

AMA Charter Club #128
<http://www.1hss.org>



HSS is the oldest AMA chartered R/C Soaring Club
 in the USA. Founded 1964
 Silver Leader Club since 2009

JULY 2010

Volume 47

THIS MONTH'S HEADLINES

Plane Rap Index

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Coming Events and Soaring Competitions July - August 2010

The following events are of special interest. .

- Tuesday July 6. **HSS General Meeting**, 7 PM. Round Table Pizza 11075 Warner. Exec meeting 6:15 PM.
- Sunday July 24. **Special Man-on-Man SC-2 competition.** Held at the AYSO soccer fields in Riverside. Details on pages 7 - 8. See SC-2 site at <http://site.sc2soaring.com> .
- Tuesday August 3. **HSS General Meeting**, 7 PM. Round Table Pizza 11075 Warner. Exec meeting 6:15 PM.
- Sunday August 29 Sixth SC2 soaring competition. Hosted by TOSS at Redwood School, Thousand Oaks, CA. See details and mat at www.toss.freesevers.com

See Page 11 for a complete events schedule.

Starting with a little humor:

On some air bases the Air Force is on one side of the field and civilian aircraft use the other side of the field, with the control tower in the middle.

One day the tower received a call from an aircraft asking, "What time is it?" The tower responded, "Who is calling?" The aircraft replied, "What difference does it make?" The tower replied "It makes a lot of difference.

- 1) If it is an American Airlines flight, it is 3 o'clock.
- 2) If it is an Air Force plane, it is 1500 hours.
- 3) If it is a Navy aircraft, it is 6 bells.
- 4) If it is an Army aircraft, the big hand is on the 12 and the little hand is on the 3.
- 5) If it is a Marine Corps aircraft, it's Thursday afternoon and 120 minutes to "Happy Hour."

JULY 2010



PAGE 1

Minutes of the June 1st 2010 HSS Executive Meeting

I. Executive Session: Meeting was called to order at 6:15 p.m. by President Henry Smith III. In attendance were President Henry Smith, Vice President Chris Adamczyk, Treasurer Dennis Anderson, Competition Chairman Ross Thomas, Executive Director John Anderson, Community Liaison Jim Ward, Newsletter Editor Fred Hesse, and Secretary Ted Broberg.

A. Henry brought up the need to take action on our plan to bring in electricity for the recharging station, and water for the field sprinkler system. Fred and Chris have experience with these matters, and will work up a plan to bring in a water line from the area near the public restrooms to the kiosk in the pits area, and electrical power from the pull-box next to the kiosk. They will report to the steering committee periodically. Henry has a contact who can save us money on some of the labor tasks. Henry said we need to have the plan worked out before requesting approval by the city. Chris and Fred would develop that plan.

B. Jim Ward told us that he found the Doggie Bag dispenser was empty, so he asked a City service truck operator how to get more bags. That man did not know, so Jim went to the City Hall. There, he was told that the City would return the \$250 we paid, and the dispensers would be removed. Ted mentioned that he has a contact in the Costa Mesa Bark Park Foundation who might sell us some of the ones they provide. As it was our intention to provide these as a courtesy to all park users, and a valued community service, it would not be a good idea to let this gesture backfire. Jim and John will continue to work toward a solution, and Ted will check with the Bark Park folks.

C. Henry mentioned the Pilot Stations, and suggested imbedding square paving blocks, flush with the ground surface. Pilots would stand on a paver. Once these are in, we'll start to train pilots to adapt to the new rules, (AMA wants a safety separation space between flight line and pits). Dennis suggested setting up a low plastic catch-fence as a barrier to stop planes. John reminded us to include in our plans any intention to use shrubbery.

-- Executive session adjourned at 6:45. -- Respectfully submitted, Ted Broberg, Secretary.

Minutes of the June 1st 2010 HSS General Meeting

II. General Session commenced at 7:15 p.m. In addition to the above named attendees were these: Jim Sonnenmeier, David Whittington, Ron Quintana, Richard Morley, Larry L. Koelt, Jim MacDonald and guest; Jerry Hunter, Charles Billstrom, Joe George, John Stambuk, Alan Jenika, Richard P. Hoppe, Bob Voss, John Rittenhouse, Mike Fox, Fred Wilmott, Roger Nahas, James Jones, William Vincent II, and our Guest Speaker, Lee Hines (shown at right).

