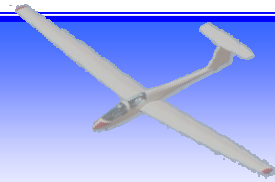


ISS Newsletter

www.glideiss.us

Newsletter Editor: Annette Dora

October 2011



From the Oval Office:

ISS President, Mike Lee



Competition Scene

Just for the record, my office is actually square. An oval shaped office is such a waste of efficient space!

Okay, now that I have that off of my chest, we can get on to the club business....like the following compliment given to us at the [August SC-2 M.O.M.](#) event held at the soccer fields;

“Ya know, Mike, I can’t stand these Man-on-Man events. They’re just a mess! But, let me tell you, this one is the smoothest running event I’ve seen!”

That, my friends, is a tribute to the hard work that the members of the ISS puts forward when you guys run a contest! And I’m not just addressing the glider guiders....I’m addressing all of the club members who came to the event to fly, to run the event, to judge landings, to help out on the winch lines, to help with registration, scoring, timing, and just a myriad of things that must happen to make this event work like the well oiled machine that it is. I thank you and congratulate you for making it look easy. And I appreciate the unselfishness of the electric pilots, who gave up their day of flying to be here and help. Thanks to all of you who made it happen!

Speaking of the SC-2 event, it was a pretty good contest! 3 rounds of 10-minute man-on-man flying with 10 planes in the air at a time. The conditions were mostly favorable for lift, but you had to stay alert to the fact that the thermals would puff up, carry the plane for a short time and then vanish suddenly. If you thought you had it made at 5 minutes into the flight, you most probably ended up short on time when the thermal dumped and left you clawing for another one! In my case, I simply stayed on the hunt, not trusting a thermal for more than a couple of minutes before moving on. I missed one landing

and lost out on my chances of taking a victory. Apparently, **Ed Stewart** was copying me as he missed a landing as well. **Steve Garland** missed a little bit of time in one of his flights, and **Robert Cavazos** was doing just great. In fact, Robert scored in 4th place overall, just 5 points out of a trophy! Good job, Robert!

Also scoring well in his class was **Matt Garland**, who came in 2nd place in the Intermediate Class. At this rate, Matt will be in good shape for the year-end points chase. In the Sportsman Class, we had **Les Ward** score a third place position and helping his year-end points score. And in the RES Class, it appears that **Robert Cavazos** was just plain hot on this day; he nailed down 2nd place in the class! So, overall, the ISS pilots did a great job with scoring. Way to go, Team ISS! Next stop; Thousand Oaks on September 25th with results available in November’s newsletter.

And lastly, I would be remiss if I didn’t pay homage and thanks to the SC-2 clubs who brought in their winch equipment to make this event a reality. We actually had a surplus of winches, which is a first, but it shows the generosity of the SC-2 clubs.

THOUSAND OAKS SC-2, SEPTEMBER 25

That was the place and it almost did not happen. The weather had a different take as the coastal clouds came in to make the temps cool, the visibility low and the ceiling was just at the top of the winch line. A zoom launch resulted in the plane disappearing into the cloud cover! On hand to be a part of this event was **Ed Stewart, Doug C, John Dora, Steve and Matt Garland, Robert and Kerri Cavazos, Les Ward, Chico Romero and myself.** For Doug, this would be his first competition event with ISS.

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The contest was scheduled to fly three rounds, beginning with a 6-minute and then two 10-minute events. We ended up waiting until about 10:30am when one brave soul, **Chico**, put up a recon flight to see where the ceiling was. Contest Director, Lex Meirap, determined that it was good enough for a 3-minute flight, and off we went. Getting the 3-minute flight was not a problem. Keeping an eye on the planes as they ducked into and out of the cloud cover was definitely a problem. But, nobody lost a plane or crashed and by the time the round was completed, the ceiling had lifted enough to go for the longer 10 minute rounds.

