

Harbor Soaring Society
P.O. Box 1673
Costa Mesa, CA 92626

FIRST CLASS MAIL

WILL CONRAD

PLANE RAP

The News Letter of the Harbor Soaring Society

**"The Oldest Chartered Soaring Club In the AMA"
Charter # 128**

July 1996

JULY Club Meeting: The July club meeting will be held on Wednesday, July 3rd, 1996, 7:30 pm at the Hobby Shack store, 18480 Bandilier Cir, Fountain Valley, CA. The speaker will be Paul Ikoua of California Soaring Products, the only retail hobby shop in So. Calif. devoted exclusively to high-performance R/C soaring products. The July thermal duration contest will be on the 7th, while on July 13 will be a HSS HLG contest. July is HSS New Member Month. Encourage new members.

August Club Meeting: The August club meeting will be held on Wednesday, August 7th, 1996 at 7:30 pm at the same location unless notified otherwise.



P.O. Box 1673
Costa Mesa, CA 92628

Harbor Soaring Society Board Members

President: Matt Forquer
Past Pres: Roger Lackey
Vice President: Larry Tuohino
Secretary: Dave Nemecek
Treasurer: Steve Hendry
Contest Coordinator: Eric Marcussen
General Director: Ross Thomas
News Letter Editor: Bob Sliff
News Letter Publisher: Will Conrad

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Field Maintenance:

Dick Pantzar
George Azvedo

Librarian:

George Azvedo

Winches:

Dick Pantzar
Eric Thornton
Ross Thomas
Al Cron
Steve Hendry
Karl Hawley

Electric. Coordinator:

Larry Tuohino

Score Keepers:

Maxine Thomas
Mike Aguirre

Membership/New Members:

Roger Saville

Slope Coordinator:

Lyndon Johansen

Scale Coordinator:

Larry Tuohino

THE PREZ SAYS!

Hello once again, guys. I am a little lost for words. Oh yes, the Garnagesoarus event: Lynn Johansen and company put together an awesome event. [Even featured a Sergio/revenge event, ed.] Thanks again Lynn and every one else who helped. Even more awesome was the attendees. Not only the general run of "foam" flyers, some big guns were there to go at it. For starters, we had two World Champions, bot Joe Wurts and Jerry Bridgeman. In addition, Randy Spencer came to compete, and, back from early retirement, Roger Lackey. And this was only the tip of the ice burg. To say the least, I was a little shocked to see these guys come out. Other clubs "pay" for such attendees, but here was a simple HSS Fun Fly. It looks like the foamies have a promising future.

On another note, our Vice President, Larry Touhino, has once again pulled of the impossible. Larry put together a very professional package for the Fairview Parks Committee in which club acitivities and needs were presented. In the package the club's desire for approval to place a storage container on park property was outlined. Larry successfully obtained approval to place a bin on park property. So, HSS is looking for a steel storage container. Thank you very much, Larry.

Matt Forquer

President HSS

Vice is My Life: The VP Report

By L. Tuohino

I've been missing at the field a bit lately (full-size Hemet birds are *quickly* draining my wallet...) but don't you miss out on the Fairview fun. The flying season is in full swing now ...just show up! A quick report on some of what I've seen happening lately at HSS:

Carnage 2

The second HSS bash on the slope brought out Joe Wurts and Randy Spencer...when was the last time these guys dropped in for a thermal contest? Another well run event by the Johansen family, these bunch does it all! A new event, the Sergiovendetta, was an "instant classic" and became a showdown between Wurts and Bridgeman. You had to have be there! Jerry lost by a couple of points despite climbing to the bottom to retrieve his plane while Josey merrily continued to score points. Note: HSS Team Carnage invades foreign soil in July/August. On Aug. 24th at the Laguna Hill Slope Soarers Guild site. And July 4th usually sees action every year in Bluff Park in Long Beach. *Eat my expanded bead, dude.* Slope lives at HSS!

ElectroSoar

An unusually overcast morning made the AULD a bit trickier this year. Many of the Mile Square SCEF crowd were out early (*very* early for some of us HSSers) for charge of fun flying. AULD winners, in order, were George Clark, Roger Saville, Ben Clerx, with Larry Tuohino in fourth. Ben made "third" off a winch launch...and of course should have been disqualified due to lack of battery ballast! Thomas Pils put in on a heart stopping F3B demonstration.. A BBQ closed out the day with alot of friendly camaraderie.

