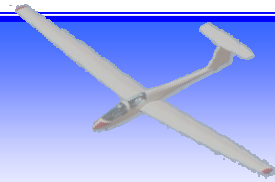


ISS Newsletter

www.glideiss.us

Newsletter Editor: Annette Dora

January 2012



From the Oval Office:

Well, so much for 2011 being an election year. Yes, the club elections have come and gone, but you club members are still stuck with the same, old officers as before. That would be Bill Hensley as your Secretary/Treasurer, Les Ward and Ed as the club photographers (although you never see them with a camera), JR is our Safety Officer, we actually have a new equipment manager, named Doug "Ski" Krzydziaski, your VP is Ed Stewart, the newsletter editor remains to be John and Annette Dora, and the president is...the same stupid guy that has been president for the past 10+ years. Now, please do not confuse this situation with the type of government seen in the Middle East, where you have guys who come to power forcefully and become dictators or form up an anarchy. I don't have an army, I do not come from some royal bloodline to inherit the crown, and I certainly didn't make a power play to be the president. In fact, I have tried to hand over the reins every year, to somebody else...ANYBODY! And every year, it's the same result; people suddenly leaving the scene and there I am, standing all alone on the field as the president. Go figure. But, there you have it, the club officers. Meet the new boss.... same as old boss.

In local club news, we have discussed the weed situation once again, and we are up against a wall. There are literally millions of stickers from the goats head weeds and no real solution in sight. A couple of ideas has been to vacuum them up, but think about it...yeah, you are going to get all the loose stickers, and leaves, and twigs, and dust and sand and whatever else is small and light enough to get sucked up, and then what do you do with it? There is no way in heck that you can burn the pile! And calling in a refuse disposal company will cost you some bucks. I truly have no idea what to do with it.

Another alternative was to have a tractor come out and surface plow the field. That would take 90% of the stickers off of the surface, but it also sets up the weeds for a massive invasion come spring time. And yet another idea was to drag the field to pick up the stickers. But again, what do you do with the resulting pile of stickers? Here is the reality of the situation. No matter what we do at this point, there are now enough stickers now buried in the dirt to create a bumper crop of weeds for next spring. You can remove 99.9% of the stickers on the surface right now, and it won't change what will happen in the spring.

ISS President, Mike Lee



Yes, we can remove the immediate problem of stickers on the surface, meaning that you won't grow ½ inch taller from walking the field as the stickers pile up on the soles of your shoes. And we do need to do that. But we also need to work on the problem of the seeds in the ground. That normally means chemicals in the form of a weed killer and a pre-emergence plant killer. We have asked a couple of people to look into this, but I have not heard back from anyone to give you all an idea of what this might cost. I just called a commercial weed control vendor in Upland, who quoted me \$450.00 per acre to spray with a topsoil weed killer and pre-emergence treatment. Our field is roughly 7.5 acres, so do the math....it ain't cheap! Think about this and let me know your ideas. My own idea is to have a weed spray party like we did 2 years ago and get it done. By the way, if we decide to have anything done with a commercial vendor, we must get approval from the City. It's their land.

New ISS Logo?

Last month or so, I mentioned that I had heard rumor of someone asking to maybe make another version of the ISS logo. The intent was not to permanently change the logo, but to make a special version for the electric guys...mostly the combat guys. Hey, wait a minute; that would include me! Personally, I'm all for it and I don't find a problem to this, especially considering the contribution that our electric pilots make to the club just by being members. Without them, we might not have a runway. We might not have the manpower to put on our contest events. We might not have much of a club at all. I believe we have the best mixed culture of modelers to be found anywhere! Sport flyers, competition pilots, scale lovers, adrenaline junkies, racing, slow flyers, hand launch....you name it and we have seen them fly from our field. (Oops, let me make a slight correction to that last sentence; Sport flyers (target), competition pilots (bigger target), scale lovers (lovely targets), adrenaline junkies, racing (fast targets but you gotta land sometime!), slow flyers (easy targets), hand launch models (target and pilot). Sorry, but I was in a combat pilot mind set!) (Did you figure out who the combat pilots are?) As for the logo, it should be fun to see. Stay tuned.

