

THE TOWHOOK

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

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THUNDER OVER THE PRAIRIE

For those of you not in Hayden the weekend of June 12-13, you missed a truly spectacular airshow. Judging from the amount of parked cars this was easily the most popular event going on in the Inland Empire. This show featured about 100 classic and rare aircraft to oogle over. And under and around. Biplanes, Warbirds, Jets, and homebuilts. Almost every category one could think of was present. Except sailplanes. No sleek thermal seekers. This omission is easily forgiven though. And forgotten when you were checking out the P40 Warhawk, or Lockheed Electra, or Douglas Skyraider.

These planes on display were all flown in, and immaculately restored to original condition. Many of the Pilot/Owners were hanging about to answer questions or give you a peek in the cockpit. These guys (and gals) loved their machines and put all of their energy and resources into them. And it showed. Once you asked about their aircraft, you could not shut them up. I really enjoyed seeing their passion about their airplanes.

Aerobatic demonstrations and fly bys were also going on nonstop all day. Fantastic flying shown off by some of our nations hottest pilots. I will never figure out how they got their airplanes to do the things they did. I only believe it because I saw it. The hot shots are surely used to it, but I would have landed and promptly vomited. Looked like the worst carnival ride you could imagine. Only at 150



mph. Most of the flying was done right in front of the crowd and way down low. No need for binoculars. And recall that some of these aerobatics were being done in 60 year old warbirds.

After all the aerobatics wrapped up, many of the display planes were fired up and taxied out for fly bys and formation flying. Passenger rides were also being given out. The Korean era MIG 13 was especially cool. You saw a spec in the distance, quickly growing into the shape of the MIG, and then it flashed by in a huge roar of jet exhaust.

I have been told that "Thunder over the Prairie" would not have been such a success without the services of our own volunteers Mark Dymkoski, Guy Russo and Curt Nead. They had access to the whole event and filled critical roles in our public service. Thanks Guys. The Hayden Air Show is gone for this year. I can hardly wait to hear the growl of those 18 cylinder radial engines again.



CHUCK UP TWO

Al Lies won again. Though he admits the competition is getting hotter and he had to work at it a bit. Lynn Pilant got second, 3rd Alan Haidle, and Shaun Hawley last (again). The scores showed Lynn, Alan and Shaun all improving. All three 100 points better than last time, all three within 100 points of each other. Since the same folks showed up, we did the same thing as last time; with the DLG guys spinning about and 2M planes on hi-starts. Weather was magnificent. The fun fly afterward gave us some of the best thermals I have ever seen at this field. Thanks to Mark, Don, Mike, and Karl for timing for us. That really helped to make things go faster. Thanks also to all who helped on the field maintenance. It is in really great shape now.



Minimoa Goppingen 3 Schempp-Hirth

Country Of Origin: Germany Designer: Wolf Hirth No. of Seats 1 No. Built 100 L/DMax: 28/ 45 mph MinSink: 2.0 fps Aspect ratio: 16 Airfoil: Go 681 , 693 Structure: wood/ fabric wings and tail, wood fuselage

First flown in 1935, the Minimoa established a number of records, including the world altitude record in 1938 (using lift in cumulo nimbus cloud) of 6,687 m./ 21,939 ft. The name was an abbreviation of its original nickname, Mini- Moazagotl, as it was a smaller successor of Hirth's earlier 20 m. Moazagotl. Distinctive in many respects, the Minimoa was stable, but with poor roll control by later standards. It was the first sailplane to carry water ballast, in a tank behind the cockpit. Richard du Pont and Chet Decker flew Minimoas to win the U.S. Championships in 1937 and 1939. One belongs to the National Soaring Museum. The Vintage Sailplane Association has plans.

Meet the Pilot



Looking for a friendly smile? All you have to do is go to any local contest and look up Sue Sayers. Some seven years ago this woman would go to the contests with her husband Lee, and she would sit around and read or watch the flying action. One day a guy named Bill Weirauch asked her to time for him. That was more fun than just sitting around and reading. But the excitement of timing soon wore off too. So Sue thought "If I am here, I may as well compete." She had her hubby rescue an old plane from the trash bin, and sent for an AMA number. And thus a new pilot was hooked into glider guiding. From that small beginning, Sue has gone on to be the Cliff Mink award winner, and is the current secretary of the NWSS.

