



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



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

DECEMBER 2005

VOLUME 42

HSS Christmas Party and Awards Banquet

Walt Cloer has arranged for the HSS Christmas party and awards banquet to be held on Tuesday December 6th, at Claim Jumper restaurant in Fountain Valley. It is located at 18050 Brookhurst Ave. on the south east corner of Brookhurst and Talbert. We will have our own banquet room, and the cost of the buffet will be \$22 plus tax and tip which totals \$30.50 for a choice of ribs or chicken entrees, several salads, breads and drinks. Bar service will be available. Meet at 7 PM for a most enjoyable get together and trophy presentation. Guests are invited. See invitation on our web sites, and make your reservation with Walt Cloer at 714-865-6411. If you are not sure about a reservation, come anyway as we can handle a few unreserved additions.

Plane of the Month

This month we would like to show the beautiful DC-3 that Walt Cloer has been flying. He brought this one in for show and tell at the November meeting. It is available from Tower Hobbies, has a 60" span and uses two Speed 400 motors which are included. The nifty 3 bladed props add to the realism. This is one beautiful plane, done in Eastern Airlines trim and is also available as a C-47 in olive drab and D-day trim. The photo is another very realistic shot by staff photographer Rob Askegaard.



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Minutes of November 1st 2005 HSS General Meeting

Karl Hawley opened the meeting at 7:30. There were 3 officers, and 13 members.

Karl said there will be a park tour Saturday November 12 from 10 AM to Noon. (See separate article about this tour below. Ed.)

Walt Cloer described the Fun Fly at Katella High School. Walt and George Peters flew several planes, then Don Hofeldt wowed the attendees with his big P-51. The speed and size of this plane illustrated how much space is really needed, which reminds us of how lucky we are to have our field at Fairview Park. Jim Ward demonstrated his camera plane, and allowed everyone to watch real time video in his van while his plane flew. William Vincent flew his four motor transport and demonstrated a great parachute jump.

John Anderson brought up the point that the latest Park and Recreation Newsletter mentioned the train club, but had no information about HSS. Fred Hesse is to work with John in order to submit appropriate material.

Karl reports that there will be a big electric meet at Las Vegas on November 13-14.

The members that were present were concerned about the lack of participation in various glider competitions. It was felt that this is because trophies are of poor quality or non-existent.

Walt Cloer reported that a \$200 deposit was made to the Claim Jumper Restaurant (on Brookhurst Ave. at Talbert) to secure our reservation for the Christmas Party and Awards Banquet to be held December 6th. Everyone is encouraged to give Walt a check for \$31.50 per person in order to attend. Guests are welcome.

John Anderson suggested a new meeting location that is closer to the field. This would cost \$15 per month. Henry Smith said he can get a store room for free. (See results of the Ballot Propositions on this subject below. Ed.)

John Anderson rightly feels that we need to work a little closer with the free flight hobbyists that fly each Sunday morning in the grassy area of Fairview Park. He suggested a get-together with Clint Brooks and the Flying Aces, and also the SCAMPS members for coffee and donuts. We need to set a date for this.

Henry Smith pointed out the fact that many model clubs contribute to local fund raisers. In this way, they are considered more supportive of community interests, and become more respected by political and community leaders. They are then less likely to be legislated against.

Karl went to the Parks and Recreation meeting on Wednesday the 27th of October. He feels that more HSS members should attend.

Editors Note: The shed was primed and painted mainly by Karl Hawley, with help from Jeff Donoho and others. Unfortunately, within several weeks, graffiti artists spray painted the shed, the kiosk, and the park rest rooms. The city came out and tried to clean up the spray paint.

Ballots were counted and the results announced. See separate article on this topic, below.

Karl closed the meeting at 8:30 PM.

For show and tell, Walt Cloer brought his new DC-3, and John Anderson shared some learning experiences. John is returning to model aircraft after many years of being away, so he feels that he has a lot to learn, especially of the newer planes and technologies. As part of the show and tell, he gave a discussion of a problem with a two meter glider that he was flying in which the tow line snagged on the plane. John tried lots of tricks to shake it loose, but to no avail. The plane incurred some damage, and after words John was told about rapidly landing the plane by flying a series of S's directly over the high start.

Respectfully Submitted by Fred Hesse, Secretary



HSS Election Results For 2006

By November 1st, a total of 21 ballots were cast for our 2006 elections, which well exceeds the number of voters last year. The following is the results for both the elected officers, and our opinion survey (Props 1,2,and 3).

