PLANE RAP

AMA Charter Club #128
http//www.HarborSoaringSociety.org
http//www.1hss.org

HARBOR SOARING SOCIETY COSTA MESA

HSS is the oldest AMA chartered R/C Soaring Club in the USA
Founded 1964

OCTOBER 2005 **VOLUME 42**

The Big HSS Rock Party!

On September 3, 2005, HSS had a spectacularly successful Rock Party. While a little less "Party" and a lot of work, this rock raking party was aimed at fixing up the new runway that was just graded by the City of Costa Mesa. We had over thirty members show up, as well as at least three non-members. That's the spirit guys!

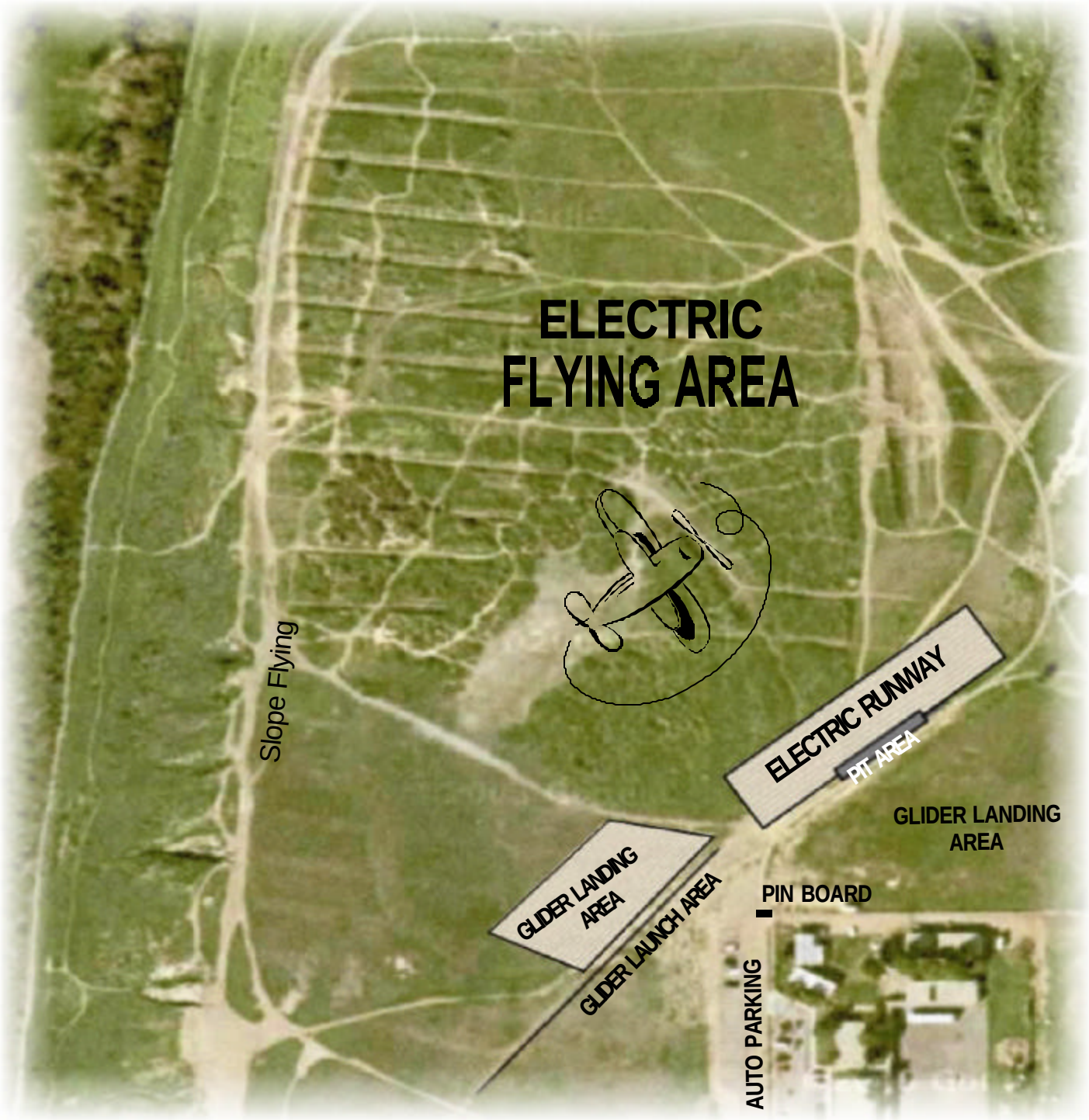
The party was organized by Walt Cloer who had promised dancing girls as entertainment, but somehow, they must have lost the address. Karl Hawley made up a sled and screen drag for final leveling of the field. Together, Walt and Karl put in hours and miles dragging the new runway which is 150 feet wide, and nearly 500 feet long, north of the paved pedestrian walkway. We had a large crew raking the rocks and moving them aside. Special credit goes to Ross Thomas and Mike Nisbet. Ross was out there working like a trouper, and Mike used his "Electric Dump Truck" to help move piles of rocks, and deliver water to the thirsty workers.

