



Newsletter
of the
Harbor Soaring
Society

FEBRUARY 1995

H.S.S. BOARD MEMBERS

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Vice-President: Gerald Briggs (714) 891-0558
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Contest Coord.: Ross Thomas (714) 638-0705
General Director: Dave Nemecek (714) 775-7196
Newsletter Editor: Pete Young (714) 892-3473

NEWSLETTER SUBMISSIONS

The Harbor Soaring Society newsletter is published monthly. Material herein may be used by other newsletters if proper credit is given. Editorial comments and articles are welcomed. Provide all submissions to Pete Young in person or by mail to: 6592 Belgrave Ave., Garden Grove, CA 92645-1802. Please provide all material by the 15th of the month prior to publication. The Editor reserves the right to edit all material.

MEETING LOCATION

Hobby Shack Retail Store, Bandilier Circle, Fountain Valley, CA. ESS' monthly meetings are held in the conference room at the rear of the store.



PRESIDENT'S MESSAGE
by Roger Lackey

Somebody throw me a life jacket. I've been swallowed up by Lake HSS. Wow, was that a lot of rain or what. It sure makes a nice pond for Chuck Hollinger to fly his electric float plane. The rest of us will just have to get creative about our launching technique. If you haven't had a chance to see Chuck's electric "pond" plane, you should. Chuck, if you're out there, maybe you could bring it to Show and Tell at the meeting.

Speaking of Show and Tell, I just wanted to make sure that everyone knows it's between 7:00 and 7:30 before the club meeting. Refreshments will be available starting at 7:00.

We had a great turnout last meeting even though it rained very hard. About thirty people showed up to enjoy pastries, hot coffee, the speaker, a twenty minute business meeting, and a door prize raffle.

This month I will be laying up a Mako wing after the business meeting and all in attendance will have a chance to win this month's door prize, a set of Mako foam cores courtesy of Clerx Aeronautics. Anyone interested in contributing a prize for the Monthly drawing, please contact me.

The contest and event calendar has been tentatively
(continued, page 2)

PRESIDENT'S MESSAGE, cont.

set. A couple of LSF days are scheduled, running in conjunction with a BBQ and a Swap Meet. You may have noticed that we've split off the Open contest from the 2M and Classic events. This was done to increase participation and offer more time to vary the events flown. There is also a Novice contest starting in February. See the schedules further on in the newsletter for more information.

Since quite a few people have indicated that they would like to have some slope activities, I would like to hear from a few people who would help organize and run such an event, maybe as early as March.

Pete Young is probably regretting getting such a gabby President who insists on filling up so much of the Newsletter but oh well, I love to talk! Good flying!!

JANUARY MEETING MINUTES

- The January meeting was called to order by the incoming 1995 President, Roger Lackey. Roger announced that refreshments will be served prior to monthly meetings.

- Meetings will be less business oriented, more fun oriented, with the emphasis on deferring routine business to the Board.

- Will Conrad read the Treasurer's Report which was accepted as read.

- HSS, EDSF, and SULA have deconflicted their Monthlies to allow more flying. HSS is sponsoring new Novice and Masters classes for this year.

OLD BUSINESS: Roger thanked

club members for quick response on club surveys; 70+ responses of 125 sent out have been received. LSF achievement dates are a popular request as well as an emphasis on varied activities.

- HSS Monthlies will be split into separate dates for 2M/Classic and Open.

- A discussion followed on a proposal to buy a 2 year supply of HSS mugs; a final decision was deferred pending further information.

NEW BUSINESS: Don Ramsay proposed a "telephone tree" to remind members of monthly meetings.

- A free annual membership for Maxine Thomas was proposed and approved, in appreciation for her loyal contest support.

- Morry Smith's health is failing, and members discussed a gift to be presented to him. We all wish him well.

- Roger announced the year end award winners and Top Ten fliers.

- Bob Walker won the raffle prize, a Culpepper Chuperosa RCHLG.

- For Show and Tell, the following RCHLGs were brought in: BODST (Dave Nemecek), Thermalbuster (Pete Young), and Flinger (Howard Doehring).

SCOTT SMITH ON RCHLG

Scott Smith was the guest speaker at the January Meeting and spoke about recent history and technology of RCHLG. Scott writes the RCHLG column for RCSD and had many observations of the equipment and fliers that compete and win consistently.