New HSS Members Needed

July is "New Member Month" with HSS membership fees dropping to \$10 for the balance of 1996. Now is the time to get that friend "on the edge" into the HSS. They can experience the exclusive status of HSS membership...at a discount. Our 1996 goal is 100 members, we're currently at 87, and need just 13 more to hit it. Who can you bring in? How about a free 1997 membership for the current member who sponsors the most new members out of the remaining 13? Bring potential new members to a club meeting, down to the field, and don't forget the HSS Jenny trainer aircraft is up and flying. Let's keep HSS R/C soaring growing and alive!

Fairview Park On-site Storage

The Fairview Park Citizens Advisory Committee approved the HSS request for a storage container to be located next to the fence near the benches. This long held dream now looks like it is about to come true! Imagine...no more lugging the winches from the garage to car to site to home. Definitely a step in the right direction...is a coffee latte machine next for those cold mornings? Seriously, the next question is where can we get the storage container cheap? Our current quote is \$2000! The Railroad Club got theirs for free(!?!)...who out there knows of a "deal"?

MINUTES OF THE JUNE HSS CLUB MEETING, DAVE NEMECEK, SECRETARY.

1. The president called the meeting to order at 7:30 PM.
2. The president introduced the guest speaker.
3. Guests for the evening were introduced.
4. Steve Hendry gave the Treasurers report.
5. The Vice President, Larry Tuohino, presented a report on the prospects of having a club storage container at the field. Based on conversations with city park people, it looks like it could happen. The subject of security discussed.
6. Eric Marcussen reviewed last months club contest results and handed out contest plaques. Ross Thomas will be CD for next months contest. The contest will feature Open and 2 Meter class. After the contest, the second HSS Carnagesoarus contest will be held at the slope, starting about 2:00 PM.
7. Larry Tuohion announced the Scale Glider Festival to be held at the SULA field on the 14th and 15th of September.
8. The meeting was adjourned at 8:05 PM.

JULY MONTHLY CONTEST FORMAT

JULY 7, 1996

SIGN UPS START A 8:30 AM / PILOTS MEETING AT 9:00 AM

FIRST ROUND STARTS AT 9:15 AM

ALL LAUNCHES WILL BE FROM WINCHES WITH TURN AROUNDS PLACED AT HALF THE STANDARD DISTANCE.

1ST ROUND - 10 MINUTES / 25 POINTS IN OR OUT LANDING SHAPE.

2ND ROUND - 10 MINUTES / 25 POINTS IN OR OUT LANDING SHAPE.

3RD ROUND - 10 MINUTES / 25 POINTS IN OR OUT LANDING SHAPE.

TOTAL POINTS POSSIBLE - 2775

SUMMER HLG CLUB CONTEST

JULY 13, 1996

SIGN UPS START AT 8:30 AM / PILOTS MEETING AT 8:45 AM

FIRST ROUND STARTS AT 9:00 AM

ALL MODEL MUST BE HAND LAUNCHED. (NO ZIP STARTS.) PILOT IS NOT REQUIRED TO LAUNCH HIS/HER OWN PLANE. THE MAXIMUM WINGSPAN ALLOWED IS 60".

1ST ROUND - 10 MINUTE WINDOW / UNLIMITED LAUNCHES / INCREASING FLIGHT TIMES BY AT LEAST ONE SECOND PER FLIGHT.

2ND ROUND - 10 MINUTE WINDOW / UNLIMITED LAUNCHES / THREE LONGEST FLIGHTS.

3RD ROUND - 7 MINUTE WINDOW / 7 LAUNCHES / THREE TWO MINUTE FLIGHTS.

4TH ROUND - 10 MINUTE WINDOW / 6 LAUNCHES / ONE 2 MINUTE FLIGHT / ONE 3 MINUTE FLIGHT / ONE 4 MINUTE FLIGHT.

ALL SCORES WILL BE NORMALIZED FROM THE TOP SCORE OF THE HEAT. RIBBONS WILL BE AWARDED FOR 1ST THROUGH 3RD PLACES.

HSS 1996 Calendar-July Update



Events of interest to "Team HSS" and the OC R/C Soaring Community. HSS sponsored or affiliated events in **bold**. All dates are subject to change. Best to confirm non-HSS dates with foreign club CDs. If you are aware of any errors or conflicts please advise Erik Marcussen @ 714 730-7998. Updated Monthly!

