

THE TOWHOOK

An informal and semi-official newsblurb of the Inland Empire Soaring Society

Edition 3 Volume 1 April 2004



MARCH MADNESS IESS STYLE

For the 4th year in a row several members of the IESS headed to the Tri-Cities in order to defend our honor. We tried to protect the airspace above Kiona against all rival pilots and clubs. Good thing there was not too much honor to defend though.

The day started off at Eagle Butte. Bad Idea. Wind was 20-30 out of the ENE. After regrouping at Kiona, we went through a safety check and formed off into flights of 10 planes. Common modeling clay became an important commodity, as most pilots were adding mucho weight in order to deal with the wind. Now big weight in big wind means BIG impacts. The destruction started early in round one. One plane received a friendly tap that ripped all of the covering off of one wing. Several others went down with a thump. It seemed to be raining Zagis.

Over the next 5 rounds, there was a regular march of pilots going between the slope and the parking area. Retreat to the pits for more weight, or parts, and always packing tape for repairs. Then advancing back to the slope to engage in the fray while vowing vengeance.

Kelly brought out an pss slope jet that stood out like a big grey goose in the crowd of flapping Zagis. Excellent target. Especially when he hovered in one spot. Most of the planes that hit the warbird just bounced off and then went down themselves. For 3 rounds we all

Combatants show their weapons in challenge.

tried to take Kelly's plane out. With very little success.

Doug and I spent most of our rounds flying through the space our victim was a just a moment ago. He was practicing his hop, skip, and a flip landing technique while I polished up on tip stalls and inverted splats. Karl did achieve a special distinction. If you can call it that. He was the only pilot I saw who got knocked down (literally) with his own plane. And Frank Wheeler has it all on tape.

At the conclusion of the scoring rounds everyone took to the air for the final furball. This alone was worth the trip. There is nothing else like playing dodge-em and sock-em in a sky full of wings. I still have the grin on my face.

And about our honor, we did not emerge victorious. But we refuse to be defeated. Just wait until next year.



Our own warriors. Low in kills yet high in spirits.

Meet the Pilot



Often seen helping out at contests and always offering encouragement, Art Sweeten is someone that adds to the spirit of the IESS. He and his wife Ann live in their home in Hangman valley near Spokane. They have 2 sons (Joe & Tim), both recently married.

While at his other life, Art spend his time decoding scribbles and helping heal the sick. A pharmacist for some 27 years he currently works at the Safeway store in Cheney. Still bright in his mind is the memory of his uncle Bob giving him a Jenny Curtis biplane for a birthday present. This first model at age 5 started Art's love of airplanes.

Spending over 10 years building, crashing, and trying to fly gas planes; Art freely admits there was not much fun there. He says the gas planes always filled him with trepidation and anxiety. Did you remember to bring everything? Would it start? Would it fly? And then there was the oily cleanup at the end of the day. After 10 years, Art guesses he only got about 40 minutes of actual flight time. While visiting in Kent, WA Art saw someone thermaling a glider above a field. He was immediately impressed with the quiet and peacefulness of this kind of

flying. As a result, now only gliders are to be found in his shop.

He finds R/C soaring to be relaxing and is always guaranteed some quality stick time. And says that every person in the IESS has helped him, either by offering friendly advice, or by showing him an example of what not to do (you decide which you are). Thanks Art.



Ventus 2C

Span 59 ft. Area 118.4 sq. ft. Empty Weight 562 lbs. Gross Weight 1157 lbs. Wing Load 9.77 lbs. sq/ft. Water Ballast 447 lbs. Aspect ratio: 29.4 Airfoil: Boermans DU 93-132/15 Structure: CFRP/GFRP/Kevlar

The Ventus 2, despite its names, is substantially changed from its similarly named predecessor. It has a completely new Discus planform wing and comes in a number of different configurations. The unpowered sailplane comes in three different varieties, the short fuselage 15 m. Ventus 2a, the larger fuselage 15 m. 2b, and the convertible tip 2c (which has the larger 2b fuselage) with a choice of 15 m. or 18 m. outer wing panels. The sustainer engine 2cT comes with 18 m. span, while the self-launching 2cM has the 15 m. or 18 m. wingtip option with an empty weight of approximately 350 kg./772 lb. The liquid cooled Solo engine remains in the fuselage when the mast mounted propeller is raised. This has folding blades which reduce the size of the cutout required in the fuselage to accommodate the mast.

The Ventus 2C set the Indiana State record in 2003. Flown by R. Clarke it surpassed previous speed and distance records. In Great Britain, 1st place in the national competition was taken by a Mr. Jones also flying the 2C.

Fun in the sun at Kiona Butte.



BARONS SWAP MEET SHOWS OFF

The Barons swap meet happens the first Saturday in March every year. It's a great way to spend the day. There is model stuff, displays, friends aplenty, and more model stuff. This is one place where you can walk in empty handed, and leave with a whole workshop of projects. There is trash and treasure to be found. The difference between the two only being the matter of ones perspective.

This years show was far better than usual with many sailplanes and electrics being displayed. And the IESS swept the awards for these models. Mike and Karl both got 3rd place ribbons for their entries. Karl showed off his

Tandrum electric, and Mike his 'got milk' foamie warbird. Doug's F-16 won and easy 2nd. And NG (new guy) Mark also placed 2nd with his old timer electric. Dwarfing the whole room was Kelly's giant scale sailplane. And (drum roll) 1st place went to John Sandell for his stunningly beautiful Lunak scale sailplane. This model has a superb finish and extremely detailed cockpit. What a great job. Thanks to all for the eye candy, and congratulations for the awards.



Sites To See

Radio Control Soaring Digest (RCSD) has gone digital. No longer printing on paper, all issues can be downloaded here:

<http://www.b2streamlines.com/RCSD.html>

You can get copies of all magazines published in the last 2 years. And they are FREE. Much better to look at in full living color. Except Gordy.