- Models are restricted to 60" spans or less. Last year, the

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SCOTT SMITH ON RCHLG, cont.

SD 7037 was the dominant airfoil but the top fliers are experimenting with different airfoils.

- Weights average 13-14 oz except for very light conditions where 9-10 oz ships (like the Monarch) are used. With modern techniques, ships can easily be built "too light" for anything except early round use.

- Aileron ships are beginning to make an impact, are more maneuverable than poly ships, but require more skill to fly effectively.

- STABILITY is the key for good RCHLGs. Tip stalls must be avoided, especially caused by low level ground turbulence.

- The "new breed" of RCHLGs like the Climmax and Monarch transition airfoil cambers to the tip so that tip stalls are avoided.

- Standard construction is 1/32" balsa over foam. Wings are getting thinner with lots of innovation to make them lighter and stiffer.

- To make RCHLGs flier-friendly and stable, it's important to match tail moments, tail areas, and wing dihedral. The best designs are very stable at high bank angles.

- Good RCHLGs: the CR Climmax, MM Commoner, and the NSP Monarch.

- A wing skin tip from Joe Wurts: apply epoxy to 3/4 oz cloth over wax paper, remove excess epoxy, then apply the cloth between the foam and balsa. When properly done, is lighter than epoxy alone. Scott has described this

technique in a prior RCSD; the trick is to restrain the cloth so it doesn't roll up into a glue-ball.

- The secret to high consistent throws is technique, not strength. Scott explained that a modified "discus" type throw is more effective and less strain-inducing, than "baseball" throws which injure shoulders and tendons.

- Refer to the 7/94 RCSD for Scott's superb article on Joe Wurt's thermal finding techniques.

- Scott's interesting comments were terminated only by the store's closing time. Thanks Scott!

HSS Sportsman Contest
by Roger Lackey

The Harbor Soaring Society has taken a look at what types of opportunities we are proving for the model sailplane enthusiast. One area that we have been lacking over the past few years is our Sportsman program. Years ago there was a club plane and a beginner program that would help interested people get involved in the sport. Unfortunately in the rush to jump on the High Tech bandwagon, some of that spirit was lost. While we no longer have a club plane available to us, I still encourage everyone to help out the beginners as well as those who are looking to improve their flying skills so that our club can improve. Through our efforts we can increase our participation levels, become safer and more predicible fliers, and those
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HSS Sportsman Contest, cont.

who have reached a flat spot in their learning curve can get the information they need to forge ahead.

In this spirit, HSS is initiating a semi-monthly Sportsman contest. Anyone who is not ranked as an Advanced, Expert, or Master for the monthly contest is encouraged to participate. This doesn't mean that I don't want the Experts to show up but, conversely, I need you to show up to work with the Sportsman fliers and help familiarize them with the basics of timing, landing, flying, and working the winches.

The Sportsman Contests will be structured as follows. The contest will start at 9:00 on the appointed day with a pilots' meeting at 8:45. The contest fee will be \$2. A minimum of two winches will be on hand and should be set up by 8:45 with the help of the Sportsmen. The contest will be a simple format that encourages participation and not precision. A typical contest would be a 15 minute add-em-up with a 25 foot in or out landing. No bonus points for "dork" landings, so if you're concerned about that first airplane of yours, don't worry. Landings aren't going to count that much.

To encourage the Advanced and Expert fliers to come out and help, an informal contest will be held at the same time and will be of secondary concern to the Sportsman contest. The goal here is for an Advanced or Expert pilot to team up with the Sportsmen. This way experience can be

shared and the Sportsman can practice timing as well as flying.

Mike Aguirre (Sportsman Contest CD) and myself look forward to this new opportunity at HSS. I've seen great results from this type of program at other clubs and am convinced it will be a great success here too. The first contest will be February 25th, a Saturday. If you have any questions or would like to indicate your interest, please call myself or Mike anytime. We look forward to seeing everyone out there.

IS THERE ORDER ON THE SLOPE? by Larry Tuohino

Like ME-109s attacking a wounded B-17, four small flying piranhas attack en masse a lumbering Global ARF floater. They pounce with such ferocity that two miss the ARF, collide with each other, and fall intertwined to the ground. Howls of delight erupt, not from Dresden defenders, but from the Back Bay Regulars. The remaining craft battle on until a victor is obvious. The pilots agree to meet again tomorrow ...