July

7/3 **HSS Club Meeting-Paul Ikona of Calif Soaring Products**
 7/4 **LB Bluff Park Foam 4th**
 7/6 **SULA Monthly**
 7/7 **HSS Monthly**
 7/13 **HSS Handlaunch**
 TPG 60" Slope Race
 7/14 **EDSF Summer Soar Contest**
 7/21 **ISS Handlaunch**
 7/26-2 **LSF-AMA Nationals**
 7/28 **SC2 at TOSS**

August

8/3 **SULA Monthly**
 8/7 **HSS Club Meeting**
 8/10 **TPG 60" Slope Race**
 8/10-11 **Holland F3J Glide**
 8/11 **HSS Monthly TD**
 8/17-18 **Belgium F3J Glide**
 8/24 **LNSSG Slope Combat**
 8/25 **SC2 at SULA**
 8/30-2 **Sailplane (fullsize) Homebuilders Meet, Tehachapi**

September

9/4 **HSS Club Meeting**
 9/7 **SULA Monthly**
 9/8 **HSS Monthly TD**

9/14-15 **CSR 26 mile Cross Country, California Valley**
 9/14-15 **SULA SoCal Scale Glider Festival**
 9/22 **HSS ElectroSoar**
 TPG South HLG
 EDSF Autumn Soar
 9/28 **SCEF Electric FunFly**
 9/29 **SC2 at HSS**

October

10/2 **HSS Club Meeting**
 10/5 **SULA Monthly**
 10/5-6 **Fall Soaring Festival Visalia**
 10/13 **HSS Monthly TD**
 10/22-23 **SEF SD Electric Fall Fun Fest**
 10/27 **SC2 at SWSA**

November

11/2 **SULA Monthly**
 11/6 **HSS Club Meeting**
 11/10 **HSS Monthly TD**
 11/17 **SC2 at Pasadena**

December

12/7 **TPG South HLG**
 12/8 **HSS Monthly TD**
 12/11 **HSS Holiday Awards Party**

For Sale Ads (Free to HSS Members)

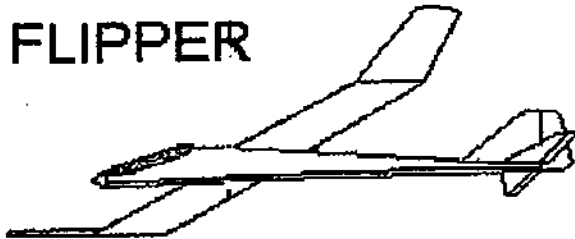
2 Meter Super V, 7037 Blue Foam Bagged Wing \$250 OBO, Renegade RG 15 Carbon Wing \$225 OBO. Both beautiful and RTF. Call Pat Scheer 631-0678

Ninja RTF Slope fun, used/flyable shape \$50 OBO. Mako 7037 white foam wing core \$5. 60" slope racer blue foam wingcores \$5. Call Larry Tuohino 548-7968

The CarnageSoarous Connection, complete or partial kits, Call Lyndon or Joel Johansen 645-6291

Attention: Harbor Soaring Society Members
Just Plane Fun Models
Has recently acquired the Bridi line of sailplane kits and has a deal for you.

FLIPPER

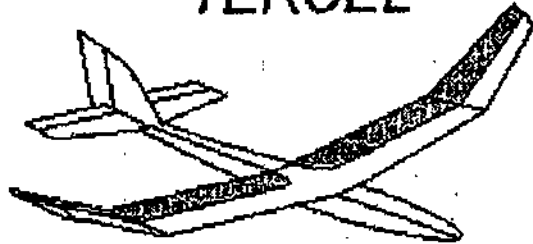


Wingspan 50 1/4"
Wing area 270 sq. inches
Modified 205 airfoil
225-250 Mah battery pack

Summer Special price:

\$16.00

TERCEL



Wingspan 50 1/2"
Wing area 275 SQ. IN.
Flying weight 11.5 to 14 Ounces
Modified 205 Airfoil.

Summer Special price:

\$16.00

WHILE SUPPLIES LAST !

Note: buy 2 kits mix or match and pay S&H and Tax for one of them.

Also the Castaway not shown 60 in span H.L.G. also for \$16.00.

Call (619) 327-1775 ask for Mr Waltz and order yours today!

Sheldons Hobbies sells these kits for \$22.00 ea. minimum!



