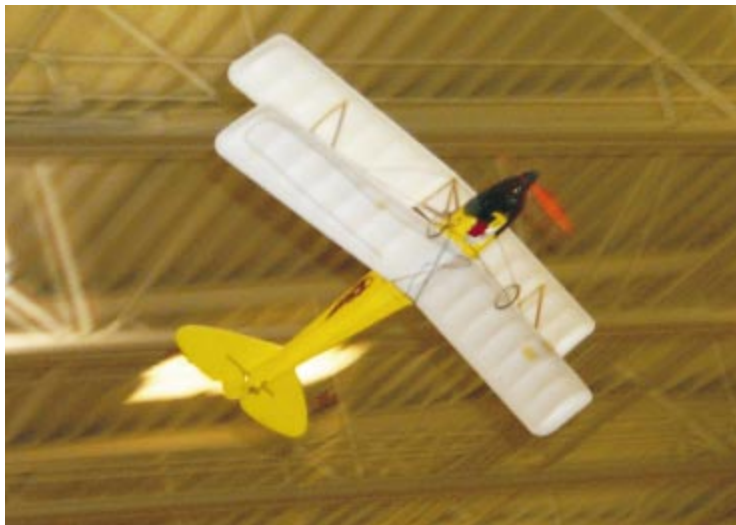


THE TOWHOOK

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

Edition 2 Volume 1 March 2004



Karl's bipe makes a recon pass.

A BUZZ ABOUT INDOOR ELECTRIC

Our club has hosted indoor flying at GJH for several years, yet many guys (me) have never gone to it. After all - We are supposed to be glider guiders. And there are few thermals to be found in a gym. Duty required me to investigate why this phenomenon persists despite the lack of slopes or lift inside. Fast answer: These guys are having a LOT of fun.

Think about it: if you took aerobatics, combat, high-tech, and old timer flying, then compress them together with a lid on top. That's what I found at Gary Junior High. One would expect chaos, but on the whole it was quiet and orderly. Inside the gym were about 25 people flying all kinds of electric aircraft. Most of them checking frequencies and taking turns. All kinds of pilot skills were also evident. One seasoned pilot (G.B.) was seen slamming his plane full force into the wall, while a few feet away some 14-year-old kid practiced 3 point landings from a hover.

The favored aircraft seemed to be the I.F.O. slow flyers. These inexpensive birds are constructed with carbon fiber rod and ripstop nylon. They are nimble, aerobatic, and have long flight times. A couple of gentleman featured double IFOs. These things take the standard planform, and put a second one at 90 degrees. Like a + sign. There was not much of a up/down left/right with these things as they were symmetrical all around. Their flight appearance was beautiful. Similar to fish in an aquarium.

Another man was doing laps with a little 12" span speedster. It featured custom built servo actuators and receiver. All up weight was around 1 oz. Several fanfold bipes were there and they all seemed to perform well in the space. Someone even flew an stick built old timer.

All of this action in a small place makes me want to try it. Plans and c/f sticks can be had for a few bucks at B&B. Hope to see you next time at the indoor fly.



Doug surveys the traffic before takeoff.

Meet the Pilot



Let me introduce a true gentleman. Dave Thrams grew up in a small town in Texas. It was in school there, that he got into trouble by watching birds fly, instead of studyin 'rithmetic. It was also where he started building model airplanes. This fascination with flight stayed with him as he joined the Air Force.

Dave spent over 20 years serving us in the Air Force. He was an navigator and Electronic Weapons Officer on an B-58 Hustler. This was a Mach 2 Bomber developed for cold war offense. He also was an active pilot for 7-8 years flying several types of aircraft. In Vietnam, Dave was an instructor pilot, teaching others about the O-2 observation plane. He also spent some time as an instructor pilot with the P-37.

After moving about several times with his wife Elizibeth, and their 3 kids, today Dave calls Spokane home. He has worked as a computer operator at a local life insurance company for the last several years.

Primarily interested in electric powered flight, Dave searched out the IESS. He says that learning to fly gliders has greatly improved his (R/C) piloting skills and efficiency. And slope flying is just awesome. Currently on his bench is a 7' J-3 cub (we wanna see it Dave). And after 40 some years he still fascinated by anything that flies. It brings such a challenge and joy to his life.

