

THE TOWHOOK

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

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INTRODUCING THE CHINSEE

Ever want to have a glider that you could fly just about anywhere? One that could be easily replaced if broken? The Chinsee may be the answer. For the last several months Al Lies and his son Ken have been hard at work designing and prototyping on this little DLG. Their goals were to develop a new one-design plane for club use. And the results are, well different. And not in a bad way.

They had to come up with something that was cheap, easy to build (by everyone), had decent performance, and was cheap. This criteria pretty much leaves out anything bagged or molded. No fancy digital servos or 'puter radios either. Not willing to go the high-tech route, they instead chose to go no-tech. Trusting on their experience and ingenuity, Al and Ken came up with the Chinsee.

It's not sleek. No custom paint either. Nothing fancy at all. But that's where the attractiveness is. This is pure simplicity. Think of this plane as a Volksegelflugzeug (peoples-sail-flight-thingie). Everyone in the club should be able to afford, build, and fly this glider. Parts at B&B are around \$10. Servo City sells the radio gear for \$70. Construction time: a week or less.

As this is a published model report, I need to insert the following information: The Chinsee will float on the lightest bubble and yet penetrate with authority. Well suited to both novice fliers and seasoned professionals. Extremely light computer design gives it

an amazing speed range. This is the plane for the future. When you first toss it, the CG will only need one click of down before you get a 20 minute thermal flight ending with a hand catch.

All kidding aside, I did get to fly it. Not into any thermals, but it was fun just the same. This thing is easy to launch with an

underarm swing. Once in the air it flies well and signals lift well. At 4.5oz it also signals wind very well (If ya know what I mean). The nice thing about such a light weight is that when you dork there is not enough mass to really break things up. Ken says that he spent an afternoon teaching a newbie to fly with a Chinsee. All breakage from this was repaired with a little tape and CA. The 40" span also means that you can keep the wings on all the time. Ready to alleviate that flying craving.

In the glider bible (Old Buzzards), Thornburg says "There is a lot more to be learned below 50' altitude than above it". The Chinsee promises to be a great teaching tool to help learn about lift. And sharpen your flying skills. If you don't have the Buzzards soaring book then buy it. And consider building an Chinsee.





Schweitzer 1-26

This aircraft is enormously popular among full scale glider clubs. So much that it has it's own association, badges, and world championships. Unaccountably, I was unable to find any actual specifications for the 1-26. Here is some interesting trivia about the Schweizer brothers though. The company is still in buisines and manufactures helicopters and UAV aircraft. 1930 The maiden flight of the first Schweizer glider (SGP 1-1) took place June 19th when Ernie, Paul A., and William Schweizer were 18, 17, and 12 years old, respectively. The materials used to build this glider cost \$135. The Schweizer brothers taught themselves to fly in this aircraft and then went on to design and build an improved glider, the SGU 1-2.

1937 Schweizer Metal Aircraft Company was formed and the first sale of a Schweizer glider (SGU 1-7) was made to Harvard's Altosqurus Glider Club for \$595.

1953 Schweizer built the prototype of the SGS 1-26. It was designed and promoted to be a one-design "class" sailplane. This design helped popularize the sport of soaring throughout the United States. The 1-26 remained in production until 1981 and 700 units were produced.

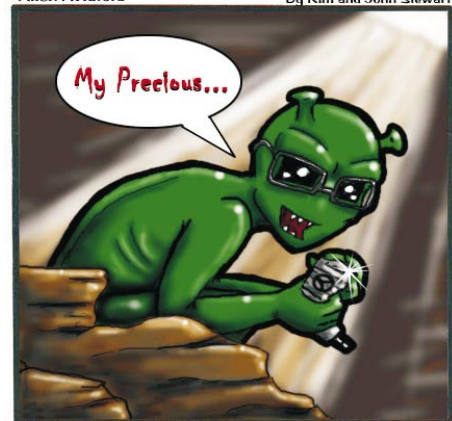
In the Shop

This months tips come from a Bob Smith Industries flyer on CA and Epoxy adhesives. I thought they were good enough to pass on.

1. Loosen and retighten the CA cap a few times before cutting the tip off. This relieves any internal pressure so the contents won't be forced out unintentionally.
2. CA works very well with fibreglass in reinforcing joints. Lay the glass on the joint and add drops of CA until capillary action saturates the glass.
3. Cured CA is actually acrylic plastic. Thick CA with an accelerator can be used to quickly build up layers in repairing or modifying plastic parts.
4. Heat will decrease the shelf life of CA. You can store unopened bottles in the refrigerator.
5. Epoxy can be heated in the microwave for 5-10 seconds so that it flows easier.
6. Alcohol based paints (acrylics) can be mixed with epoxy to add color with little effect on strength.