The worker turnout and spirit was great, showing that HSS is indeed alive and enthusiastic. Those to be complemented (in no particular order) include Al Logue, Wayne Wylie, Walt Cloer, Berkeley Green, Jim Hanson, Ross Thomas, Mike Nisbet, Jim Ward, Don Hofeldt, Rami Awwad, Ron Obrecht, Greg Sandberg, Charlie McPhee, Rob Askegaard, Ken Brown, George Peters, Jeff Donoho, Bill Ilses, Mike Geers, Karl Hawley, Steve Vasquez, Bruce Schaeffer, Phil Caricof, Chris Adamczyk, Don Butterfield and Chuck Billstrom (non-members), Brett Bayless, Ted Broberg (guest of Ross Thomas), Bill Eckles, Erv Szego, Tom Vincent, and Fred Hesse. Anyone accidentally omitted should contact the editor. (Apologies – Ed.) Again, thanks to everyone. The new runway is spectacular. (see page 2 for an arial view)

Karl offered free lunch at El Poyo Loco courtesy of the club. Thank you again Karl, a grand gesture.

Pictured below left are Jim Ward, Don Hofeldt, Rami Awwad, and Ron Obrecht. Below right is Walt Cloer.

NORTH


ELECTRIC
FLYING AREA
Slope Flying
ELECTRIC RUNWAY
PIT AREA
GLIDER LANDING
AREA
GLIDER LANDING
AREA
GLIDER LAUNCH AREA
PIN BOARD
AUTO PARKING

SOUTH

Minutes of September 6th 2005 HSS Meeting

Karl Hawley opened the meeting at 7:30. There were 4 officers, 11 members and 4 guests. The guests included Ted Broberg (a friend of Ross Thomas), Rodney Sweet (friend of Tom Copp), Chris McKee, and Rob Askegaard (who has provided so many great photos for the newsletter).

Karl reported that the City of Costa Mesa intends to water and compact the new field. Date is unclear.

Karl had an altercation with authorities that began with his aircraft encroaching on General Aviation air space (Usually considered to be above 1000 ft.). A passing plane who felt Karl's plane was a risk, radioed John Wayne tower who relayed the report to a Costa Mesa police helicopter. They appeared on the scene and brought in an officer in a patrol car. Karl was apparently not cited, but was dissatisfied with the police officer's attitude. (Editor's Note: Ross Thomas warns that this has been an on going problem. He suggests first to fly away from any full sized aircraft for two reasons. First, to stay out of their way, and second, a rear view of a model is very difficult to see. Field policy has always stated that in the event of any full sized aircraft, most often a police helicopter, that all model pilots should immediately descend to below 400 feet.) It is important to remember that glider flying at El Dorado Park was recently limited to the point that they no longer can conduct SCSC competitions at their field. This also was the result of models endangering full sized aircraft in the approach path to Long Beach Airport.

It was reported that the AMA is working with the FAA to legalize new altitude limits for radio controlled model aircraft. This will hopefully replace FAA Advisory Circular AC-91-57 (dated 9 Jun 81) in which the FAA encourages voluntary compliance to an altitude limit of 400 feet above the surface.

Karl nominated Walt Cloer as our new vice president, replacing Jim Parsons. This nomination was seconded by Jeff Donoho, and unanimously approved by the membership present.

The Parks Department is featuring a concert in the park on Saturday 10 Sept, from 10 AM to 6 PM. HSS will not be supporting this activity.

Karl plans to meet with Robert Staples on Tuesday at 5 PM to discuss new signs for the park. Bill Eckles offered to assist.

John Krug suggested that the frequency control board be expanded to cover 27 and 50 MHz channels. Karl says he will obtain a new pin board.

The membership application form was reviewed to ensure that name tags are optional to new members.