A. Chris Adamczyk introduced the speaker for the evening, Mr. Lee Hines. Lee is a long-time free-flight glider maker and flier, who has done very well in Nordic FIA, and Wakefield competitions. Wakefield is the oldest World Championship Aviation trophy. The King of Sweden awarded the trophies. Lee began flying his models in 1950, and early on was befriended by Joe Foster, a renowned model plane designer and flier. With his help, Lee's flight times improved dramatically. In 1957, at Tustin Lighter-Than-Air Base, Lee set an Indoor Hand-Launched record with a CONTINENTAL glider. In January of 1965, Lee's design of the SWEEPETTE set two World



Minutes of the June 1st 2010 HSS General Meeting (continued)

Records. It was featured in the May 1965 issue of Model Airplane News. In the 1960's, Lee flew both indoor and outdoor gliders. Then he moved to Europe to get into Formula I auto racing, and then Slot Cars. Some of these cars were running at scale speeds over 300 m.p.h!

This past year, two of his buddies Stan Buddenbohm and Ralph Ray arranged to fly in the blimp hangar in Tustin, where they set new records. Lee used to launch Javelin style, but has switched to "Tip-Launched," which is easier on "older shoulders." Lately, new developments from Japan and England are bringing still more advances in duration of flights. Glass-over-foam is showing some promise.

Lee showed several of his models, and detailed some of his secrets for building, balancing, and trimming his planes. Some of his recent planes have radio-controlled dethermalizers (RDT's), which let him bring the plane down when it has reached the two-minute "max time," so he can recover the plane and get more throws. One's score is taken by summing the best three launches of six throws. He has used RDT's when flying indoor events to keep the planes from hitting the buildings. (Using Tip-Launch method, his planes reach about 80 feet; some fliers are launching to 100 feet.)

Work is advancing in the areas of high-speed wing airfoils and the use of carbon fiber. Some dethermalizers use a release device with a Silly Putty timer. When it releases, the elevator snaps up to let the plane descend rapidly.

Questioner: "How do you find a thermal?" Lee: Wait until you feel a warming; then, you'll feel a little inrush, and then, BANG! But in the desert, wait until you feel the next inrush.

Flying Outdoor, he Velcro's a Tracker to the fuselage, to help find planes that manage to fly away.

John Anderson made a suggestion, seeing that so few fliers have an acquaintance with hand launch and free-flight, that we arrange an event where the R/C fliers and free-flight people get together and "cross-pollinate" disciplines, getting to know first-hand what the other side of the sport is like.

III. Prize raffle: The AIR MASTER 40 T that was donated by Mr. and Mrs. Bob Hosner was won by Fred Wilmott. Jim Ward won his choice of several brushless motors with speed controls, donated by our treasurer, Dennis Anderson. These will be raffled off in future meetings. John Rittenhouse and Bryan Schoenly each donated a plane for coming raffles. Thanks to all who attended, and especially to Lee Hines, Dennis, John, and Bryan! Meeting adjourned at 8:50 p.m. -- Respectfully submitted, Ted Broberg, Secretary.

June 11, 2010 HSS Steering Committee Minutes

The meeting was held at Henry Smith's company facility. It was called to order at 3:36 by President Henry Smith. In attendance were Henry, Vice President Chris Adamczyk, General Director John Anderson, Competition Chairman Ross Thomas, Newsletter Editor Fred Hesse, and Secretary Ted Broberg.

A. A flier lost control of a TWINSTAR with two brushless motors at the far western edge of the park. It landed very near a man on a bicycle and his dog, and he wrote a letter of complaint to Robert Staples. The crash might be due to improper radio usage, and we should check his receiver for not having sufficient range. Action: We need to address the man who made the complaint. Ted and John will work up something. Ted should work with the flier about flying with a spotter, and not flying too far away. John will work up a statement with Fred and Henry, to send to the man.