THOUSAND OAKS SOARING SOCIETY

invites you to the July SC2 contest

DATE: July 28, 1996

LOCATION: TOSS field in Thousand Oaks, CA

CONTEST DIRECTOR: Mike Reagan

SIGN UP: 8:00 AM

WHERE: Redwood School on Gainsborough Drive
between Moorpark Road and Lynn Road

PILOTS BRIEFING: 8:45 AM

CONTEST STARTS: 9:00 AM

TASKS:

4 Rounds: Four flights for a Twenty Five Minute Total.
One each - 3, 5, 7, and 10 minutes. Start with any
time then fly in sequence. Examples: 3 - 5 - 7 - 10,
5 - 7 - 10 - 3, 7 - 10 - 3 - 5, 10 - 3 - 5 - 7. Flight time
is scored as 960 points per round.

Landings: Four runway landings worth forty points per landing.

Entry Fee: \$7.00

Trophies: 1st -3rd Masters
1st - 3rd Expert
1st - 3rd Sportsman
1st Seniors

Field: Mowed grass

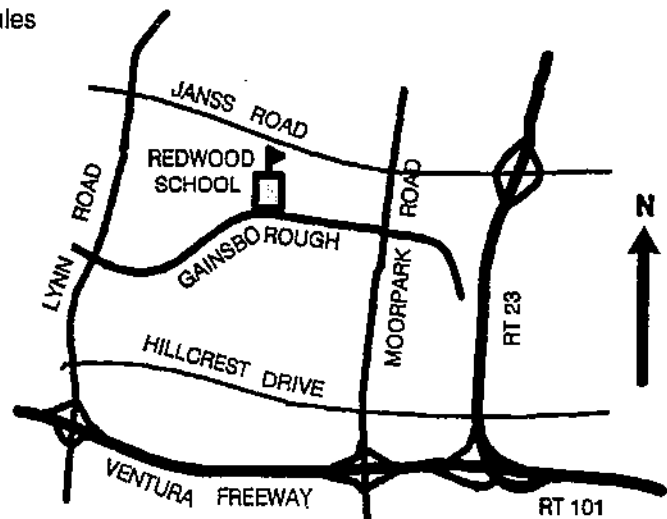
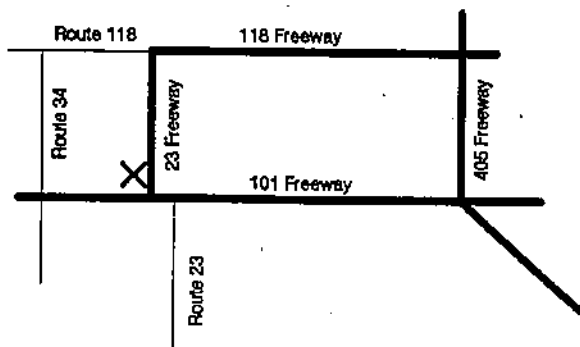
RULES:

Standard SC2 rules apply in addition to AMA rules.
10 seconds to accept relaunch or to fly it out.
Midairs on landing approach - time will count,
relaunch for landing points only
Transmitters and receivers must meet 1991 AMA rules

Equipment: 12 Volt winches with retrievers.
Approximately 700' to turnarounds.
Portable restroom available at field.

FIELD:

Redwood Intermediate School,
Thousand Oaks, CA
On the North East corner of
Gainsborough and Camino Manazanas.



CONTACTS:

Mike Reagan: (805) 529-5513
Edgar Weisman (805) 498-8878

3rd Annual

Southern California Scale Glider Festival

September 14 & 15

To be held at the S.U.L.A. field at the campus of
Cal. State Dominguez Hills
corner of Avalon Blvd. and Victoria, Carson California

Awards for:

Vintage (1908-1945) 1st, 2nd, 3rd
Modern (1945-1996) 1st thru 5th

Cash awards for:

Best of 4, solo landing attempts
Best of 4, longest flight

Aerotowing and winch launching

Events:

Saturday, 8:30 to 9:00 check in, 9:00 pilots meeting, 9:30 to 3:00 open flying
10:00 static judging

Sunday, 9:00 pilots meeting, 9:30 to 2:00 open flying
2:00 awards presentation, 3:00 see you next year !!

Entry fee \$25.00 All entrants must have a current AMA card ! no exceptions!!!