Karl and Jeff Donoho cleaned the shed in preparation for painting this coming weekend. Any additional help to paint the shed would be appreciated.

The formal Use Permit from the city which authorizes HSS to fly at the park for the remainder of 2005 was delivered to Karl. There is still a question as to whether this permit covers larger event such as SCSC which usually draws over 50 pilots.

Karl opened the topic of the coming HSS election of club officers for 2006. This became an extensive discussion that is covered in a separate article below. Members will have until October 31 to mail in their absentee ballots, otherwise be present to vote at the November 1 meeting. Check the end of this newsletter or the web site for a ballot, and be sure to express your opinions on the Propositions on the ballot.

Jim Hanson gave the treasurers' report. Jim also discussed an E-mail about the planned Fairview/ River Park High Speed Bicycle Trails soon to be built through the park. A request will be made to John Anderson to obtain a map since he is our representative to the River Park organization.

Karl closed the meeting at 8:35 PM.
Respectfully Submitted by Fred Hesse, Secretary

HSS Elections For 2006

To meet the schedule for electing new HSS officers, the 2006 ballot was prepared at the September 6th general meeting. The club bylaws direct that the ballot be published in the October newsletter so that members have a month to submit absentee ballots. Otherwise they need to be present at the November 1 meeting in which attending members vote. These votes plus the absentee ballots are summed up to determine our new officers for 2006. The ballot is located next to the last page of this newsletter, so that you may cut it off and send it in without disrupting the newsletter. Absentee ballots should be mailed to the club at P.O. Box 1673, Costa Mesa CA 92626 in time to arrive by Monday October 31.

Candidates were nominated and seconded by club members at the September 6 meeting. The ballot shows the elected officers with a space to vote for the candidate, or write-in. The appointed officers are shown for reference. A new feature of the voting process involves Propositions. We are taking this opportunity to sample club opinion on several topics. Voting on the "Props" is not required, but it is a chance to express your feelings on these subjects. Adapting any of the Propositions would follow bylaw rules.

Winch Retriever Design and Operation Notes

The following article was posted on the Charles River RC Club Allegro-Lite Bulletin Board. The internet address is http://groups.yahoo.com/group/Allegro-Lite/

"As a general rule of thumb, the shearing strength of the ball bearing swivel should be double the breaking strength of the line. (Any smaller and friction overcomes the ability of the swivel to perform, making it useless) Number 14 twine has a breaking strength of approximately 80 pounds. Therefore, you must use a ball bearing swivel of at least twice that strength. Several ball bearing swivels in the 150 pound breaking strength range are available.

Note that two such ball bearing swivels are necessary. Not only that, but the swivels have to face in opposite directions. The better swivels are beefy enough, that they come with their own welded ring in both ends. Also note that these welded metal rings on both ends of the swivel are an important part of the swivel mechanism. If the welded ring is cut off the end of the swivel and the line tied on to the bare end of the swivel (in an effort to save weight) the pull of the line on the swivel will no longer automatically center under tension. If the pull on the ball bearing swivel is not centered, the swivel simply doesn't work. Therefore, these welded rings in the end of the swivels are an integral part of the swivel assembly. With this dual swivel set up there are no twists in the retriever line. Now I don't mean fewer twists, I mean exactly what I say. No twists at all. The line is limp, twist free and lays there like a rag doll. Perfect. Since going to this double ball bearing swivel set up, launch and retrieval has become a simple exercise.

We've all seen, and probably used, the ball bearing swivels that have the built-in snap link. It makes attachment to the launch line easy. However, they're worthless. Instead, use the ball bearing swivels and a stainless steel split ring. Because the split ring has a thicker surface, it does not fray the launch line nearly as quickly as the old snap ring does.

Set Up:
When I first started flying off a winch, the retriever hardware would slam against the fuselage of the airplane. Ouch! Also, on two separate occasions, I had the retriever line wrap itself around the tail of the airplane. (However, in both situations, I was able to return the airplane to the ground under full flaps with little or no damage. Only a near bummer, but a heart beating so fast I had to lay down.)Also, when the retriever line is pulled immediately up to the tow hook (after launch), any pull imparted by the retriever line (snagging on the knot, etc.) resulted in the winch line being pulled off the tow hook. These unnecessary pop-offs were frustrating. We tried everything. This included surgical tubing inserted on the retriever line to keep the retriever from pulling the winch line off the tow hook. We tried inverted swivels, streamers, and the insertion of a split ring in the winch line, five feet from the actual tow ring. The result of these various efforts was to cause more problem and headache. Sitting off to the side of the launching area