Nord 1300 Hb-348

Manufacturer: National company of Aeronautical Engineering of North. Category: Single Seat Built: 1947
Span:13.56m Length: 5.45 m Surface:14.00m² Dihedral:0° Foil: Gö 535 Empty weight: 180.5kg
Maximum mass: 265kg Wing load: 18.9 kg/m² Stalling speed: 48 km/h Maximum speed: 180 km/h



Minimum sink: 0.95 m/s at 57 km/h
Maximum smoothness: 17.1 to 62 km/h

The Nord 1300 is a French copy of the German sailplane Grunau Baby, whose prototype goes back to 1932.

Edmund Schneider and Wolf Hirth, two figure heads of German gliding, joined forces to develop this glider. Mr Hirth set up a very active factory, building gliders at Grunau in Silesia (today Jesow in Poland) With his associate, they built several glider models culminating with the Grunau Baby II, ancestor of the Nord 1300. About 1500 Grunau Baby II were built and became the workhorse of the German gliding clubs before WW II. Two noticeable performances: in April 1933 it took the world endurance record up to 36 hours and 36 minutes, piloted by Kurt Schmidt. In 1934, it took the altitude record up to 2200 meters above Rio de Janeiro, piloted by Hanna Reitsch.





Dateline 1-1-04 Centennial Middle School

January 1st means many things to many people...ok, it only means a couple of things. But to the intrepid group of flyers at IESS, it can only mean: "Let's be crazy and go fly in the snow!!!" That's right, for the 134th year in a row, a less than fully intelligent group of IESS flyers braved the cold, the snow and the night before to be the first to fly in 2004. The day started out with breakfast at Perkins. If that isn't enough to deter folks from flying, then you can be assured that the snow certainly won't! Kelly was the first to toss his handlaunch and even made the first hand catch of the year. That's the way to start things out. Karl flew his little Extra 300 while Lee, Gary, and Frank all tossed their electrics into the frigid air. Doug flitted around with his IFO (well, actually he just walked around and his IFO flitted...of course there could be some debate about that...) Dave launched his Firebee and the twin Franks flew a little electric taildragger. Speaking of taildraggers, Guy drug his over and was able to successfully launch one of those helicopters we've all seen flying at the malls, but didn't have the guts to buy...or something like that. As you can tell, it was a fun morning and everyone had an extremely serious good time. Put it on your calendar for next year...it's pretty easy to remember when it occurs.

Curt Nead



Sites

It's been around awhile, but still a favorite place to hang out.

[Http://www.topozone.com/](http://www.topozone.com/)

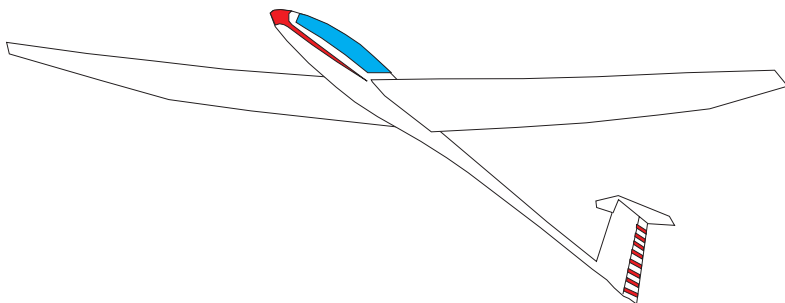
Look for that awesome slope site. Check out possible obstructions. Find out how to get there. See what the top rated slopes look like.

To See

Dear Old Buzzard, My next door neighbor is such a uncaring nincompoop. He is always bitchin and whining about how I harass his cat. Well, when the cat comes over here to p**p in my flower bed I am going to chase it off. And if I just happen to be flying my electro 4000 at the time, can I be blamed if that's what I use? And then the jerk gets all upset about some broken window of his. I said sorry. What about the cost of the plane? He won't even return the servos or battery pack. How do you suggest I handle this dweeb? Winchstaller.



Dear Winchstaller, Yes, some people can just be so inconsiderate, and not even appreciate the skill involved trying to maneuver a plane throughout obstacles, which complicate the flying. I suggest you offer something in trade for the return of the electronics....maybe the offer of a catskin rug would sooth his ruffled fur!