An expert winch pilot tosses his \$1000 craft off into the slope lift. After only three passes, he head-ons with a novice aileron trainer before shattering Estancia's basalt. Both pilots wonder angrily what happened ...

A three day-old Explorer ARF fresh from its Xmas tree nest wanders off to the right, soaring high above the cliff. Its fresh wings are shredded by a shotgun formation of
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ORDER ON THE SLOPE, cont.

Silhouettes blasting skyward in the "pump zone." The Explorer's fledgling 15 year old pilot is never seen again

...
So what can be done? Is "order on the slope" an oxymoron? Has the long ago dominance of HSS congeniality completely evaporated from our local slope sites? Not every day is as dangerous or exciting as the above accounts suggest, but midair incidents are common. Is sloping a chaotic electronic kids' game or an accepted "assumption of risk"? Can anyone discern some natural "law of the jungle"?

The reality is that modern high-speed slope ships dominate the airspace. But with observation, some simple rules become clear, apparently more derived from surfing culture than from a FBO aviation ground school. Practicing these rules won't eliminate dangers but can minimize the damage! Additional rules might help but are probably unwanted by the Regulars and thus unenforceable. So strap on your Kevlar underwear before yelling out your frequency and let's go!

Rule #1: KNOW WHO YOU ARE FLYING WITH AND WHAT THEY ARE FLYING. The secret here is to lay back, talk, and observe because with this information, you can go on to rule #2.

Rule #2: FLY WITH YOUR "WAVE". Relative speed of aircraft and experience define what wave you should fly with. If you watch and wait, you will see different groups launch and land together. Pick

your group and be ready to go. Easier said than done well!!

Rule #3: GASBAGS NEED TO AVOID THE "PUMP ZONE". This is a common mistake of beginners and neo-experts. High and in front of the "pump zone" is safer than on either side. Explain this to beginners!

Rule #4: JOIN THE FORMATION OR CALL OUT YOUR POSITION WHEN PASSING IN FRONT. There are generally too many planes in the air and no one has eyes in the back of their heads. If you can't or won't follow this rule - find another place or "wave" to fly. The only exceptions are the floaters that can sky-out of traffic.

RULE #5: DON'T BRING OUT YOUR \$1000 AIRPLANE. A decent thermal ship can hope to retire to the AMA Museum when its flying days are done. The average half-life of a slope ship is a lucky six months. Unless you've got big bucks, don't assume the risk on a regular basis, build a sturdy slope ship and expect to repair it often.

The above rules are all "defensive" in nature and are not formalized in the least. They are just a summary of what this writer has been told by the slope Regulars. The need for these rules arises out of the sheer number of slope pilots which crowd our local sites. The BEST solution is to investigate some of the other semi-secret, often better sites which don't draw the big crowds.

So unlike winchin', it's NOT just "check your frequency and launch"! Set your expectations, find your "wave"
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ORDER ON THE SLOPE, cont.

satisfaction, fun, and the thrills of the slope zone. Now if the Beach Boys would just write a song about it ... but the slopes are TOO crowded already!!!

**HSS GOES TO THE HOBBY SHOWS
by Pete Young**

Following is a lightning fast summary of the new glider items seen at the Long Beach Endless Horizons and the Pasadena IMS shows held on successive weekends in early January. In general, there were several interesting RCHLGs and slopers; and no new thermal duration designs. For more info, contact me for details.

- Airtronics displayed the new Stylus 8 channel PCM system which will be replacing the Vision 8SP by late spring. A new 94555 servo was shown, described as a metal geared 94501. Falcon 880s and 600s, despite not being featured in recent ads, are part of the ASD glider lineup.

- CR Aircraft had a terrific display of their extensive glider line, easily the most dynamic exhibit there. The Blazer is new for this year, an aerobatic V-tail, 60" span, with a FG fuse. Also interesting is their Raider in either an F3B or Unlimited Slope Racer configuration, also with optional carbon wings.

- DCU displayed the Agressor, a 60" slope racer with CF wings; Viper, a pre-sheated RCHLG with carbon pushrods, wing/stab joiners; Mystery, a RG-15 60" sloper; Firefly, a

54" E-374 design, 2 piece wing; and a prototype 60" Toucan, the forward swept wing sloper designed by Larry Renger.