Winch Retriever Design and Operation Notes (Continued)

one day, I realized the retrieve hardware wasn't slamming into the airplane, It was the airplane slamming into the retriever hardware. During the first instant of the winch launch, many aircraft travel parallel to the ground before starting to climb. It's during this phase that the aircraft slams into the retriever hardware. If the aircraft continues to travel parallel to the ground after passing the retriever bale, the retriever line may wrap around the tail of the aircraft. All of the above issues can be resolved by moving the retriever bale further from the retriever. Approximately 25 feet works well. By doing this, see diagram 3 (see illustrations on the web site), several things are accomplished. The retriever hardware no longer slams against the fuselage. Because the retriever mechanism is 20 to 25 feet from the tow hook, any snags in the retriever system (from knots, etc.) no longer jerk the tow line from the tow hook.

The RAHM retriever came with the neat looking bale that almost ended in disaster. On windy days, it's typical for the retriever line to blow backwards over the bale. We encountered a situation where the retriever line became wrapped around the top of the bale and during the zoom, the bale was forcibly ripped out of the ground and landed behind a row of parked cars approximately 70 feet away. Fortunately, there was no injury. The simplest bale around is nothing more than a 3-foot length wire. This can be purchased at the hobby shop for less than a dollar. Simply bend the piano wire into a U-shape and stick both ends in the ground. There's nothing to snag or hook on and replacements are cheap. Often when the retriever drum is setup perpendicular to the ground, the retriever line turns into a weed eater and cuts the grass immediately in front of the retriever. To stop this, simply prop up the front end of the retriever approximately 1-1/2 inches. It really is this simple. At first I was concerned about uneven pull during launch. However just the opposite resulted. The retriever line seems to come off the spool smoother than before and no more cut grass.

Turnaround

Some thoughts on choosing a turnaround. The turnaround that came with the RAHM equipment was first class. However, the actual part of the pulley that turned with the launch line was heavy. Because of its excess mass, it does not start and stop instantly with the launch line. Because the winches are typically pulsed during launch, a chive or pulley that cannot accelerate or stop instantly with the winch line simply wears out over time. We have all seen bicycle hubs used for turnaround and over time, a groove is literally cut into the metal bicycle hub. For a piece of Dacron twine to cut a groove in metal must be the result of a lot of friction, not only is it hard on turnarounds but imagine what must be happening to the launch line! There's a simple way to resolve this problem. The chive needs to weight almost nothing. There's one turnaround out there that satisfies this bill. The one made by Timb's Engineering appears to use a wheel made out of Darolon or some space-age material. See photo 3.) This lightweight material as often seen in some of the sailboat equipment made by some of the more expensive hardware manufacturers. I've been using the turnaround from Timb's Engineering now for two full years and there are absolutely no signs of wear to the hardware. This appears to be because of its ability to instantly accelerate or decelerate with the pulsing of the winch.

The Retriever Operator

Finally, the retriever operator needs to realize that consistency in the retriever operation results in fewer breakdowns. The retriever operator shouldn't be watching the airplane. He should be listening instead. Listen to the winch and the pulsing by the winch operator. You quickly become aware of the pulsing by the winch operator and the change in sound at the end of the zoom. You know instantly when the winch operator is done with the winch. By placing your hand under the retriever spool, you can actually grab the retriever line before it stops coming off the spool. Then, drop the retriever line over the turnaround wheel and pull the trigger. DO NOT PULSE THE RETRIEVER. Use the retriever itself to center the retriever line on the turnaround spool. Do it quickly, before the launch line is on the ground. The additional friction from pulling the lines through the grass may be enough to break the retriever line. Pulsing of the retriever results in loose wraps on the retriever spool. These loose wraps can snag much worse than a knot, or may pull more than one wrap at a time off the spool resulting in rats-nest and temporally shutting down launching operations.

Again, I'd like to thank all my flying buddies with the Seattle Area Soaring Society and their involvement in coming up with a nearly foolproof launch and retriever system. " (Author not named).

Frequency Usage

The following is a list of the frequencies that members use at Fairview Park. This is taken from the data on your membership application. This will also be posted on the web site.