Aerial Combat Hot Flying In The Wintertime

There is a definite trend on this field, and that trend is with aerial combat. Now, we all know it was always JR and Denny. Joining the fray was John Dora and Mike Lee. Lately we have Steve Anderson, Brian Starkey, Les Ward and Gary G. jumping into the mix. Seeing 4 to 5 planes mixing it up at one time is getting more common and when that happens, every set of eyes are glued to the action in the sky. (Mostly because they want to see the carnage of a mid-air collision!). It is a sheer adrenalin pump for the pilots and spectators alike.

Speaking of combat, it appears Les Ward performed a combat first. I hear that during a flight, Les and Denny were part of a furball, and somehow, Les got latched on to Denny's six, and kind of missed the streamer. But, he didn't miss the plane, and plowed the nose of his fighter through the wings of Denny's, and sending Denny to the deck in pieces. But it was not without cost! Les suffered mortal damage as well, tearing the motor out of the nose. As you might imagine, a ripped out motor is not going to sit there doing nothing, and it didn't. In the first few milliseconds after being shredded, the motor whipped back to the tail and clipped the streamer off. Yes, Les killed his own plane! So, a rare double kill, but one of which was suicidal! Way to go, Les! Our first (and only) kamikaze pilot! So, let's talk about what has developed since the last combat report we have written.

The biggest news is the advent of the highly maneuverable combat wing. These more contemporary designs are larger than the previous combat ships, and are also lighter. Being they don't have the common looking tail section and fuselage, there is a whole lot less weight. The bigger wing has big advantages, too. The speed range and flight envelope is greatly expanded, meaning this type of plane can go faster or slower, plus the flight envelope now has a quicker roll rate as well as a tighter pitch rate. They easily turn inside the turn radius of the previous models. Because of these combat wings, the older planes have to change their tactics in order to make a kill or prevent being killed. The lighter weight also allows an almost unlimited vertical climb capability, which simply wasn't even close with the older planes. The builders of these combat wings have been working on even lighter models, but are finding out that the cost of making them lighter can have a downside. JR had a very light model, and got a mid-air strike from the wheel of an older style plane. The hit left a mark on the top right wing, but the impact was enough to break up the airframe and sent the fighter to a smokin' hole in the ground! And that leaves us to my discussion of combat tactics.

As a pilot of an older style bird, I found it necessary to change my tactics in order to defeat the newer designs. This is the classic case of the famed "Flying Tigers" un-