B. Last Saturday, another flier, an HSS member, tried to make the maiden flight of a larger F-86 SABER electric ducted fan plane. In three attempts, he had three crashes -- each of them quite near the glider pilots and parked planes. There was quite an easterly component in the wind, which may have been a factor. The flier was not in command of the plane: once off the ground, the plane dimbed steeply and stalled, then rolled left, and hit the ground near the gliders' area. We should urge fliers of "hot" planes to fly on a day with less problematic wind direction and strength. Henry reminds us that low passes must not be done over the runway, but over the weeds. Each of us ought to tell the pilots who are buzzing the field to obey this rule. More action is needed.



June 11, 2010 HSS Steering Committee Minutes (continued)

C. Ross mentioned that he has not been satisfied with the response -- or lack thereof -- when members have called Park Rangers to report unsafe flying near the school and parked cars. Three Rangers have to serve all the city's parks!

D. The website: Fred: We used to have a web master. Back then, it took weeks/months to update the web site. In early 2009, Charles Goggin started to write a Content Management program that would let any of the approved list of members make changes or add photos, additions, announcements, etc. We had to use a specific internet service provider, Discount ASP.net, to put it on the internet. [See Feb. 5, 2009 minutes for notes on his presentation.] Fred wrote a manual on using it; but none of us has taken advantage of it. Henry suggests that such a facility would likely best be operated by one individual, such as the treasurer, Dennis Anderson, who has familiarity with "email blasts." The club should make more use of it. John suggests tying it into the raffle announcement. Fred went on: We got a discount price to start, but have not had a bill on it. Henry got an offer of another Content Management Programming service, at an attractive price. It's proven, developed, and not a patched-together program: \$270 is the set up cost for the program. Fred recommends that we give this system a try. Fred has been offered the manual "on loan" to evaluate it. If we wish to use it, the monthly fee is only \$10 for the internet service provider. Our existing website can be "migrated" to the new site. Henry recommends that we have a motion at the next general meeting to switch to this service. John said Berkeley Greene has been quite busy, and will look into SQUARESPACE.COM. He also suggests poling the membership to determine the membership's interest.

Due to other business, Ted Broberg left the meeting at 4:30. John Anderson prepared the remainder of the minutes.

The doggie bag matter was discussed. Henry stated that he and Jim Ward will work on this with Robert Staples. Additionally there was some discussion on the subject including, alternative locations, co-location with a dog drinking fountain, and alternatives such as a stipend for the ranger activity.

As regards the HSS web site, John Anderson conveyed information from Berkeley Green. Berkeley said that Charles Goggin was no longer "focused" on the HSS system. And that HSS had three months left under the agreement with the current web host. Accordingly, Berkeley has researched alternatives. His initial findings suggest that "squarespace.com" would be a good host offering a quality content management program. And "mail chimp" would be a good email service.

Fred offered an analysis of the website situation noting that:

- * Website features such as the events calendar and points standings are not adequately being maintained.
- * He prepared a user manual (less secret passwords) but no one seems to be using it.
- * He also has information including a users manual from another good candidate hosting service. Conversion and setup would cost \$270 with \$10/month for hosting.
- * We need an email "blast" mass mailing feature. However Henry suggested that perhaps Dennis could download applicable data from the HSS data base for use as an email address file.

The matter was discussed and it was agreed that use and users were a key consideration. Thus Fred was directed to address the issue in the next newsletter and then the specifics will be considered for action at the following general meeting.

Henry pointed out that we should begin to think about nominations for next year's board. Various opinions were offered. John suggested that perhaps we should encourage the use of committees such as: events, newsletter/web, etc. to expand member participation and potential board candidates.

Chris presented his work on the field improvement master plan. The plan will include existing, proposed improvements, and desired future features. There was considerable discussion on items including the water/utility lines; sprinkler system/components; hedge/pilot stations; and budget. Chris will continue to work with the HSS board to refine and complete the plan for submittal to the City for review and approval.

--Respectfully submitted by Ted Broberg, Secretary, supplemented by John Anderson, General Manager.