HSS FREQUENCY USAGE Rev 15 Sept 05

Channel	Users	Channel	Users	Channel	Users	Channel	Users
11	3	24	0	36	7	48	8
12	4	25	2	37	2	49	4
13	3	26	7	38	12	50	4
14	1	27	3	39	5	51	5
15	1	28	7	40	3	52	8
16	4	29	5	41	4	53	2
17	1	30	4	42	8	54	5
18	5	31	3	43	4	55	7
19	5	32	8	44	5	56	2
20	5	33	5	45	1	57	6
21	2	34	2	46	6	58	2
22	3	35	7	47	3	59	3
23	2					60	4

By referring to this list, the next time you buy a transmitter, you may avoid really popular frequencies like channel 38. Alternately, some of the newest transmitters can synthesize any channel (Hitec and Polk Tracker), and at least the Polk Seeker receiver can be quickly programmed to any channel at the field.

Coming Events For 2005

Sunday	September 25	Eighth SCSC thermal duration contest at ISS, Ben Lewis Sports Complex, 3700 Placentia Ave., Riverside, CA. See www.glideiss.freeservers.com .
Sat-Sun	October 1-2	CVRC Fall Soaring Festival 2005, Classes: Open, 2M, RES, $47 fee, 325 max. entries. At Russell Pond field, Visalia, CA. See www.cvresoaring.com
Sunday	October 2	Ninth HSS monthly club thermal duration competitions at Fairview Park.
Tuesday	October 4	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	October 30	Ninth SCSC thermal duration contest at TPG, San Diego, CA.
Tuesday	November 1	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	November 6	Tenth HSS monthly club thermal duration competitions at Fairview Park.
Sunday	November 20	Tentative tenth SCSC thermal duration contest by SULA at (TBS).
Sunday	December 4	Eleventh HSS monthly club thermal duration competitions at Fairview Park.
Sunday	December 11	Flying Aces Squadron 70 World War II Flying Scale at Fairview Park, Costa Mesa, contact Clint Brooks (Contest Director) 310-350-3192.

October 4th Meeting Notice

The next meeting will be Tuesday October 4th 2005, at the Irvine Water District. The address is 15600 Sand Canyon Drive. There are exits for Sand Canyon Drive on both the 5 and 405 freeways.
The business meeting starts at 7:30 PM. Come find out how you can support our club.

OCRCC Swap Meet

The Orange Coast Radio Control Club is holding it's annual Fall Swap Meet on Sunday (7am until noon), November 6, 2005 at the Garden Grove Elks Lodge 1952 located at 11551 Trask. Admission is free for buyers and $15 for sellers. See page 14 of this newsletter for more details.

Contest Results

The following are the results of the monthly HSS contest held on September 6, and the HSS year to date results. A number of non-members participate in the HSS monthly event. Their names will not appear in the HSS year to date results, since this record is for HSS members only.

Annual trophies will be awarded to the top HSS competitor in each class at the Christmas banquet.

HSS CONTEST SEPTEMBER 2005

CLASS	NAME	TOTALS	NORM	NORM BY CLASS
E	MARK BROWNING	2993	1000	1000
E	DAN FINK	2977	995	995
E	TOM COPP	2963	990	990
E	TOM WATSON	2952	986	986
E	EDGER VERA	2606	871	871
I	CASEY ADAMCZYK	2805	937	1000
I	TAK TAKAYAMA	2462	823	878
I	ANDY THONET	988	330	352
RES	JOHN KRUG	2859	955	1000
RES	CHRIS ADAMCZYK	2845	951	995
RES	ROSS THOMAS	2490	832	871
RES	STEVE GIRON	2477	828	866

HSS Year to Date Contest Results

EXPERT	Jan	Feb	Mar	Apr	May	Jun	Jul*	Aug	Sep	Oct	Nov	Dec	TOTALS
Tom Copp	1000		450			935	1000	781	990				5156
Tom Vincent	902		958			928							2788
Jim Sneed			930					873					1803
Ben Clerx						998							998
INTERMEDIATE													
Tak Takayama							1000		878				1878
CaseyAdamczek									1000				1000
SPORTSMAN													
Tuan Le			1000										1000
John Krug							693						693
RES													
John Krug	1000	986	1000		992	1000	1000		1000				6978
Ross Thomas	991	1000	992		804	785	722	647	871				6812
Chris Adamczyk		956	357				835		995				3143
Karl Hawley		800	248		1000	592	491						3131
Jeff Donoho			915		940	611							2466
Erv Szego					630			453					1083
Tuan Le					984								984

AMA Convention 2006

It is not too early to start planning to attend the AMA Convention for 2006. The site will be the same as before, at the Ontario Convention Center. Notice the savings that you can achieve if you order early, and especially if you order with your 2006 AMA membership application.

