E	124	983.10	971.08	993.20	831.70	967.41	1000.00	999.70	987.60		7733.79	5934.68
Vera, Edgar	E	135	992.00	1000.00	987.20	946.20	718.14	978.40	998.90	888.50		7509.34	5902.70
Garland, Steven	E	113	1000.00	987.50	984.20	946.80	884.40	959.31	897.20	981.30		7640.71	5859.11
Cavazos, Robert	E	155	876.80	980.45	684.90	958.70	930.30	991.26	906.60	326.50		6655.51	5644.11
Kahni, Ali	E	159	713.30	891.94	999.10	956.00	928.18	895.32	0.00	963.90		6347.74	5634.44
Thonet, Andy	E	111	499.70	838.21	993.90	994.70	946.84	953.72	877.90	0.00		6104.97	5605.27
Stewart, Ed	E	222	825.9	872.0	1000.0	463.6	202.2	907.97	985.1	988.8		6245.5	5579.77
Felice, Gary	E	117	976.30	0.00		964.10	694.22	965.02	960.00	989.50		5549.14	5549.14
Dora, John	E	107	786.00	0.00	818.60	700.60	805.59		978.10	948.50		5037.39	5037.39
Gomez, George	E	140	722.00	981.09	979.70	789.00	630.91	595.85	0.00	0.00		4698.55	4698.55
Throop, Terry	E	104	986.50	743.63	533.50		724.04	749.02		880.50		4617.19	4617.19
Pearson, Rick	E	154	635.90	401.06	978.10	799.00				0.00		2814.06	0.00
Le, Tuan	E	123	878.10	774.82	791.60			914.95		927.50		4286.97	0.00
Brooks, Tony	E	102	732.50	892.54		814.20	990.31	1000.00				4429.55	0.00
Sherman, Paul	E			966.1	993.4		971.7	981.48				3912.6	0.00
Gomez, Manny	E	110	838.90	0.00	747.90							1586.80	
Kindrick, Keith	E	115		0.00		1000.00						1000.00	
Jolly, Larry	E	141	984.40	0.00								984.40	
Morjoseph, Mike	E	121		876.1				915.50				1791.6	
Hallford, Phillip	E	142		0.00		776.80						776.80	
Deckman, Mike	E	146		0.00		659.40						659.40	
Graham, Eber	E	112	539.50	0.00								539.50	
Mierop, Lex	E	120	406.70	0.00					741.30			1148.00	1148.00
Malvey, Bill	E	118		0.00				880.36				880.36	880.36
Watson, Tom	E	136		0.0			884.8	996.40				1881.2	1881.15
Jolly, Larry	E	114		0.0								0.0	0.00
Thomas, Ross	E	158		0.0						724.1		724.1	0
Anderson, Kevin	E	160		0.0								0.0	0
Sallenbach, Steve	E	146		0.0				960.85				960.9	0
Finkenbiner, Keith	E	109		0.0				972.20				972.2	0

Year To Date Scores

Pilot	Class	Pilot ID	SWSA	SULA2d	VVRC	HSS	MOM	ISS	TOSS	TPG	DSH	Total YTD	Drop2
Romero, Chico	S		804.20	981.01	661.10	741.50		683.35	895.8	975.8		5742.8	5081.7
Ward, Les	S	332	514.90	844.83	779.20	804.10	294.00	684.83	861.1	928.5		5711.5	4902.6
Anderson, Major	S	301	983.60	706.99		904.00	541.65	707.74	841.7	715.1		5400.8	4859.1
Cavazos, Kerry	S	329	318.60	610.91	945.40	728.50	740.17	635.71	790.4	0		4769.7	4451.1
Chamberlain, Ralph	S		833.00	0.00		565.40						1398.4	1398.4
MacAndrew, Todd	S	302	581.10	0.00	761.70							1342.8	581.1
Campbell, Frank	S		691.80	0.00		550.00						1241.8	1241.8
Sherwood, Tom	S	309	269.50	0.00		745.30						1014.8	1014.8
Townsend, Craig	S			0.00	986.90							986.9	
Sherman, Tristan	S			0.00	842.70							842.7	
Crockett, Mac	S	334		0.00	699.30							699.3	
Szego, Eiv	S		653.40	0.00								653.4	0
Barr, John	S	303		0.00		551.00						551.0	0
Dona, Alberto	S	308		0.0								0.0	0
Loredo, Javier	S	317		0.0								0.0	0