President's Message

This month's note is about safety (again). There was an incident at the field on the morning of 9 June. A Twin Star model crashed at the far north end of the field and in fact was over the bluff. A park user walking his dog sent a report to the city after this crash. The report indicated this was a near miss. HSS board members have been investigating this incident to determine what happened and how to prevent further incidents of this type. Based upon preliminary findings, it would appear that the pilot had the necessary permit. He had some experience, but was seeking training to improve his flying skill and was not deliberately flying in a reckless manner. However, at that time of the incident, the pilot was not flying with the benefit of his instructor or a spotter. Unfortunately during his solo flight he lost control and crashed. It would now appear the aircraft in question was equipped with a park flyer receiver of limited range and this may have contributed to loss of control. Ted Broberg, John Anderson, and Karl Hawley, have been asked to complete a report concerning this incident. In the meantime I would encourage all members to be extra careful when using the field. Also please learn about any limits your equipment may have and take care to stay well within such limits. Having a spotter present is always recommended, especially under conditions of difficult lighting (morning clouds) or when there are several models airborne at the same time. Again, please operate in a safe manner at all times. It took a great deal of effort from lots of people to put the field in place but one careless act could result in closure.

Henry Smith, President.

Editor's note: There had been a suspicion that the radio system may have been an Airtronics system, so the following request was made to Airtronics customer service concerning typical range.

What range can we safely expect for an RDS8000 FHSS transmitter with a 92824Z receiver with a properly installed antenna? I am looking for aircraft application so range would be ground to air.

The reply is as follows:

Range should not be an issue as long as you can see the airplane and safely see what its doing. We've actually done ground test and we got about 5000'.

While this information is not included in the RD8000 Owner's Manual, it is comforting to know what range can be expected for a transmitter with 90 milli-Watt output.

EAA & AMA Sign Partnership Agreement

On May 23 at the EAA headquarters in Oshkosh, WI the presidents of both organizations, **Dave Mathewson** of AMA and **Tom Poberezny** of EAA signed a Memorandum of Agreement to begin a new era of programmatic cooperation. A joint youth membership program, museum exchanges, grassroots club interaction and AirVenture/AMA Expo collaborations make up the keystone of this agreement. EAA (otherwise known as Experimental Aircraft Association) is the national organization of home built and specially designed full sized aircraft. They put on the annual Oshkosh (Wisconsin) Air show that is so popular.

HSS Web Site

HSS has been struggling with the problem of maintaining its web site. Until recently, anyone with an internet presence needed a webmaster trained in site design using hypertext markup language (HTML). This capability is in short supply in HSS. However, we have now entered an era that uses an application program called a Content Management System (CMS), where a person with more limited computer savvy can add or modify material on a web site using a very simplified set of rules. HSS obtained a prototype CMS program developed by Charles Goggin in early 2009. Unfortunately, Charles has not finished his design. We now have the opportunity to transfer our site to a new, and well developed CMS program by an organization called "**Connect 2 Clubs**". They will convert our present site to their CMS program for about \$270, plus \$10 per month for internet access through their server. We expect the new system to provide a home page, plus features like photo journals, activity calendars, advertisements, newsletter archives, E-mail mass distribution, links to other clubs, technical assistance for model building, and many other features. If you think you might be interested in learning about CMS, check out www.connect2clubs.com, review our existing CMS manual at www.1hss.org, and contact any HSS club officer.



6 July 2010 Dinner/Meeting Notice

The next club meeting is Tuesday July 6th at ROUND TABLE PIZZA, 11095 Warner Ave. & Euclid (North-east corner) in Fountain Valley. Phone number is (714) 839-0276. The Family Night rate is all-you can-eat pizza, plus one salad bar, for \$6.99. Seniors qualify for a further discount (That's older folks, not twelfth graders). Fountain drinks are an additional \$1.99, self-service, or \$2.99 per liter. Beer and wine are available. Bring your wife, family, friends, etc. Vice President Chris Adamczyk will feature Mike Greenshields with Airtronics to talk about their product development.. The meeting will be concluded with a raffle (described below). The location is shown in the map on next page. The executive/steering committee meeting will begin at 6:15 PM.