- HOB will be releasing a new sport sloper called Over the Edge (OTE), all built up, should be out by late February.

- Randy Wilson of Las Vegas is custom-kitting the Dragonfly, a V-tailed RCHLG, SD7037 airfoil, pre-sheated wing and tails, CF fuse. Available direct only, \$125.

- Phil "The Rookie" Lontz is custom-kitting the Crossfire, a 1 meter slope racer, looked very exciting. Comes pre-built with a hollow core wing, all hardware; ailerons, V-tail.

- Christine "The Bag Lady" Cassidy was showing her very nice line of glider carrying cases, exceptional workmanship, good-looking product. She also displayed the Mark Allen Avenger, a twin-boom RCHLG with inverted V-tail, glass pod, pre-sheated surfaces. Very unusual look.

- Ken Williams of K&A introduced the Quest RCHLG, balsa over foam wing, glass fuse, very nice looking.

- Merrill Farmer of MM Glider Tech has a new B-1-ish sloper; and the RCHLG Illusion, SD7084 airfoils, all built up, \$41 list, looked very sharp.

- Bob Martin (Major Hobbies) displayed a prototype "Mystery Ship, 118" thermal duration, all wood construction, flaps/ailerons/rudder/elevator, appearance like a mix between a Sagitta and a Legend. Still in development, very nice in appearance, development is continuing.

-- That's it!

FYI

... HSS meetings with hot coffee and food? A good move by the Board, well-received at the last club meeting ... at the Long Beach and IMS shows, new RCHLGs were the only major trend, is there a message there? ... HSSers in the news: Roger Lackey in MA, Larry Tuohino in RC Reports ... Airtronics sounds very serious on phasing out Vision 8SPs with the Stylus, Styluses (Styli?) have been shipped from the manufacturers, this could be it for Visions ... Lake Estancia AKA Lake HSS has re-emerged, rumor is that future Monthlies will feature sailboats, seaplanes, and speedboats, winners get a ride in Norm Kutch's kayak ... On the Internet, Frank "WACO" Weston is offering business franchises for individuals to manufacture, under license, WACO aircraft - Magics, Terminators, Merlins, etc. - contact the Editor for more details ... Unbelievable but true: new RC blimp being flown by one of So Cal's hottest glider fliers, thermalled out, lost forever - maybe you better stick with F3B and hot slope ships instead of gasbags, Manny ...

FEBRUARY MONTHLY

DATE: Sunday February 12
CDs: Ross Thomas, Roger Lackey
FORMAT: 4 rounds

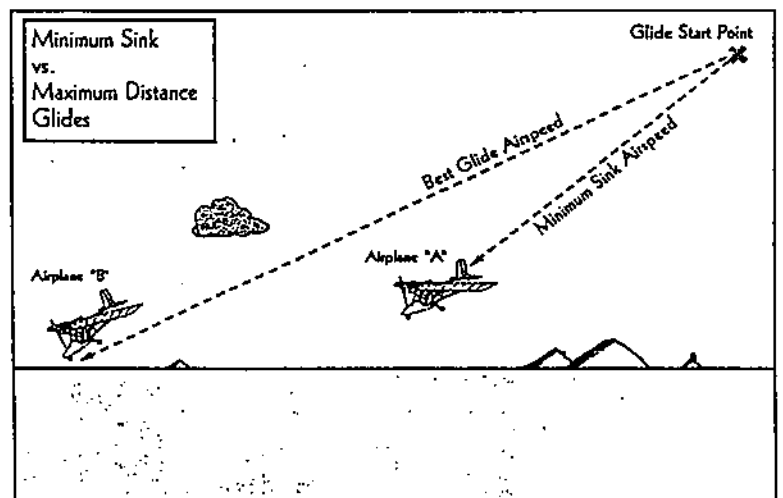
Round 1: 3 minute precision
Rounds 2, 3, 4: 21 minute add-em-up, no single flight over 9 minutes
Each landing worth 100 points; two graduated circle, two in/out

EVENTS: OPEN CLASS ONLY - NOTE CHANGE!!

START: 9AM sharp!

PILOTS' MEETING: 8:45AM

The "Lake HSS" situation will be evaluated the day before the contest. Any questions should be directed to Ross or Roger.