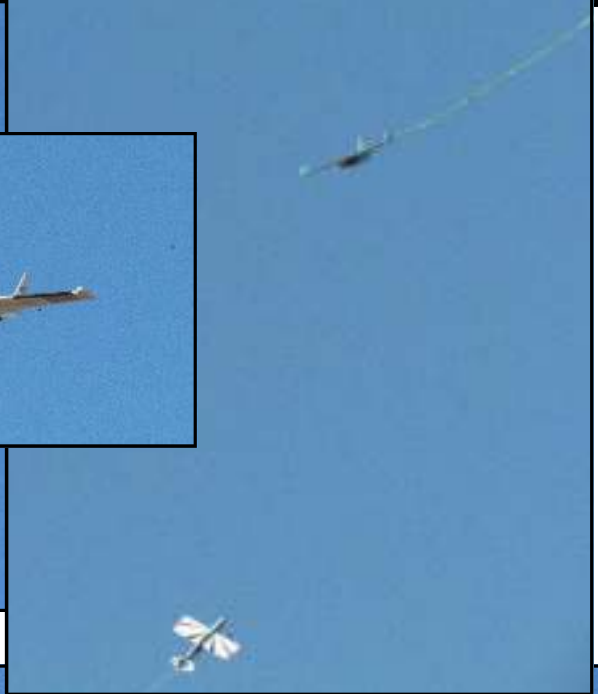
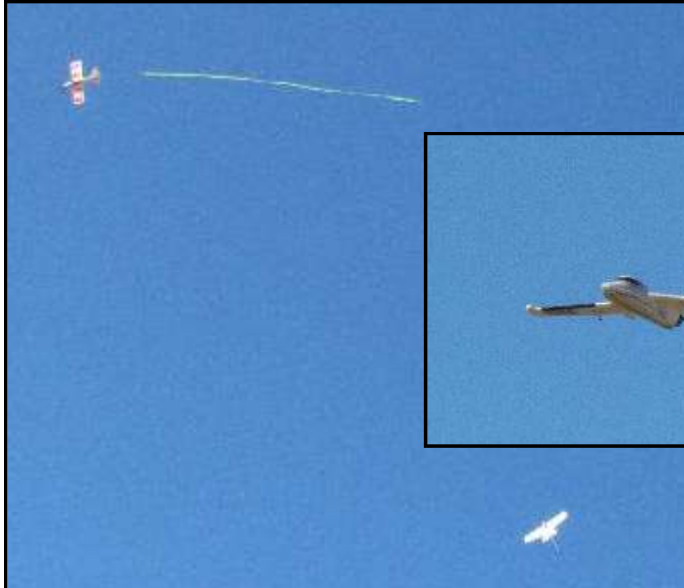
der commanding officer General Claire Chennault. His pilots flew the P-40 Warhawk, which was no match against the Japanese Zero if they engaged in a one-on-one dogfight. The Zero was all over the P-40. So, they changed tactics. The rule was not to engage in a turning dogfight with the Zero. Instead, put the nose down and extend. The Warhawk was faster in the dive. And that's what you do with our older airframes. We can out dive the combat wings, carry that speed forward and pull up to climb over the top of the flying wings and re-engage in a slashing dive attack. If the wing follows you upward, roll 180 and pull back hard over the top to put you on his tail and make the kill. Whatever you do, don't let a combat wing get on your tail! The elevator and pitch rate allows the wing to make two or three swings at the streamer in just a heartbeat, meaning your chances of becoming a victim just went Bingo.

By no means am I saying that the older planes are done and obsolete. In just the last 4 weeks, both Gary and I have scored a rare double kill sortie using older planes. Now, I have to admit, Gary was putting out some smack talk just before the engagement, and that just lit the other guys up with a bit of humble pie about to be served up for Gary. This was a gonna be a whoopin' of extreme prejudice! About 4 minutes later, there was two guys eating humble pie, and neither of them was Gary...he killed them both. Well, it ain't braggin' when you done did what you said you can do, and Gary done did it! Heck, I had to bite down on some of that pie myself!

So there you have it...the current state of combat in the sky at ISS. I have to imagine that we might see more evolution after the AMA Show in January. For you guys who want to try it out, don't even wait another minute...jump right in! I guarantee you; you will become a better pilot real fast!



Aerial Combat Hot Flying In The Wintertime



Monthly Safety Reminder

The weekend of Thanksgiving could have been a weekend of “ass-handers”. What’s that’s supposed to mean? Well, it seems that one of our electric plane pilots flew a bit too far and crashed a plane on the property of the Citrus State Park. How did he get there? The story I heard was that the pilot got a bit far away, got a bit disoriented on the direction and ended up going the wrong direction. Somehow, he found the Park, and that’s where it went down. Now, the good thing is that our friendly neighborhood Park Ranger with the handy 9-mm pistol who used to scream at us for everything imaginable has retired. But that does not mean it has become unrestricted airspace. We must still avoid any over-flight of the Park. That’s the common sense part of this message. We should not be close to that area. If you find that you need assistance while flying, ask for it. We all need help every so often, so don’t be shy. It’s much better to get the help and avoid a problem than to say nothing and get us all kicked off the field. In other words, if we screw up with the wrong person, we’re going to get our asses handed to us when they kick us off the field!



The annual AMA Expo is coming on January 6, 7 and 8th of 2012. Save some of that holiday money for the best deals of the year. Kits, ARF’s, adhesives, batteries, radio systems and components, motors, controllers, props, and just everything you need plus a lot you don’t need but want anyway. Set aside that date and head to Ontario.