AMA Convention 2006

5161 East Memorial Drive
Muncie IN 47302
Phone: 765-287-1256, Fax: 765-289-4248, E-mail: amaims@modelaircraft.org

One- two- and three- day passes available!

AMA Convention Ticket Registration

You must complete the following to receive tickets for the convention

Your Name_____ E-mail _____

Address_____ Day Phone (____)_____

City _____State _____ Zip_____ Evening Phone (____)_____

Are you an AMA Member? Y or N AMA Number_____

How many times have you attended AMA Convention in the past five years?_____

Children under six are free when accompanied by an adult.

One-Day Advance **Non-Member**	$13.00
One-Day Advance **Member**	$11.00
Two-Day Pass Advance **Non-Member**	$23.00
Two-Day Pass Advance **Member**	$18.00
Three-Day Pass Advance **Non-Member**	$32.00
Three-Day Pass Advance **Member**	$28.00

AMA Convention 2006

Advance Ticket Order Form

Advance Ticket offer expires December 23!

Name_____

Address_____

City_____ State _____ Zip_____

One Days _____ Two Days _____ Three Days_____

Amount Enclosed_____

Credit Card Number_____ Exp. Date_____

Please make checks and money orders payable to AMA.

Visa or MasterCard Only!!

Return this form to:
AMA Convention 2006
5161 East Memorial Drive
Muncie IN 47302

Questions?
Please contact us by phone at 765-287-1256 ext. 272 or 270, or E-mail at amaims@modelaricraft.org

How We might Help New Pilots

The following is an article published in the October issue of AMA's Model Aviation. The article has particularly excellent ideas for working with new pilots that come to Fairview Park.

THE SHAWNEE Mission Radio Control Club contacted District IX vice president Mark Smith asking for some thoughts concerning the burgeoning popularity of electric RC.

At Mark's request, Ron Evans, vice president of the Rocky Mountain Electric Flyers (RMEF) club, put together some worthwhile suggestions about how to attract some of the myriad new park-flyer or backyard-flyer owners to your club and to the AMA.

From a club's and AMA's perspective, the tens of thousands of new electric park-flyer owners represent an opportunity for substantial growth; they portend a healthy future for the hobby.

Here are Ron's thoughts:

"The Shawnee Mission RC club is beginning a training program geared toward the thousands of people who are getting involved with small electric model aircraft. These $100 ARFs or RTFs are flying out the door of hobby shops everywhere. If we can *help* them early enough—before their airplane gets too wrecked—they'll have a much better chance of becoming modelers.

"We have to recognize that the park-flyer genre is where the new people start now. As avid modelers ourselves, we have an opportunity to get them on the right track.

"Let's make a couple of assumptions to begin. One: we're talking about Slo Stik or Aerobird-type of electric aircraft, and two: we're dealing with absolute novices. These are people who have little or no previous experience flying.

"The first thing we do is try to settle them down. We talk a bit and find out what they already know about RC in general and electric power in particular. We explain the control system from the transmitter controls to the airplane controls and what the model will do when the controls are actuated.

"The best and most reliable resource to have is a couple (or more) scratch-builders or *very* knowledgeable fliers who can check out the airplanes when the novice fliers bring them out. I mean check *everything,* including the Velcro battery retaining mount (we've lost one brand-new, first-flight Stik when the battery bailed out in a strong thermal!) to pushrods, control throws, clevises, servo mounts, motor mounts, wing hold-downs, etc.

"It's a good idea to have a supply of five-minute epoxy, foam-safe cyanoacrylate glue, Velcro, plastic ties (great for motor mounts), servo screws and arms (yes, we've seen airplanes without servo screws in place), some scrap balsa or cardboard for epoxy mixing, a small drill for new pushrod holes, and just in case, a first-aid kit. Maybe a club can pitch in and make up a kit with everything and designate one regular to bring it to the field each week.

"We've eliminated most of this hassle by being lucky enough to have airplanes donated by local hobby shops. We have a few such trainer models in our club. It doesn't hurt to ask. Most hobby shops understand the long-term benefits of a successful first flight.

"What most of us forget is the big emotional investment that new people have in going out to the field in the first place. 'What if I crash? What if I look stupid and they laugh? Maybe my model's not right Get the idea? Handle them as if they were *your* close relatives. These aren't just airplanes; they're hopes and dreams.