The U.S.S. John F. Kennedy has been tentatively reserved as the host site for the N.W.S.S. tournament this upcoming September. This offers the absolute best in launching equipment available anywhere. Also unlimited flying visibility in any direction. Several fine dining facilities and sleeping cabins are close by (may have to hot bunk). Courtesy radar tracking of your plane can be arranged for a nominal fee. All entrants must be well versed in the techniques required for Air/Sea rescue. Entrants must also be willing to travel, and supply their own colored T-shirts. Fees: \$45000 per day, \$6727 per launch. A fully qualified Landing Signal Officer is also available to help get your plane down safely. Nose magnets are allowed. Note: depending on world events, you may not be allowed to return home for several months. April Fools!

In the Shop,



Any time Mike Cole brings in an airplane for show'n tell, the room is filled with oohs and aahs. So help us out Mike. What tips can you give up (for free)? His first secret is to go to Lowes hardware and pick up a bunch of cheap plastic spring clamps. These have an opening of about 2" and can hold everything together while the glue dries. Much better than clothespins. Think that if some glue is good then more is better? Wrong. What you need is more clamps. If you need something to hold the whole wing down you could just put a brick on it. Or do what Mike suggests. That is to fill an old sock with sand and then sew the top shut. These mini sandbags conform to whatever surface they are placed on. And they spread the weight out evenly.

The next tip is basic but important. Always use a sanding block. The longer the better. Just make sure it is a straight flat piece of wood. For covering, our Monokote Master Mike, cuts his material on a sheet of glass. There is no 'grain' on the glass to lead the blade astray. And when making that final cutoff near the LE or TE, use a straight edge or ruler to get a clean even line in the covering. Just swiping a blade along the edge of the plane won't do it. Also remember to change to a new blade frequently. Neatness counts. And these are neat tips. Thanks Mike.

Inland Empire Soaring Society

2004 CHUCK - UP SERIES Handlaunch Glider Contest April May June July August



3rd Saturday each month at the I.E.S.S. Field in Post Falls ID.
\$2.00 per plane flown.

Registration: 9:30 AM. Pilots Meeting 9:45. Flying starts at 10:00. No more entries accepted after 10:00 AM. Proof of AMA membership required. 4 rounds of flight, each one with a different task. Tasks will be announced at the pilots meeting. Glider wingspan must be 60" or under. No other plane restrictions. Launch method is pilots choice. Hand Launch, DLG, Hi-start, heck use a winch if you want. Rules? Yeah there are rules for those that need em. Go to the web site and see.

Upcoming Events

Thursday April 1

IESS Club Meeting, 7:00 PM

Meeting at Shari's restaurant, 320 N. Sullivan in Spokane Valley. Meet for dinner and hanger flying at 6:30. Or skip the meal and just come to discuss the major issues and minor quibbles of flying gliders and electrics. Bring your projects for show and tell. Bring your questions for "Ask the Experts."

Friday April 2

Indoor Rubber Powered Flying, 7:00 - 9:30 PM

Garry Middle School gymnasium, 725 E. Joseph (6 blocks south of Francis at Nevada). Rubber indoor flying alternates with electric indoor flying.

Monday April 12

Indoor Electric Powered Flying, 7:00 - 9:30 PM

Garry Middle School gymnasium,

Saturday April 17

Chuck Up HLG Contest

To be held at the club field in Post Falls. A variety of HLG tasks to be flown. First of five monthly contests. Attend one or all. A series champ will be declared in August. Contact [Shaun Hawley](#) for details.

Monday April 26

Indoor Electric Powered Flying, 7:00 - 9:30 PM

Garry Middle School gymnasium

Thursday May 6

IESS Club Meeting, 7:00 PM

Meeting at Shari's restaurant, 320 N. Sullivan in Spokane Valley.

The Inland Empire Soaring Society is an organization dedicated to promoting the sport of flying radio control sailplanes and electric airplanes. We offer people the opportunity to get together and share their interests in this fascinating hobby.

Based in Spokane, Washington, our membership is spread out all over the Inland Northwest. Membership dues for new members are \$10; renewals are \$25 per calendar year. Please contact one of the club officers if you desire more information or to inquire about membership.

Meeting Minutes

Thursday March 4 2004

The meeting was called to order by Mike Cole @ 7:00 PM

Tres. Report: Dave reported that the balance after all expences was \$787.19

Also he had sales of calenders, 18, that had a value of \$192.00... The production cost of \$110.31 left a profit of \$81.69

He also has calenders left and will take them to the Swap Meet.

There was a discusion about the AMA Sanction forms, and Robin K said that the ones we have are the current forms..

Equipment: Al Lies, No new news, except that the trailer will be taken to his home, in the next week. He also said that there are still stickers left for all those new aircraft, with the club Logo, for the price of 2 for \$5:00.

Mike Cole needs a winch for the club box, which is at his home.

Minutes of last meeting: read by Lynn P, and they were aproved, with the change of dates for the slope wars. (moved up one week, to March 20th/21st)

Old Business: None

New business: Discusion of the Memorial Day Contest, as to what Tasks will be run. Robin will make up the flyers. didn't get all of the discusion, but something about 3P flights, and they needed to be called prior to launch,(this brought a cry from the group !!)

Dave and Lee, getting things ready for the Memorial Electric fun fly, Robin will put on the club contest this year same as last year, and again with LSF cat, 1 & 2 landing markers.

Meeting Ended @ 7:32 (a new club record)

Minutes by Lynn Pilant.

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Submit all articles, letters to the editor, or 'Dear Buzzard' letters to:

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Visit our Web Site at:

<http://www.inlandempiresoaring.org/>