If you ever have an in-flight engine failure in your aircraft, be sure you know your airplane's best glide speed. By gliding at this speed, you can cover the most ground and give yourself the most options. Note that while airplane "A" is sinking less quickly than airplane "B," it won't cover as much ground as airplane "B," which has a higher indicated airspeed.

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FROM CVRC
"ZOOMIE"
VISALIA, CA

FOR SALE

- Windspiel Kestrel 19 scale glider, 132" span, FG fuse, ready to fly, ailerons, flaps, T-tail, \$600; Super Plank, unlimited thermal design, proven contest winner, 134" span, with Vision 8SP system installed, completely ready to fly, \$850. Blair Atwell, (310) 425-3645.
- Grand Esprit V-tail sailplane by Airtronics, kit NIB with carbon fiber boom, \$200; Vision TX, CSL upgrade, TauComm antenna, spare TX NiCd pack, ch. 12, \$400; 2 Airtronics 8 ch RXs @ \$100; 3 RCD 7 ch RXs @ \$60; Vision TX module and RX crystal, ch 48, \$60; Black & Decker drill press, 5 speed, 1/2" chuck, \$80; Steve Fink 714 645-0459
- Comergy F3B (Synergy IV molded wings, Muller Comet fuse and tail), very good condition, \$650 with 6 metal gear servos, \$600 with wing servos, includes RX battery, carbon joiner. Muller King, imported from Germany, good condition, \$550 with 6 metal gear servos, \$500 with wing servos only, includes RX battery, carbon joiner. F3B model built by Steve Neu, 80" span, plane only, \$70; with elevator and 2 metal gear aileron servos, \$130; with Astro FAI Cobalt 60 motor and speed control, \$300. Contact Don Edberg, (714) 552-1812 for info. All prices negotiable.
- Airtronics Championship Series FM system, 7 channels, Ch #26, gold stickered, 2 dual conversion 8 ch FM/PPM RXs, new TX and RX batteries, 4 94831 BB mini servos, 4 mixing modules, many other extras, \$215. Airtronics TX carrying case, \$20. Morry Smith (714) 548-5353.
- Sealy Laser, S-3021 airfoil, glass fuse, balsa/foam wing, 124" span, slip-on nosecone, kit NIB, \$140. Mike Aguirre (714) 645-6419
- Falcon 880, SD 7037, with 4 JR 341s, 2 Airtronics 102s, RCD Rx, Vision Ch 57 module, wingbag, battery, harness, \$525 firm, \$400 with servos only, \$250 airframe only. Curt Nehring, (909) 592-2105.
- P-51 Penetrator high performance slope ship, NIB, \$65. Kyosho scale Zero, ARF electric with 05 motor, battery, props, etc, still in box, \$130. Pat Stoker, (310) 598-9029.
- LJMP Meteor, NIB, glass fuse, 120" span, \$140. Airtronics Legend, NIB, \$180. Ridge Rat, glass fuse, RTF, \$75. Midwest Silent Squire, foam wing, NIB, \$30. Dave Nemecek (714) 775-7196.
- 2M Whisper, RTF less radio, \$125. Bill Duncan, (714) 892-8665.
- NIB kits: Midwest L'il T \$25, Super Cheetah \$45, Bird of Time \$65, Sig Super Sinbad \$25, JASCO Floater 110 \$25, Gold Coast Vortex 2M \$40, DCU Wind Weasel \$25. Futaba FP-7FG 7 ch radio, TX & RX + RCD Platinum RX, \$95. FP-4FG 4 ch radio, TX and RX, \$60. Pete Young, (714) 892-3473.
- Vision 8SP with latest CSL software upgrades, complete system, channel 32, new in box, never used, make offer. JR MAX 6 channel system, NIB, \$180 OBO. Contact Pete Young (714) 892-3473.
- HOB 2X6 sailplane with three piece wing, ready to fly, \$50; Bob Martin SR-7 with Duralene fuselage, ready to fly, \$100. Terry Lore (714) 642-2412.