For those of you who also went to the RC-X show in Pomona during April, note that it has moved to the Long Beach Convention center. It is the last weekend in April, and I have no idea why they moved, but it certainly limits the live action activities that the Fairplex had.

Thank You to ISS Sponsors



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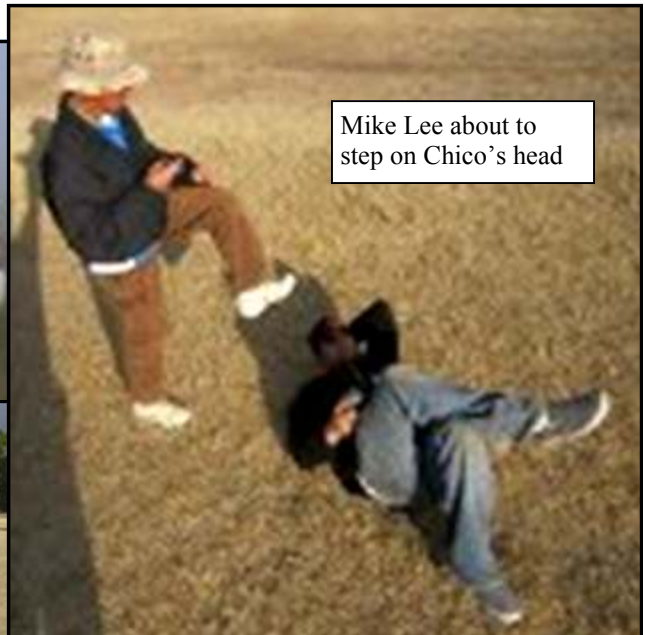
Competition News

The final SC2 event of 2011 was supposed to be on November 23, but it got rained out and rescheduled for December 17. Go figure...the original event was scheduled for March, rained out and rescheduled for November, and rained out again. Meanwhile, a few of us decided to jump back into the F3J thing once again, only this time in Phoenix, AZ. As you might remember, a group of us went to Orlando to try for a spot on the U.S. F3J Team, and we were met with windy, rainy and miserable weather that took a toll on aircraft. Robert Cavazos destroyed or damaged two, with Steve Garland and Matt damaging another two, and Paul Sherman damaging one. So, we go to Phoenix for some good ol' Arizona sunshine!!! NOT!!!

If we thought Orlando was miserable, Phoenix was just crappy. Very cold, very rainy and breezy conditions. Saturday dawned with heavy overcast skies with rain clouds rolling through. Our ISS Team was actually two teams at first, but a medical situation with Matt Garland sidelined both Matt and Steve, leaving Robert and Kerri Cavazos without a team. So, the second ISS Team absorbed those two folks, and we ended up with a full team. We did learn some things from Orlando, like bring plastic drop cloths to cover the birds with when the rain comes. Like, bring hand warmers, gloves, heavy jackets, and lots of clothing. For the most part, we were prepared. Unfortunately, the weather played havoc on us again. Robert did heavy damage to his Icon 2 model during the launch, when his ailerons fluttered and one aileron departed while the other one lost the top skin and part of the tip. He wasn't the only one. A Supra was seen launching a bit farther down the line and it blew the horizontal stab off on launch. Crunch! Kerri got caught in some wind turbulence behind a tree line, causing the plane to make a very hard landing and it was taken out of service. Paul Sherman landed a bit hard and was forced to make a repair to the nose of his Aspire. After the first round, things settled down a bit, and we started finding our rhythm. Paul found lift when nobody else in his round did, and he buried the group badly! Robert soon followed suite, which was a shot of adrenaline for Robert. Tristen Sherman was the lone Junior in the event, but his Espada RL was just not cooperating with him for lift. After getting halfway into Round 3, the rain came down hard and that finished off the flying for the day.