Alien Aviators

By Kim and John Stewart



A pilot obsessed with his engine is a scary thing...

Places To be

If amps and volts are your thing, go to:

Batteries Plus+

11101 E. Sprague Spokane WA

509-924-6645

They can custom make battery packs using durn near any cell or configuration. Cheap too. Same day service, no shipping

Upcoming Events

Thursday August 5

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 quibble about them. Bring your projects for show and tell. Bring your questions for "Ask the Experts."

Saturday & Sunday August 14 & 15

Bill Weirauch Memorial Electric Fun Fly

Time: 9:00 am to 3:00 pm both days. Mt. Spokane High School, 6015 E. Mt. Spokane Park Dr, Mead, WA. Any type of electric powered model is welcome, from helicopters to park flyers. Bill made sure that there was a dedicated electric event for Spokane area modelers. We will carry on his legacy by dedicating this event in his memory. AMA Sanctioned: AMA or MAAC membership required except for visitors who wish to receive instruction. Contact Dave Moore for more information.

Saturday August 21

Chuck Up HLG Contest

Registration at 9:30. Cost: \$2.00. To be held at the club field in Post Falls. Contact Shaun Hawley for details.

Thursday September 2

IESS Club Meeting, 7:00 PM

Meeting at Shari's restaurant, 320 N. Sullivan

President: Mike Cole (208) 773-6963

Vice President: Lynn Pilant (509) 534-6999

Treasurer: Dave Moore (509) 292-2690

Newsletter Editor: Shaun Hawley (509) 924-4356

Submit all articles, news, or your innermost secrets to:

EIC/Towhook

3007 N. Marguerite Spokane WA

Or sdhaw@icehouse.net

Visit our Web Site at:

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

Meeting Minutes

Attending members 7

Tres Report \$560.49

Equipment Report: none

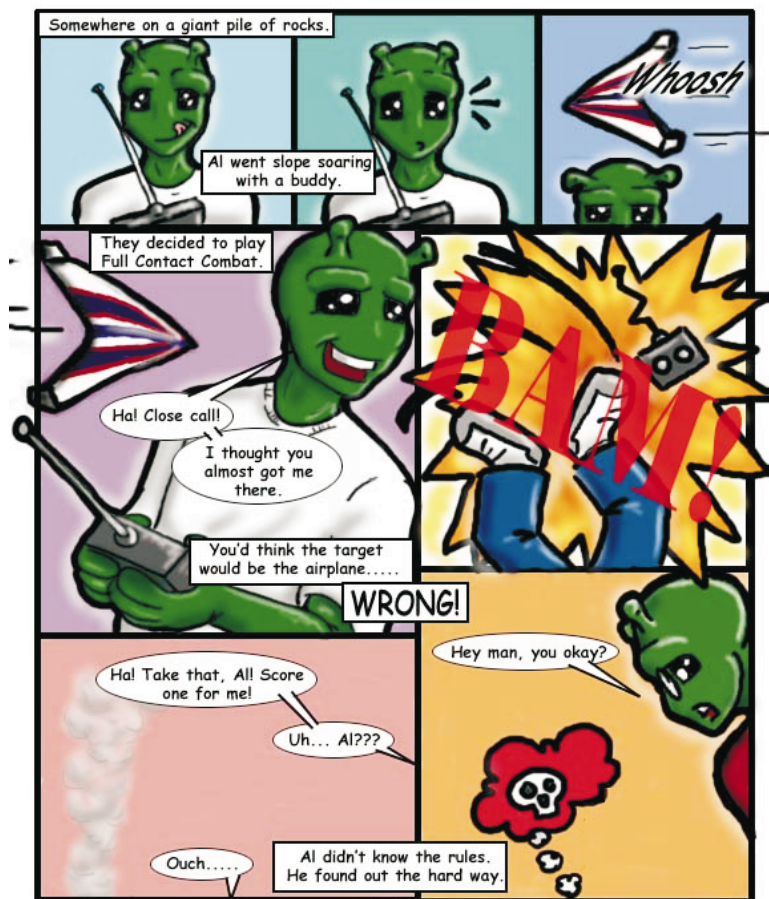
Old Business: none

New Business: Much talk about the equipment with no decisions, need to talk more on this subject with more members.

Food cost totals for the night were below the required amount but we were allowed to slide.....\$40.20.....minimum required \$75.00

Closed meeting

Minutes by Mike Cole



Moral of the Story:
"Always get the full details of a game before joining in. It might save a few teeth."

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.