HSS Event Calendar

1995

February	1	HSS Meeting
	3-5	Arizona Contest
	12	HSS Open Contest
	25	HSS Sportsman Contest
	26	SC2 (ISS)
March	1	HSS Meeting
	5	HSS Open Contest
	12	HSS Classic/2M Contest
	18	Electric Event (TBA)
	26	SC2 (NCC)
April	2	TriCity Challenge (EDSF)
	5	HSS Meeting
	8-9	Masters of Soaring (Covina)
	16	HSS Open Contest
	29	HSS Sportsman Contest
	30	SC2 (SULA)
May	3	HSS Meeting
	6-7	Rosebowl Triad
	13	LSF Achievement Day
	13	TriCity SWAPMEET (HSS)
	14	HSS Open Contest
	21	HSS Classic/2M Contest
	28	SC2 (TPG)
June	3	ISS Annual Hand Launch
	7	HSS Meeting
	11	HSS Open Contest
	17	HSS Sportsman Contest
	25	SC2 (EDSF)
July	5	HSS Meeting
	9	HSS Open Contest
	16	TriCity Challenge (HSS)
	23	HSS Classic/2M Contest
August	2	HSS Meeting
	6	HSS Open Contest
	19	Sula Summer Festival Day1
	20	Sula Summer Festival Day2
	27	SC2 (SWSA)
September	3	LSF Achievement Day/BBQ
	6	HSS Meeting
	17	HSS Classic/2M
	24	SC2 (HSS)

Harbor Soaring Society

P.O. Box 1673
Costa Mesa, CA 92628

A.M.A. Chartered Club #128
"The Oldest A.M.A. Chartered Soaring Club
in the World"

APPLICATION FOR MEMBERSHIP IN THE HARBOR
SOARING SOCIETY FOR 1995
JANUARY to DECEMBER



I understand that by applying for membership
in the Harbor Soaring Society, I must be a
current member of the A.M.A. (Please Print)

NAME _____ HOME PH. () _____
ADDRESS _____ WORK PH. () _____
CITY _____ STATE _____ ZIP _____

A.M.A. NUMBER _____ (PROOF OF STATUS REQUIRED)
DATE OF BIRTH _____

NEW APPLICANTS - (17 years or older) =\$25.00
SENIOR MEMBER - (17 years or older) = \$20.00
JUNIOR MEMBER - (16 years or younger) \$ 6.00
(renewal or new)

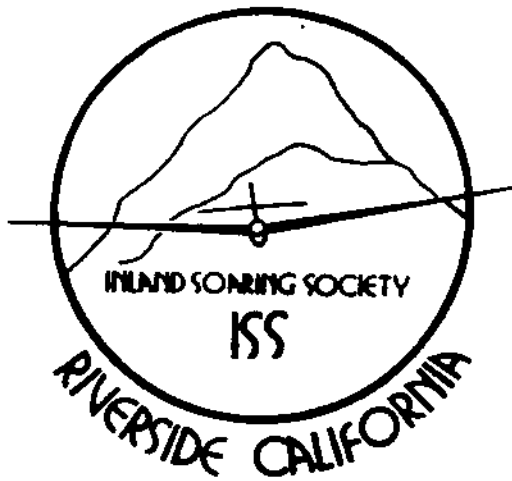
FAMILY MEMBER - (For each additional renewal or new
member at the same address) \$ 5.00
(Separate applications required)

New applicants making application for senior membership between July
1st. and October 31st. pay a reduced rate of \$10.00. New applicants
making application between November 1st. and December 31st. will pay the
annual rate indicated above. Such dues will makes the new member paid in
full for the following year.

A signature is required by all Harbor Soaring Society members,
agreeing to comply with the current A.M.A. Safety Code and the current
HSS General Field Rules and Field Safety Rules.

The undersigned attests that: I will operate my model using only
radio control frequencies currently allowed by the Federal
Communications Commission. Further, any transmitter that I use at any
designated HSS flying field must have a certified R/CMA-AMA gold sticker
affixed indicating that it was manufactured or modified for operations at
20 KHz frequency separation. I understand that my failure to comply with
the above restrictions will result in nullification of liability coverage
for damages caused or claimed.