"More than one novice has told me that it made them feel better just because I remembered their *name!* They're the new people, the strangers. We all know each other. We all speak 'modelese,' dihedral, incidence, power-to-weight, frequency, channels ... How do you think that sounds to the new person?

"After having the airplane thoroughly checked out, run the motor away from the pits and people. Does the arming function work? How about the throttle response? Is the propeller turning in the correct direction?

"Shut it down, disconnect the battery (remember, they're watching everything you do) and tug on the motor. Is it still tight? Is it too hot? Is the battery hot? Maybe the propeller's too small or the battery's overworked. Check the leads and connectors. If they're hot after a short run they will surely melt in flight. No battery, no control, no airplane.

How We might Help New Pilots (Continued)

"If it checks out, hook up a buddy cord; *don't* fly without it. Have a club member launch the airplane and have the instructor fly it initially. The instructor should trim out the aircraft to fly level at or near half-throttle. Don't trim for a slight climb; the novice will get disoriented when the airplane gets too high.

"The single biggest problem we see is control reversal when the model is heading toward the novice. Practice is the key here, with competent help in the beginning. Let the novice fly as long as possible. Don't have five people nearby yelling 'Left, give it left. Up! More up!' I'm not trying to be patronizing. You'd be surprised how many well-intentioned club members will yell out their 'help' at the wrong time.

"One instructor, one calm, clear voice is all it takes. After the flight, praise *everything* they did right. Build them up, and then mention a few things they could work on or practice. It's not that they were *wrong,* they just need to get better (which to them means they were already *good,* not bad) and you'll see them respond. Don't be *critical;* be *helpful.* To a new person, there's a big difference.

"We have an RC flight simulator at every meeting and it's the most popular aid we have. If you have one at your meetings, invite the novice to attend.

"As a last suggestion, have somebody in the club make up a list of recommended airplanes, radios, and motor upgrades. Run off a few dozen copies and give them to anyone who comes out. Most clubs use their Web site for this. If this is the case with your club, make sure the novice pilot has your Web address.

"I hope some of this helps. These suggestions are based on my experience and observations. Your experiences may have been different, but the bottom line, from my perspective, is more satisfied novice pilots, more club members, and a stronger AMA through increased membership."

Ron can be contacted at rmefrbe@aol.com. The RMEF club Web site is www.rmeflyers.org. Tfcr

Stuff For Sale

Anyone with planes or equipment that they wish to sell may advertise fro free in this newsletter. Contact Fred Hesse by phone or E-mail as shown on the last page of this newsletter. Larry Enger has the following items for sale. His E-mail and phone are shown below.

GWS fan system new in box with two new 10 cell 1100 NiMH battery packs. $50 is less than half price.

Flying Witch, "Witch Wilma" new in box. Her cape serves as the wing, radio and power mounted on her broomstick. Designed for .40 gas, I intended to use electric. $80 for this unique kit.

Slope Zagi, complete kit, $25 obo.

Electric Zagi, complete kit includes motor, speed control, and 8 cell 500 mah nicad battery pack. $80.00

Free Plans

1. Hunter Mk-5, scale British fighter, designed for a .61 gas engine, I got them to make a power scale slope glider. I also have the Profile Publication showing all of the colors and variations. That will cost you what I paid, $7.00.
2. C130 Hercules, 84" wingspan, again, visions of a slope glider.
3. Tupoleo TU-95 Bear, Russian bomber, 84" span.
4. B-25 Mitchell, 50" span Sanders plan for a slope glider but built up construction offers electric opportunities.
5. Pilot Citabria, 50" scale, built up construction, would make a very nice electric.
6. Hustler XD-7, 42" Delta wing from the Midwest kit, I even brought retract gear for the electric version I intended to make.

Larry Enger (951) 245-2521 ljbenger@comcast.net

HSS Sponsors

The following companies are the proud sponsors of Harbor Soaring Society. They give us special offers, and make contributions to our Adopt-A-School program. In return, please support them, and mention that you saw them advertised in the HSS Plane Rap newsletter.