Sunday was truly, truly cold for Phoenix. Ice had formed on everything, including my tent. That was okay as we could tolerate that. But just when the contest was to start, a very heavy ground fog rolled in, and that was a delay of an hour or so. When the fog broke, off we went with some rounds being good to us with mondo lift everywhere, while other rounds forced pilots to scratch hard or land early. Robert again burned the field with a great flight. Meanwhile, Paul was being steady and winning a majority of his rounds. Tristen shook off the blues from Saturday and was putting in some solid flights.

After 8 complete rounds, a few more crashes around the field, and some challenging flights, the winners were declared. ISS Team pilot Paul Sherman came out with the win, with Mike Lee in 6th and Robert Cavazos in 7th. Three ISS pilots in the top 10 is great!! We suffered no early launches, no late landings, and no penalties. It was definitely a challenge, but that's what we are there for. Next stop: SULA for the final SC-2.



Mike Lee about to step on Chico's head



2011 SC-2 Contest Finale

It started out as SC-2 contest event No. 2, scheduled for March of 2011, but the Santa Ana winds blew that event away. Luckily, the SC-2 circuit has 2 rain dates set aside, with one in July and the other in November. As it turned out, July was used as a Man-on-Man event at SULA, and then when it came to November, the rains came along and wiped out that date. As the final resort, the contest was rescheduled for December 17, in conjunction with the SULA Toys-4-Tots fun-fly. The weather was threatening with high winds and rain in the prediction, but when dawn arrived on December 17 at San Pedro, the wind was not a factor and the clouds were parting...it's a contest!

Coming into this event, the ISS had Les Ward, Robert and Kerri Cavazos, Steve Garland, Chico Romero, Doug K, Ed Stewart, Manny and George Gomez, and Mike Lee. The ISS crew had a lot to be there for, with at least two pilots contending for championship titles. The weather was cold, with a slight breeze and overcast conditions. It was going to be tough conditions, with three flights of 7-minutes each. For the most part, the conditions were very challenging to everyone. I timed for Steve, and he battled hard to find the very light lift during his first 2 flights. He fell short in his second round, as did other ISS pilots and many of the rest of the pilots. It was good to have Manny Gomez back to flying with us.

After 3 rounds of flying, the ISS crew came out with some wood. Les Ward won the Sportsman class with Kerri Cavazos taking 3rd. Chico Romero nailed down a top 3 position in the RES class and Mike Lee took 2nd place in Expert.



2011 Points Championship

The big story came with the 2011 Points Championship chase. Placing in the top 5 of Sportsman was Kerri Cavazos and Les Ward. Chico Romero also took a top 5 spot in RES Class. Matt Garland won the Intermediate class, which moves him up to Expert class for 2012. Steve Garland got 4th in the Expert class, and winning the 2011 Championship title for the second year in a row was Mike Lee. Between Manny Gomez and Mike, the ISS has won the title for the past 3 years. Team ISS also wins the Club Championship title for the second year in a row. Way to go Team ISS!!



The Presidential Statement

Normally, an outgoing president will provide an outgoing statement as he ends his term in office. Well, I'm no different, other than you guys are actually stuck with me for another year. Now some people might think that anyone who holds office for so long must be a dictator, a strong-armed bully, someone who used the military to gain power or inherited the position from someone else. It could be an anarchy, but no.....that didn't happen. Actually, it's all your fault, because you people elected me to be here for the past 10+ years. Shows you just what kind of poor taste you have in political choices. So, just for that, you get my Presidential Statement.

I'll keep it short and sweet. I wish to give my thanks and appreciation to the pilots and people who make up what we call the Inland Soaring Society. We have the finest people that any club or organization could possibly have. We share a field where electric power models co-exist with the large non-powered sailplanes, and this co-existence is symbiotic; each style compliments and thrives off of each other. Most of the membership owns both a sailplane and electric powered model. No other club enjoys this close relationship. For this, I am both proud and thankful to you all. It makes being a club officer easier and enjoyable. Keep being who you are. Keep sharing and caring for each other, so that we all partake in the fun of this hobby. Above all, be good humans. May God Bless. See you at the field.





ISS 2012 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.