Steve Garland had some trouble and came in short of time. **Robert Cavazos** just could not keep his RES bird tame enough on launch and had several pop-off launches. He managed to fly it out and get his time, but that was a tough way to go. **Les Ward** had a truly healthy launch and zoom. So much so that the zoom portion fluttered his ailerons, ripping the servos up and rendering the plane without roll control. He flew it out and landed safely, but had to retire the plane for the day. **Ed Stewart** couldn't buy a landing, missing one landing and not getting high enough up the landing tape to score well.

When the final scores came in, our ISS Pilots did well. **Doug C** took the Third Place award in Sportsman Class, with **Chico Romero** taking top honors for Sportsman. Also taking top honors in the Intermediate Class was **Matt Garland**, flying a brand new Supra for the first time. And taking third in Expert class was **Mike Lee**. It was a good day for ISS, and we did have a good time. How good was it? Ask Ed about the message he gets when he switches his transmitter into the landing mode...it's a riot!

Way to go, Team ISS!

Mike Lee

More Club News

The weeds! OMG, have they taken over the areas not cleared for a runway! We have a bumper crop of goathead weeds on the field, and I can only say that unless we do something about it, it will be even worse next year. By the way, the more common name for this growth is "punctureweed" due to the ability to put holes in everything from your foot to small tires. It's absolutely hell on animals! So, I caution you to think about this if you wish to bring along the family dog to the field. I did some research on how to best eradicate the weed, and prevent it from coming back. For an immediate kill, Roundup will do the job. However, it may not be enough to kill any seeds which may have now burrowed into the ground already. The only way to get to those is to spray a pre-emergence herbicide in the latter part of the winter, like February. Let's discuss this at the next meeting.

Our "Combat Twins", otherwise known as Denny and JR, have been getting some outside competition from our members. Brian, John Dora, Steve, and Mike Lee have been joining in with similar combat birds, and this making for some real rock and roll furballs! I got involved with a 5-plane furball and made a kill on JR, as he got spotted hanging around the edge of the combat zone, waiting to pounce. I climbed up hard over the top, rolling to inverted and arced down towards JR. The move put me right on his tail and JR had nowhere to go....Clipped! But, the guy to watch for is Denny, who has a combat flying wing. Being similar to a control-line combat model, this thing isn't too terribly fast, but it can turn on a dime and give you 9-cents change! The only thing I can do to counter that threat is to do a slicing dive attack and then keep the speed going to extend away. Climb back up and repeat. It's chancy, but with his turn radius, he is a tough target.

Okay, that's the litter I have for this month. I need some turkey award candidates! I know that Roger just about ran over another club member, but that did not involve a plane. Do fly (and drive) safely! See you at the field!



WINNERS SC-2 M.O.M.

**Tie for 1st Place Expert
Tony Brooks**



Les Ward 3rd Place—Sportsman



Mike Reagan, 1st Place Expert



**Craig Townsend,
3rd Place Intermediate**



**Dan Borer, 1st Place Intermediate
& 3rd Place RES**



**Mark Child, 1st Place
Sportsman**

**Tom Watson, 2nd Place
Expert**



**Major
Anderson,
2nd Place
Sportsman**



NO PIC

**Matt Garland, 2nd Place Intermediate
Chico Romero, 1st Place RES
Robert Cavazos, 2nd Place RES**

Sept. 11, 2011

This date is the 10 yr. anniversary of the tragedy of 9/11, and once again we have been invited to participate in the Mothers of the Military (MOM) special tribute and remembrance festival at Fairmont Park in Riverside. The day's events began at 2:00pm and stretched into the evening with special presentations and tributes for the sons and daughters who serve their country and the citizens who lost or sacrificed their lives during 9/11.



ISS had a booth set up to show off our flying models and hand out information leaflets describing our flying club and what we do. In attendance were the Faithful Five- Bill Hensley, Les Ward, Steve Anderson (along with his wife Debbie), Denni Bourassa and JR. Denni and JR brought their WWI Jenny and 5 Spot (SE5), along with one of the combat planes. Les brought his Nitro Planes Hurricane and Spitfire as well as his Align 450 & 500 helicopters. Alas the MD 500 "LOACH" was not in attendance this year due to a devastating ground to vehicle encounter,(ie- crash) earlier this summer.