ORANGE COAST RADIO CONTROL CLUB

Announces its

FALL SWAP MEET

NEW LOCATION – NEW DATE

GARDEN GROVE ELKS LODGE 1952
11551 Trask, Garden Grove, CA
(Located on corner of Trask and Newhope in Garden Grove, CA)

Sunday, November 6, 2005
7 AM to 12 NOON

Easy access from Garden Grove Freeway
From South – take HARBOR offramp; turn left; under freeway; turn left on Trask
From North – take EUCLID offramp; turn left to Trask; turn right to Newhope

Buyers Wanted ***Admission Free!!***

Spaces will be assigned in the parking lot as reservations are received

To reserve your space
PAY only $15.00

Check in time – 6:30 AM

- tear off -

Swap Meet Reservation

Name_____**Phone**_____
Address_____**City**_____**Zip**_____

Make $15.00 check payable to OCRCC
Mail to: Betty Bliss – 8051 Michigan Avenue, Whittier, CA 90602

HSS 2006 BALLOT

Members attending the November 1st 2005 general meeting may vote at that time. Otherwise, absentee ballots must be received at the club post office box no later than October 31st 2005. Mail ballots to Harbor Soaring Society, P.O. Box 1673, Costa Mesa, CA 92628.

President (Vote for one)	Walt Cloer	☐
President (Write-in)	_____	☐
Vice President	Tom Burgess	☐
Vice President (Write-in)	_____	☐
Secretary	Fred Hesse	☐
Secretary (Write-in)	_____	☐
Treasurer	Jim Hanson	☐
Treasurer (Write-in)	_____	☐
General Director	John Anderson	☐
General Director (Write-in)	_____	☐
Contest Coordinator	Tom Copp	☐
Contest Coord. (Write-in)	_____	☐
Assistant Contest Coordinator	Jim Hanson	☐
Assist. Contest Coord. (Write-in)	_____	☐
Newsletter Editor	Fred Hesse	☐
Newsletter Editor (Write-in)	_____	☐

Safety Officer/Coordinator*	Mike Geers	Volunteer.
Publisher	Mike Gaczkowski	Volunteer
Webmaster	Tuan Le	Volunteer
Assistant Webmaster	Berkeley Green	Volunteer
Winch Coordinator	Karl Hawley	Volunteer
LSF Coordinator	Jeff Donoho	Volunteer
Field Maintenance	Karl Hawley	Volunteer

Propositions: These are intended to collect member opinions only.

Prop.1 Should the club raise the annual dues so as to build up cash in the bank account?
- Should dues stay the same? Yes _____ No _____
- Should dues increase by $5? Yes _____ No _____
- Should dues increase by $10? Yes _____ No _____

Prop.2 Should the club relocate monthly meetings to somewhere closer to the field? Yes _____ No _____

Prop.3 Should the monthly meetings be changed to a different day so as not to conflict with City Council meetings? Yes _____ No _____

Member Name: _____

HARBOR SOARING SOCIETY OFFICERS FOR 2005

President	Karl Hawley	(949) 574-9379	www.1hss.org
Vice President	Walt Cloer	(714) 865-6411	waltlc@verizon.net
Treasurer	Jim Hanson	(949) 646-3603	tog4rc@pacbell.net
Secretary	Fred Hesse	(714) 963-5838	fhesse@socal.rr.com
Contest Coordinator	Tom Copp	(949) 645-7032	tom@f3x.com
Assist. C/C	Jim Hanson	(949) 646-3603	tog4rc@pacbell.net
Safety Officer	Mike Geers	(714) 235-9096	4geers@socal.rr.com
Editor	Fred Hesse	(714) 963-5838	fhesse@socal.rr.com
Publisher	Mike Gaczkowski	(949) 582-9390	mgaczkowski@cox.net
Winch Engineer	Karl Hawley	(949) 574-9379	www.1hss.org
Webmaster	Steve Hendry	(714) 996-6183	4hendry@adelphia.net
Assist. Webmaster	Tuan Le	(630) 886-2845	fnnwizard@earthlink.net
General Director	Bill Eckles	(949) 725-0050	tunabiker@cox.net
LSF Coordinator	Jeff Donoho	(562) 868-2190	jdonoho@ellisonsc.com
Field Marshal	George Azvedo	(714) 832-7819	No E-mail address

See our NEW web site at www.HarborSoaringSociety.org for a bright new club image. Our other web site can still be viewed at www.1hss.org . Both will feature the latest news, the color issue of Plane Rap, and more.

NEXT CLUB MEETING AT IRVINE WATER DISTRICT, TUESDAY, 4 OCTOBER 2005.
THE ISSUE DISTRIBUTED VIA U.S. MAIL IS LIMITED TO 12 PAGES TO REDUCE MAILING COSTS.
VISIT OUR WEB SITES TO SEE BACK ISSUES OF THE HSS NEWSLETTER.

Harbor Soaring Society
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