For information call: Rick Briggs 310-433-6327 ovo, fax 310-434-0155
Email Rick Briggs 75754.1422@compuserve.com
Dennis Brandt 714-827-7988 ovo

ENTRY FORM:



Southern California Scale Glider Festival September 14 & 15

name _____ A.M.A # _____
 address _____ phone _____
 city/st/zip _____ email _____

models you will enter for static judging:

vintage/year _____
 modern/year _____

Entry fee: \$25.00 MAKE CHECKS PAYABLE TO "S.U.L.A" (soaring union of los angeles)

Mail To:

Rick Briggs 5937 Naples Plaza Long Beach, Ca 90803 ph.310 434-8446

From: Chuck Anderson <canders@edge.net> Date: Wed, 5 Jun 1996 21:23:59 -0500 (CDT) Subject: [RCSE] Soaring History Part 1 This is the first part of my report on the early days of thermal soaring in the United States. Other parts will be posted as I get the time to transfer them to electronic media. This is a brief summary written in late 1977 at the request of Jim McNeil, District V Vice President, AMA. It reflects my views as of the time it was written. I would change little if I wrote it today, however progress has overcome some of the conclusions presented herein. There are a lot of modelers here on RCSE who were active for at least part of the period covered in this report. I would welcome any comments or additional information on the subject

A Brief Summary of the Development of R/C Thermal Soaring in the United States Up to 1977

by Chuck Anderson

AMA 371, NSS 72-361, LSF 586

The sport of R/C thermal soaring is as old as the sport of R/C model airplanes. In fact, one of the major problems of early R/C flyers was too many thermals after the radio quit working. Many early R/C pioneers build gliders for use as flying test beds in the 1930's in order to get their equipment working before exposing it to the vibration and ignition noise of a power model. Thermal soaring as we know it today didn't really get started until the development of light weight, transistorized receivers in the early 1960's. The appearance of these receivers led to the development of numerous power pod gliders, many of which were published in the various model magazines. The lack of an easy, reliable launch system somewhat delayed the rise in popularity of the pure sailplane. The reason for this delay is obvious to those who have run full speed through deep grass with a 3 to 5 pound glider on the other end of the towline. Most early sailplanes were developments of free flight models and their performance at the increased wing loading imposed by the radio equipment available at that time frequently left much to be desired. Still, they were fun to fly and introduced a lot of modelers to the joys of R/C thermal soaring. The activities of the power pod flyers did not discourage the purest who continued to refine their models and launch equipment. One of the first successful launching devices was a resurrection from the 30's -- the histart. Power winches were also under development with most of the early successful ones being gasoline powered. Some were run by a winch operator while others were rigged with a foot throttle to allow the flyer to operate the winch (and take the blame for folded wings). The big advantage of the gasoline winch was the ability to throttle the engine and vary the tow speed, however they were heavy, noisy, and frequently balky. Some flyers called them Cadillac winches because they were very big, very heavy, and very smooth. Various electric winches were also used, however flyer acceptance was slower because of the difficulty of controlling tow speeds. They rapidly displaced all other launching methods for contest work as flyers learned to pulse the winch. By 1972, the electric winch had been standardized into three basic designs: the LSF winch, the ECSS winch, and the Airfoiler winch. All three winches used a long shaft, 12 volt Ford starter motor and the principle differences were in battery voltage and drum diameter. The LSF winch used a 4 inch diameter drum with 6 volt batteries while the ECSS settled on a 3.5 inch diameter drum with 6 volt batteries. The Airfoiler winch used the more readily available 12 volt battery and reduced the drum diameter to 2 inches to keep the tow speed roughly compatible with the LSF and ECSS winches. Early R/C sailplanes evolved from free flight gliders with modifications to carry radio equipment. Frank Zaic's Thermic series were early favorites and his latest version, the Floater, was still popular among novice flyers well into the 70's. The power winch led to the development of larger models with wing spans of 12 to 16 feet and, for a while, the "bigger is better" route seemed to be the way to go. Development of better models in the 8 to 10 ft. span range in the mid 70's showed that sailplane size had little to do with performance when properly designed and flown by an experienced pilot. Early sailplanes were usually flown with one or two control, however flyers were quick to explore and use the advantages of spoilers, ailerons, remote release tow hooks, and other options as soon as the development of small, light weight radio equipment made it possible. Telemetry in the form of thermal sensors were developed by several modelers and at least two were on the market by 1975. The development of R/C sailplanes has been evolutionary rather than revolutionary. This can be illustrated by two models that proved to be classic designs and set the standards by which all others were judged. The first was the Graupner Cirrus and was the first really high performance sailplane for many modelers. First introduced into the US in the early 70's, it was still very competitive until the late 70's, particularly when modified to include spoilers and flaps. The other classic sailplane proved for once and all that the standard class sailplane could perform at least as well as the unlimited sailplanes. I refer to the Aquila; introduced in 1975 and used by Skip Miller to win the first R/C World Soaring Championship. There were many other notable designs such as the Grande Esprit and the Kiwi along with the boxy Olympic, however none had the influence of the Cirrus and Aquila on soaring. The availability of reliable radios combined with the solution of the launching problem led to the explosive growth of thermal soaring in the late 60's. Several groups were formed to promote R/C soaring, the most influential of which were the League of Silent Flight (LSF), the East Cost Soaring Society (ECSS), and the Silent Order of Aeromodeling by Radio (S.O.A.R.) club. There were many other clubs and regional groups who made significant contributions to R/C soaring, however these organizations were primarily responsible for the development of thermal soaring as we know it today.