Live music was provided throughout the afternoon, with lots of community groups in attendance who support our military, including "Operation Showers" donating baby showers and goods to young military families and "Soldier's Angels" making sure the wounded are not forgotten by supplying basic needs for them while they recuperate. On display were two restored and outfitted military style Jeeps, a sweet looking restored Willy's and a custom painted Harley depicting scenes of the tragic events from that day on Sept. 11. Club members in attendance had a great time of showing off their planes, talking to the guests about R/C flight and running interference with some of the younger future pilots wanting to touch those great looking models.

This yearly event is one that we participate in to satisfy agreed requirements that allow us to use our home field at Dufferin. While I am truly grateful to those members who spent their Sunday afternoon supporting our club and this event, I would be remiss if I didn't say I was more than a little disappointed in the overall member turnout. Our club roster boasts more than 40 active members this year and yet we can only muster 5 pilots for this worthy cause. This is the one Public Relations event we do each year that allows us to plead our cause to the general public, the occasional city official and the press. Let us not be so complacent as to think that as long as we fly under the radar of public concern our club field is perpetually safe from the changing opinions of the public or the city's Parks and Recreation office. Is the private use of nearly 7 acres of city land by 5 people a good use of that land? Or would an active group of 20 or 30 community minded R/C enthusiasts in attendance at one of these events prove that decisions to allow us to use this flight field were the right ones to make. As more flying fields disappear to the wavering opinions of the public and city officials, perhaps operating in a vacuum of silence or complacency in the arena of community awareness is not the wisest course of action. While it may well be nice and convenient to simply show up when you like to a nearby and well groomed flying field, sometimes certain blessings carry with it certain responsibilities. Support Your Club Events.

JR

WINNERS SC-2 T.O.S.



Mike Reagan, 1st Place Expert



Matt Garland, 1st Place Intermediate



Edgar Vera, 2nd Place Expert



Dan Borer, 2nd Place Intermediate



Mike Lee, 3rd Place Expert



Bob Northern, 3rd Place Intermediate



WINNERS SC-2 T.O.S.

Chico Romero, 1st Place Sportsman



Bob Swet, Woody Class



**Doug C., 3rd Place Sportsman
(His first contest flown, GOOD JOB!)**



Mike Murphy, 3rd Place Intermediate



Steve Garland determined to get a good landing, even in the pouring rain. Now that's dedication!



Safety Zone



I have heard that our trees are getting fed again. I believe that in the past 45 days, two planes have been eaten by the trees, one of which was not recovered at all, and the second one I did not hear about the outcome. In both cases, the planes were not within the normal boundaries of the flying field. One was behind the parking line and the other was close to the neighborhood house with the pond. One small thing could have prevented these losses...fly over the field! We have 7 acres of land to fly over, and both lost models were not very big, so they should not have been hard to keep in close. But, no use telling the owners of those planes anymore...they done paid that price already. Stay in close and the trees will be better behaved.

I have noticed that the radio manufacturers are building in more warning systems into the transmitters to prevent accidents and injury. I have my JR 11X that warns me about my throttle stick position when the radio is turned on, (only when programmed for a powered model). My Hitec Aurora 9 also provides a warning, plus has a single button throttle lock. By activating the throttle lock, the throttle stick is disabled to prevent an accidental movement of the stick with resulting power application on the plane. Now, some of you may think, naw, don't need that junk! Yet in the past year alone, I have seen models launch from a table, off of the truck tail gate, high-speed scoot under a car, and at least two that tried to take off from the ground on their own. The last two were actually not the fault of a misplaced throttle position, but more of a problem with the pilot not turning off the model when he went to fly another model, using the same transmitter. Oops! But, make no mistake, the safety features being added to the radios are awesome, they do work, but only if you use them...and I highly suggest we use them! The accident you prevent may be the one that could have happened to you!

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