Raffle Prize for June Meeting

The prize for the coming general meeting is an R/C RASCAL plane donated by Brian Schoenly. Dennis Anderson has donated another motor and speed control.

**2010 HSS Membership**

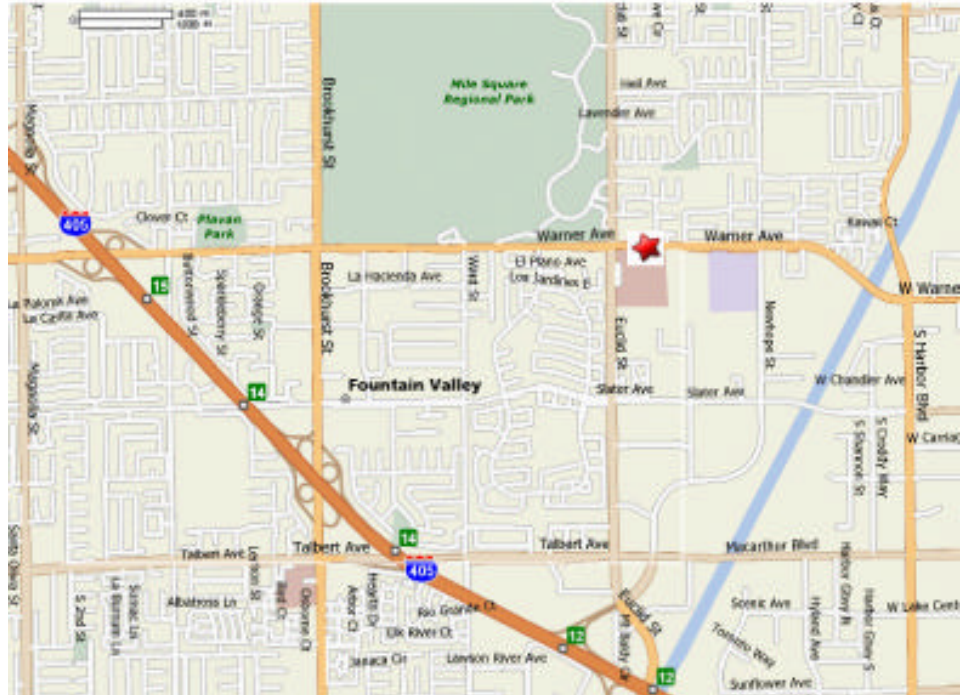
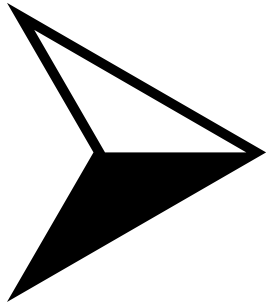
Membership Applications can be obtained from any club officer, or available on our club web site at www.1hss.org. Applicants must be members of the AMA prior to joining HSS. AMA Membership applications can also be obtained at the AMA web site www.modelaircraft.org. Download document No. 902 from the publications page.

New Club T-Shirts

Karl Hawley is placing an order for new HSS shirts. However, he needs to place a \$400 minimum order, so if you need a new or replacement shirt, contact Karl. They have the club logo on the back in full color, and a small sailplane on the front. These high quality shirts are priced as follows: T-Shirt, no pocket, \$5; T-Shirt with pocket, \$7; Golf shirt with a polo collar and a front pocket, \$13. These are available to all members.



Map to July 6th Meeting



Shared Newsletters

HSS shares newsletters with a number of local clubs with the intent of keeping our members aware of some of the other fun things going on in Southern California.

As an example, Annette Dora is newsletter editor of the Inland Soaring Society (ISS) in Riverside. Her June 2010 issue is filled with a number of interesting articles and photos covering the Dusty Muzzle Squadron Memorial electric fun fly, and a high performance glider demonstration at the American Model Airport Association in Redlands. This excellent issue can be found at www.glideiss.us.