In the Shop,

For this months tip I wanted to call someone who really knows their stuff. Extreme experience if you will. So I dialed the number belonging to Robin Kirkpatrick. "Hi, what's the best building tip you can give me for free?" "Huh?" was his response. Robin stated that he really didn't have any cool tips that were not already commonly known. And even I should know that when you are building a balsa wing you don't put the ribs in it. "Huh?" was my response.

No, says he. You first size all of the shear web pieces for the expected gap between ribs, and then glue rib, web, rib, web, rib. In that order. This helps the ribs to be at a perfect 90 to the wing. And it also makes a perfect fit for the web/rib joint. The rib spacing may be a bit off over the length of the wing. That's OK. If you build both wings this way, they will match.

Now for joining wing panels: I have always used little angel templates to set the ribs for a dihedral break. This allows me to set the angle wrong. And sand and sand and sand. Then add ounces of epoxy to fill the gap. This method allows the wing break to fail during launch. No more stress over a bad landing approach!

Robin shortcuts all of this by assembling his wings on an hinged building board. The plans are placed on the board so that the break is right where the board starts to tip up. No more separate building of 'inboard' and 'outboard' panels. The whole wing is built in one shot. With a perfect fitting joint at the break.

And even better, If you build both wings at the same time, or using the same setup, all angles will match. This almost guarantees a straight clean matched set of wings. But of course, I knew that. Thanks Robin.

Upcoming Events

Monday March 1

Indoor Electric Powered Flying, 7:00 - 9:30 PM
Garry Middle School gymnasium, 725 E. Joseph (6 blocks south of Francis at Nevada). Electric indoor flying alternates with rubber indoor flying.

Thursday March 4

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 March 6

Baron's Model Club 2004 R/C Model Show and Swap Meet, 8:30AM - 4:00PM
Spokane Community College, \$3.00 Admission.

The IESS has reserved 4 swap tables for club members. If you have something you want to sell, bring it to the swap meet and the skilled sales associates will do their best to sell it for you. And of course there will be other things you have to buy. There is also static model displays with ribbons awarded. Enter yours! You may well win.

Friday March 12

Indoor Rubber Powered Flying, 7:00 - 9:30 PM
Garry Middle School gymnasium

Monday March 15

Indoor Electric Powered Flying, 7:00 - 9:30 PM
Garry Middle School gymnasium

March 20-21

4th Annual Northwest Combat Wars.

Tri-Cities Washington. Eagle/Kiona Butte.

Northwest clubs gather to pick top ace. Find out who can best slam a zagi. Medals and mirth awarded generously.

Saturday combat Sunday fun fly.

Thursday April 1

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

February 2, 2004

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

Members present : 19

New visitor: Al Smith

The minutes of the last meeting were read and approved.
Tres. report by Dave: a balance of \$703.40 after all expenses.
Equipment report by Karl stated that all was fine and resting nicely. Contest Committee had nothing to report at this time.

OLD BUSINESS: The club stickers, made by Lee, are still for sale as well as the calenders made by Dave.

NEW BUSINESS: There was a discussion by Frank S. of a fun fly, Electric and Aero-tow, at the Farragut flying field in the month of July.

Also, there was a discussion of the club hosting a Memorial, ELECTRIC FUN FLY, in the memory of Bill W. It was approved. Lee U and Dave M will get the ball rolling on this. This will be a club project.

March 20-21 is the slope combat (20) and fun fly or make up on Sun.(21) down at Eagle Butte in the Tri-Cities.

The meeting was taken up with the discussion of the cost and maintenance of Equipment. (the discussion mostly involved, the way to spread the cost of maintenance, when we supply it to other clubs for their contests.)

AL L. and Lynn P. volunteered to maintain the Equipment this year.

Karl Sultzer has been honored with the Wingmaster award for 2003. This is to recognize his interest and talents in all aspects of IESS flying. Congratulations Karl!

SHOW AND TELL: Karl had a really nice 1.5 m Fox foamie. He has put it in the air with a bungie but thought that it will make a better slope flyer. Doug brought a very lite 3D foam Electric, he says that it will fly @1mph, the way it was put together was lite and stiff.

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Treasurer: Dave Moore (509) 292-2690

Newsletter Editor: Shaun Hawley (509) 924-4356

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