During the daily grind, Sue does the taxes. Over and over. Not her own; She has her own tax preparation practice. This works out really well for what we do. When the weather is fierce and we are all complaining and bashing Sal on RCSE, Sue is busy crunching numbers and protecting the innocent from the IRS. Summertime - she is free to fly and fix those unplanned landings.

She also admits that building is not her forte. Most of us male types were out in the garage whacking on something at a very early age, and Sue missed out on that.

So she gets her aircraft pre-built and pre-flown from Ebay. Think about this approach: Sue has less time and less frustration invested in her aircraft, and no self inflicted knife wounds.

This summer she wishes to conquer the winch. Practice on the hi-start and practice her landings. Then to start winning over us. One by one. This is no joke. She has already won over our hearts. And her flying is improving all the time. I did inquire as to why she likes to do all of this club flying stuff. She likes to be with us. She really enjoys getting together and trading jokes and stories as we while away those sunny summer days. We are all her friends. And Sue, you are our friend. Thanks.

In the Lift,

When he picked up the phone, the first thing Erich Merkel heard was "I want your secrets. All of them. And no holding back." He was reassured when I explained I was talking about flying secrets. His first big revelation was to: 1. Watch other people fly. See what they do and try to understand why they are doing it. You can soon sort out the good guys from the wish they were good guys. 2. Get yourself out on the slope or buy a handlauch where you can see the plane fly close up. Then watch what your airplane is doing when you fly it. This does not mean to look at it going back and forth, back and forth. You actually have to watch and learn how the plane responds to lift, or sink, or your control inputs. Erich says that you have to learn to "feel the airplane almost as if you were in the cockpit". That's the best description he could give me but I bet most of the top dogs would echo this. 3. Practice for what you want to do. Don't just launch and land but practice getting the best launch and best landing that you are able to. Actively concentrate on what you are doing and how the plane responds.

Starting with the factory recommendations, Erich

usually moves the CG back until it's almost at the wings neutral point. He then starts setting the towhook position, launch presets and so on. He admits he spends a lot of time tweaking and tuning his planes. Not satisfied until the plane flies like "its on rails". He says that a well trimmed plane can be put into a bank and will then fly the thermal itself.

Did I mention practice twice yet? Erich did. That must be important. He also says that these are not his secrets, but were given to him by others. He has no secrets. So, let down just a bit, I think I'll go and get some practice. Who will be next?

Sites To See

If speed is your thing then hurry here:

<http://www.gliderking.com/>

California Type A's on a caffeine buzz.

Great forums and videos.



Ken Lies enters a bank.



This plane almost scored. How many points?



Erich Merkel giving the heave ho.



Scoremeister Dave Shackleton perservering.



Al Lies in a two-step.

ED HUFFMAN MEMORIAL CONTEST

The Memorial Day contest at Farragut state park was windy, windy, wet and windy. This provided more than enough of a challenge for the 19 pilots entered. With a straight in wind of about 15-20 mph, launch heights were great. Thermals were not so great. Most pilots launched as high as possible and then just tried to hang in the bits of wave lift until they had to land. Surprisingly there was no great damage to planes reported. Congratulations to the winners. Thanks to CD Robin, Chef Al, Score wiz Dave (& Dave), and all of the other volunteers. I did notice an awful lot of spectators this time. With a lot of questions and curiosity. What can we do as a club to get these people flying?



Karl Sultzer wills his plane to "arise unto the firmament".



Upcoming Events

Thursday July 8, **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."

Saturday July 17 **Chuck Up HLG Contest**
Registration at 9:30. Cost: \$2.00. To be held at
the club field in Post Falls. A variety of HLG tasks
to be flown. Fourth of five monthly contests. Attend
one or all.

Saturday & Sunday July 24 & 25 **Aerotow Fun
Fly**
Frank Smith wants all of us to experience the fun
of scale aerotow, so he has reserved these two
days for a fun fly at Farragut State Park.

Thursday August 5 **IESS Club Meeting, 7:00 PM**
Meeting at Shari's restaurant



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.

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