Likewise, Joni Whitsitt does a great job as editor of Hangar Talk for the Orange Coast Radio Control Club (OCRCC) in Westminster. OCRCC has recently increased the allowable weight limit of all planes flying at their Great Park (El Toro) facility from 6 pounds to 10 pounds.

And we have Enrique Arance who is editor of the Popoff newsletter for Silent Wings Soaring Society (SWSA) who published the following humorous anecdote. SWSA's newsletter may be seen at www.silent-wings.org

Sometimes It Does Take a Rocket Scientist!

Scientists at NASA built a gun specifically to launch standard 4 pound dead chickens at the windshields of airliners, military jets and the space shuttle, all traveling at maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

British engineers heard about the gun and were eager to test it on the windshields of their new high speed trains. Arrangements were made, and a gun was sent to the British engineers. When the gun was fired, the engineers stood shocked as the chicken hurtled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two, and embedded itself in the back wall of the cabin, like an arrow shot from a bow.

The horrified Brits sent NASA the disastrous results of the experiment, along with the designs of the windshield and begged the US scientists for suggestions.

You're gonna love this . . .

NASA responded with a one-line memo. – "Defrost the chicken."

Submitted by Ken Meade



The 2010 SC-2 Man-On-Man Summer Event

Your SC-2 Committee invites you to fly in the first SC-2 Man-On-Man thermal duration contest event. You asked for a contest where the odds are even and nobody gets an advantage in the weather conditions....well here it is! The date is set for July 24th and the location is the fabulous AYSO Soccer fields in Riverside. Here is a quick rundown of how the event will work.

All pilots will be placed into flight groups selected at random and limited only by frequency conflicts. Each flight group will consist of only 6 to 10 pilots, depending on the total number of pilots entered in the event. You will not remain in the same flight group for the contest. Rather, the flight groups will change for each round of flying. The tasks to fly will be an 8-minute, 10, 10 and 10-minute rounds. Landing tasks will be an L-6 Runway landing zone approximately 25 ft long and with a maximum point value of 50-points. So, now you know you will be in a flight group, it will not remain the same, you will fly four (4) rounds, and the landing task is a runway type landing.

The actual contest will run like this: A flight group will be called to launch. The launch area will have between 6 to 10 winches set up and ready to launch. Each pilot within the flight group will be assigned a winch at random. To launch, the pilots on winch numbers 1,3,5,7, and 9 will launch at one time. This will give plenty of space between planes for launch. Once these planes come off the line, winch numbers 2,4,6,8, and 10 will launch. This means that all 10 planes and pilots are now airborne with each pilot left to their own skills and experience to seek lift. Nobody can poach from a plane already in lift or sandbag until they spot someone in lift. Pilots who fail to launch within 10-seconds of being told to launch will suffer a 10-second penalty from their flight times, unless something clearly prevents the pilot from launching. Pilots are allowed only one (1) pop-off for the contest. There will be a back-up winch and a pilot who pops off the line or suffers a line break must land immediately and relaunch immediately as directed by the winch master. The winchmaster may also assign any winch which has been retrieved to serve as a back-up.

Landing will be done on the assigned landing zone that matches the winch number you launched on. Markers will be on the field to indicate the landing zone entry. Pilots may not cut across other lanes to land. They must come through the landing zone entry for their landing to count. This is to help prevent mid-air contact during landings. Cutting across the LZ and interfering the landing of another plane will zero your landing score. By AMA rules, a reflight will only be given if contact during the landing approach is made. The reflight will be a 2-minute precision duration flight scored under SC-2 rules.



SC-2 Man on Man Announcement (continued)

Scoring will be done in Man-on-Man fashion. In other words, the scores of the pilots within your flight group are normalized against the best score within your flight group only. So, even if a massive cloud of sink moves in and no pilot gets more than 3 minutes of air time, you could still get 1,000 points and win the round if you managed to fly 3:05 and the landings were all the same or lower.

It is totally possible that at the end of four (4) rounds, there may be a tie for the top positions. Should this be the case, a fly-off will be flown, with a task time of 15-minutes, and the pilots all launching at once.