From: Chuck Anderson <canders@edge.net> Date: Thu, 6 Jun 1996 21:58:41 -0500 (CDT) Subject: [RCSE]
Soaring History Part 2

Here is the second part of my report covering the formation of the League of Silent Flight and the S.O.A.R club. Remember that this report was written to brief an AMA Vice President about soaring and to gain his support. It was not written as history.

A Brief Summary of the Development of R/C Thermal Soaring in the United States Up to 1977
by Chuck Anderson
AMA 371, NSS 72-361, LSF 586
Part II LSF and S.O.A.R.

The League of Silent Flight was founded in 1970 by a group of west coast modelers headed by Lee Gray. The Primary goal of the LSF is to promote R/C soaring throughout the world and to recognize individual proficiency and accomplishment. The LSF is unique in that it is a voluntary association that levies no membership dues or fees and assigns no responsibilities or obligations other than to promote R/C soaring. The LSF is supported entirely by voluntary contributions and by fees for specific services and goods. Finally, membership must be earned by attainment of Level I of the LSF Accomplishments program. The LSF is best known for it's accomplishment program which is, in reality, and individual accomplishment program. The LSF has established five levels in it's Soaring Accomplishment Program. Level I requires only the demonstration of basic soaring skill. Higher levels require more advanced flying accomplishments and demonstration of flying skill through points by competing in contests. Level V is the highest level and is extremely difficult to achieve. Only a very few dedicated modelers have achieved Level V. The LSF was also responsible for the development of the first set of R/C soaring rules to be accepted by the AMA as an official event. The LSF began holding an annual R/C soaring tournament in 1970 with 85 members competing. Since entry in the LSF tournament was restricted to LSF members, it became the largest Class B contest in the United States. Tournament growth was limited by the number of available frequencies and by the fact that all contests were held in California until 1977. In 1977 the tournament was divided into 10 regional contests held at sites throughout the country. As a result, the 1977 tournament drew 487 contestants from almost every state in the union and several foreign countries. Many clubs have contributed to the advancement of R/C soaring, but none have done more than the Silent Order of Aeromodeling by Radio (S.O.A.R). In particular, they established a truly national championship soaring contest that set the standards for all soaring contests. It all began when Dan Pruss, Dave Burt, and the S.O.A.R. club offered to help organize an unofficial R/C soaring event to be held in conjunction with the 1970 Nats held at Chicago. The contest grew rapidly and became known as the SOAR nats even though the S.O.A.R. club preferred the title "R/C Soaring Nationals". Dan Pruss and the S.O.A.R. club did such a good job that the SOAR Nats remained the acknowledged national championship soaring event even after AMA included R/C soaring in the AMA nats. By 1976, the SOAR Nats had become so large that the S.O.A.R. club felt that they could no longer sponsor the event. The 7th and final R/C Soaring Championships held in 1976 drew 190 contestants competing in 3 classes and scale. The S.O.A.R. club also held a special Great Bicentennial R/C Sailplane Race held over a 76 kilometer cross country course as part of the Bicentennial celebration of the signing of the Declaration of Independence. The SOAR Nats are no more but the Great race lives on.

Newsletter of the Rocky Mountain Soaring Association

IMPORTANT ADDRESSES FOR SOARERS

**LEAGUE
OF SILENT
FLIGHT**



President: Bob Steele
Soaring Accomplishment Program
10173 St. Joe Rd.
Fort Wayne, In 46835

**NATIONAL
SOARING SOCIETY**



Official AMA
"Special Interest Group"
President: Bob Massmann
282 Jodie Lane
Wilmington, Ohio 45177
Ph: (513) 382-4612