SIGNATURE _____ DATE _____
TOTAL DUES OWED AND ATTACHED \$ _____
SIGNATURE OF CLUB OFFICER RECEIVING APPLICATION _____

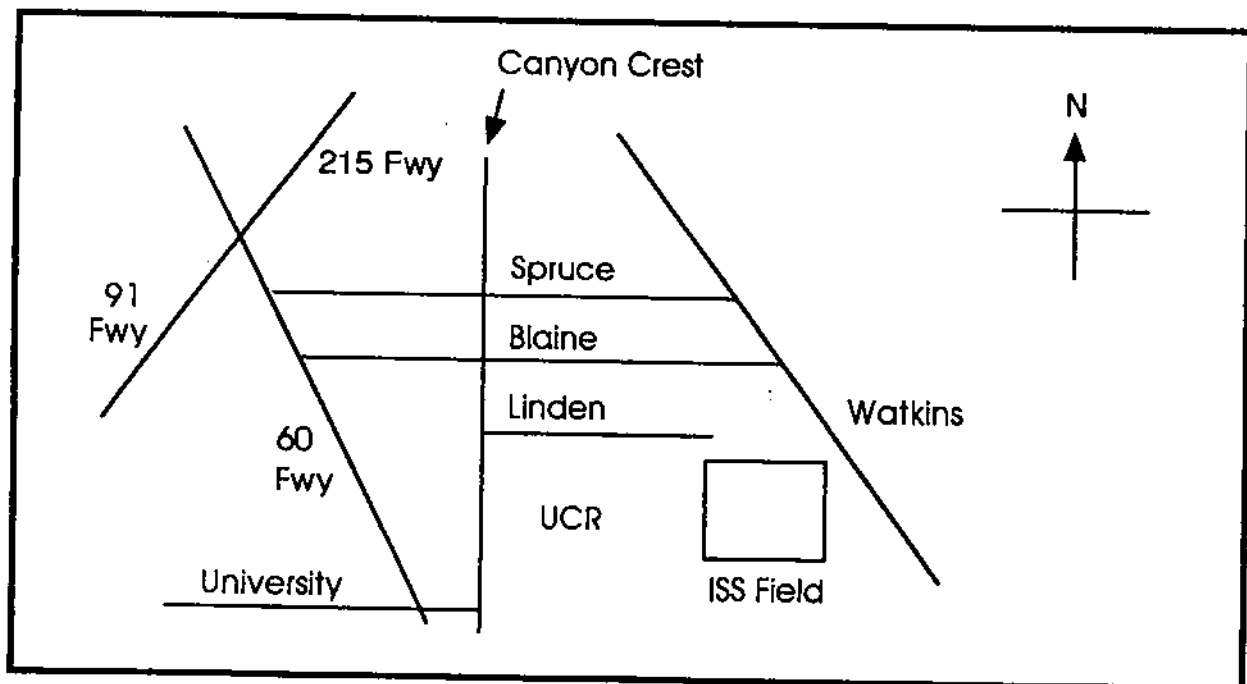


The Inland Soaring Society invites you to the first SC2 contest of 1995!

Date:
February 26, 1995

- Tasks:** The new SC2 standard contest will be used. Three rounds, pilots choice of either a 4 or 8 minute flight; but one round must be an 8 minute flight. 4 minute flights scored 800 flight points, 200 landing points, and 8 minute flights score 900 flight points, 100 landing points. Landings for each round are on a standard 25' circle.
- Location:** ISS field on the University of California, Riverside campus. (See map below). From the 60 freeway, exit on Blaine St. east to Canyon Crest, south to Linden, north to dead end, right onto flying field. 12 volt winches with retrievers, 600+ feet to turn-around, large open grass field.
- Entry Fee:** \$7.00 (new this year for all SC2 contests)
- Trophies:** 1st through 3rd for Masters, Expert, and Sportsman, 1st place Seniors

Contest Director: Vince Botkin (909) 928 0956
 Club President: Vince Botkin (909) 928-0956
 Signup starts at 8:00; pilots meeting at 9:00, first launch at 9:30





The Oldest Chartered
Soaring Club
in the
A.M.A.



Charter # 128

FEBRUARY MEETING

DATE: Wednesday February 1,
7PM for Show and Tell,
meeting starts at 7:30

LOCATION: Hobby Shack
in Fountain Valley

SPEAKER: Roger Lackey will
demonstrate a vacuum bag
layup.

SHOW AND TELL: glider wing
bags, carrying cases, plus
anything of general interest!

DOOR PRIZE RAFFLE!

SEND IN AMA AND HSS RENEWALS!!



P.O.Box 1673
Costa Mesa, CA 92628



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