That's the contest! No need to worry about the details above...just show up and fly! But, do us a little favor: send us your entry now! Entry fee is only \$10.00 and we will fly two classes: Open class and RES. Awards to the top 3 of each class, and pilot may enter more than one class. (Please note that due to the nature of this event, we will not change a flight group because your timer is also flying. You will have to find another person to time you.) **You do not pay entry now! Just let us know you are going to attend and then pay on arrival.** We will try and set up as many flight groups as possible prior to the event and your entry will help us do that. To send us your entry, send us an email at: mlee8249@msn.com and let me know your name, what class you wish to fly, and the frequency number of the radio you will be flying. You can use this form to help out:

Name: _____

Email: _____

Class: Open Class: _____ RES Class: _____
(check one or both)

Frequency: 1st choice _____ 2nd choice _____

Club affiliation: _____

We look forward to this event and we hope you do, too. We're going to try and accommodate every possible situation that results in having fun and enjoyment, so don't worry that this looks complicated...it's really not. And if this works, you can expect more of these events in the future!



Plane of the Month

Ted Broberg's Sopwith Camel received a bit of custom detail. He did some strut modification and strengthening of the landing gear (since it broke loose Wednesday). The struts (shown at right) for the landing gear are 1/8" spruce, tapered for aero shape. The elastomeric elements (rubber bands) are stretchy string, from Michael's Hobby: 9" length, tied into a loop and wrapped around the axle and little hook anchors. The swing-axes are 1/8" brass tube, tapped to 2-56 thread. The axle beam is 1/8" square brass, with the top surface filed away to make room for the tubular axles. These are tied in with Monel 0.032 safety wire pivots. Top and bottom bumpers are just fuel line donuts, with 2-56 machine screws tying the axle carriers all together with brass bracket straps. The paint was Krylon FUSION for plastics. Weight of stock plane was said to be 13-15 oz., and this weighs 20.4 oz with a 950 mAh 3 cell LiPo.



Ted Broberg has provided both photos and descriptions. Thanks, Ted.



Coming Events For 2010

| | | |
|---------------------------|---------|---|
| Sunday | July 6 | HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. at Euclid in Fountain Valley. General meeting at 7 PM. Exec meeting at 6:15. All you can eat \$6.99. Raffle and show and tell. |
| Sunday | July 24 | Special SC2 Man on Man soaring competition, open class only. Hosted by ISS at A B Brown field, San Bernardino. See details and map at www.glideiss.us . |
| Tuesday | Aug 3 | HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. at Euclid in Fountain Valley. General meeting at 7 PM. Exec meeting at 6:15. All you can eat \$6.99. Raffle and show and tell. |
| Sunday | Aug 29 | Sixth SC2 soaring competition. Hosted by TOSS at Redwood School, Thousand Oaks, CA. See details and map at www.toss.freesevers.com . |
| Tuesday | Sept 7 | HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. at Euclid in Fountain Valley. General meeting at 7 PM. Exec meeting at 6:15. All you can eat \$6.99. Raffle and show and tell. |
| Sunday | Sept 19 | Seventh SC2 soaring competition. Hosted by HSS at SWSA Fish Canyon field, Irwindale, CA. See details at www.1hss.org and www.silent-wings.org . |
| Sat - Sun | Oct 2-3 | CVRC Fall Soaring Festival. Hosted by CVRC at Russell Pond, Visalia, CA. See details and map at www.cvrcsoaring.com . |
| Tuesday | Oct 5 | HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. at Euclid in Fountain Valley. General meeting at 7 PM. Exec meeting at 6:15. All you can eat \$6.99. Raffle and show and tell. |
| Sunday | Oct 24 | Eighth SC2 soaring competition. Hosted by TPG at Encinitas Flight Center, Encinitas, CA. See details and map at www.torreypinesgulls.org . |
| Tuesday (Election Day) | Nov 2? | HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. at Euclid in Fountain Valley. General meeting at 7 PM. Exec meeting at 6:15. All you can eat \$6.99. Raffle and show and tell. |
| Tuesday | Dec 7 | HSS Annual Christmas Party and officer installation. Location to be determined., |

Park Permits Available Now

Robert Staples has sent us the announcement (below) stating that City Flying Permits are available now for \$20 per year. Remember to bring your new AMA license.

RENEWAL NOTICE:

The City of Costa Mesa will be accepting renewals for the 2010 Flying Permits beginning Monday, November 2, 2009, at the following locations:

Costa Mesa City Hall (77 Fair Drive, Costa Mesa 92626) – 3rd floor Recreation Counter, during regular business hours from 8:00am – 4:30pm (excluding City observed holidays). Call 714-754-5300 for details.

Temporary permits are issued at the Downtown Recreation Center (1869 Anaheim Avenue, Costa Mesa 92627) between the hours of 10:00am – 1:00pm on Saturdays. For more information, call 714-327-7560.

Thanks for all your help,

Joyce M. Santos Administrative Secretary

City of Costa Mesa - Recreation Division
77 Fair Drive, Costa Mesa 92626
Phone: 714-754-5009 Fax: 714-754-5166

Note that to fly at Fairview Park you need the above permit, liability insurance (preferably AMA), and you need to follow City of Costa Mesa Ordinance No. 07-01, City Regulations for Issuance, Suspension and Revocation of Permits to Fly at Fairview Park, Academy of Model Aeronautics Safety Code, and the Fairview Park Flying Field Rules which are posted at Fairview Park. You do not need to be a Harbor Soaring Society member.



Seen Around the Field

We have a photo of President Henry Smith's Antic model, with Henry's comments below.

"This is not a scale model but rather just a model airplane that looks like a pre-WWI airplane. It is a Proctor kit from the 70s' or 80s'. The original design goes back to the late 60's. Parts are still available.

- Span about 80"
- Weight 9 lbs
- Power Axi 4130 24 turn
- 7 or 8 Cell 3300 mahr LIPO



This model was test flown in 1994 powered by an OS 52 4 cycle motor. 3 years ago it was converted to electric and flies even better."

Below the Antic we have Paul Lee with his P-40. It's a VQ model from Hobby People and is powered by an AXI 4130 and 6 cells and a 16-8 prop. It has a 60" span.



Rob Askegaard provides this very realistic photo of Ryan Millett's J-3 Cub. It is a Hangar 9 (E-flite, .46 size) powered by a Zippy 5000 with 5 cells. It has an 81" span.

Ted Broberg took the Antic photo, Rob Askegaard took the rest. Thanks, guys. - Ed.



Seen Around the Field (continued)

On the left below is our famous student Robbie and his Sukoi.

Below the Antic we have Jim Ward and his latest aerobatic model called "Red".

On the bottom is Kevin Cook's P-40. It comes from Hobby People with everything in the kit except radio equipment. It's a foam plane with a 35" wing span.



Seen Around the PVMAC Scale Fly-in

Rob Askegaard was able to make it out to the Pomona Valley Model Airplane Club field for the 4th Annual Scale Squadron of Southern California Scale Fly-In, held June 5 - 6. Rob loves the giant scale models, so he has provided some great examples. Thanks, Rob. - Ed.



Plane Rap Classified Ads and Services - For Sale

This area of the newsletter is free to club members to sell planes, related equipment, and services. Contact Fred Hesse at fhesse@socal.rr.com with any material that you wish to insert here.

- **Precision machining** - Tim Beegan, HSS Member: Do you have a need for machine work? I can do small parts for R/C planes. Call me at (949) 646-6285 or see me at the field for consulting.
- **Custom laser cutting services** are now provided by GDH Planes, in addition to manufacturing kits. With the currently weak Canadian dollar (we are a Canadian company), it is a great time to use our services and take advantage of the exchange rates, adding to our already reasonable rates (US\$1 is currently equal to about \$1.157 Canadian). Should any of your members require this service, please have them visit our web site at www.gdhplanes.com or email us at LaserCutting@gdhconsulting.ca.

Regards, Glen Harbottle President GDH Consulting Corp. Tel: 905-668-2326 glenh@gdhconsulting.ca

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DETAILS AND MAP TO LOCATION ON PAGES 6 - 7.**

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