Position	Name	Votes
President	Walt Cloer	19
President (Write-in)	Karl Hawley	1
President (Write-in)	Fred Hesse	1
Vice President	Tom Burgess	17
VP (Write-in)	Walt Cloer	1
Secretary	Fred Hesse	18
Treasurer (Write-in)	Mike Gaczowski	7
Treasurer (Write-in)	Jeff Donoho	3
General Director	John Anderson	17
Contest Coordinator	Tom Copp	17
Cont.Coord.(Write-in)	Tuan Le	1
Assistant Contest Coordinator (Write-in)	Bob Sliff	7
Newsletter Editor	Fred Hesse	17

The following are not elected positions, but the listed members have volunteered to take the position for 2006

Safety Officer/Coordinator	Mike Geers	Volunteer.
Publisher	Mike Gaczowski	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	8
Should dues increase by \$5?	Yes	4
Should dues increase by \$10?	Yes	7

Prop.2 Should the club relocate monthly meetings to somewhere closer to the field? Yes 12. No 4.

Prop.3 Should the monthly meetings be changed to a different day so as not to conflict with City Council meetings? Yes 11 No 5.

The results of Proposition 1 indicate that a total of 11 members are for some kind of increase, where as 8 members want the dues to remain the same. Therefore, the steering committee will convene, and determine the amount of change. Next this will be placed before the general membership to vote on, as specified in the club By Laws. Since this will take some time, the 2006 club dues will continue the same.



HSS Election Results For 2006 (Continued)

The results of Proposition 2 indicate that we should look for a new meeting location. This will be acted upon after the new officers take their positions on January 1st, 2006.

Likewise, the meeting day will be changed for 2006, after the location is selected.

Congratulations to our new officers. Everyone may look forward to new activities and events with more emphasis on electric powered aircraft.

Minutes of Special HSS Board Meeting November 5, 2005

A special Harbor Soaring Society (HSS) Executive Board meeting was convened on Saturday November 5, 2005 at 9:45 AM. The subject was changing bank account signatories. The following were in attendance:

Walt Cloer	2006 President and 2005 Vice President
Karl V. Hawley	2005 President
Jim Hanson	2005 Treasurer
Mike Gaczowski	2006 Treasurer
Fred Hesse	2006 Secretary and 2005 Secretary

As prescribed in HSS by-laws this meeting is called to establish the transfer of authorized signatures for check writing privileges for the Wescom Credit Union Account in the name of Harbor Soaring Society, a non-profit organization incorporated in the State of California.

The following names are authorized to write checks and make deposits, effective immediately:

M. J. Gaczowski	Treasurer and primary signatory
Walter L. Cloer	President and secondary signatory
Fred. Hesse	Secretary and tertiary signatory

The following names are to be removed from the account:

James L Hanson	Primary signatory
Karl V. Hawley	Secondary signatory

This meeting was adjourned at 10:15 AM
Respectfully submitted by Fred Hesse, Secretary

On Tuesday November 22, the new names were established at the bank.

Minutes of HSS Steering Committee Meeting on Flying Field Rules

A special Steering Committee meeting was called for 11 AM on November 20th to review the Flying Field Rules developed by the rules committee. This was attended by Karl Hawley, Walt Cloer, Bill Eckles, Tom Burgess, John Anderson, Ross Thomas, John Krug, and Fred Hesse. The intent was to review the initial draft Flying Field Rules made up by the rules committee which included Bill Eckles, John Anderson, Walt Cloer, Tom Burgess, George Peters, and Fred Hesse. A number of good suggestions were made, including the establishment of a Safety Committee to assess model aircraft safety. The committee, led by Bill Eckles, reviewed and amended the suggestions and approved the recommendations. These are to be submitted to the city prior to the Parks and Recreation meeting on the 30th of November.

New Club T-Shirts

Karl Hawley has HSS T-shirts. 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. Contact Karl.



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. Note that the prices shown in the October Plane Rap were incorrect. Advanced ticket purchase is \$13, and advanced ticket purchase with an AMA License is \$11. Regular admission is expected to be \$15 at the door. The form for advanced ticket purchases is available on the HSS web site and that of the AMA.

Getting the Rules Really Right

Last month your editor presented an article about the rules (or lack thereof) governing limits on how high a model can fly. Unfortunately he again failed to get the whole story straight. That brings up the next round of available information, in conjunction with another incident with low flying planes.

On the 16th of November Karl Hawley issued a memo restricting all model flight at Fairview Park to under 400 feet. This was the result of the most recent incident on 14 November in which a low flying private plane came in under particularly low clouds, observed a model, and reported it to the John Wayne tower. This again triggered the police helicopter and all that. Fortunately no citations were issued.

In a follow up attempt, your editor contacted the FAA Long Beach Standards Office (714-821-6410). This is the office that Roger MacGregor dealt with in 2001. I spoke with Dennis Fogarty, who brought out that our real problem is that we are flying in what the FAA calls Class C Airspace. This is an area 5 miles in radius around John Wayne Airport, and is controlled from the ground surface to 4400 feet, as shown below in the section taken from the VFR Terminal Chart for Los Angeles. The FAA is especially strict about areas around commercial airports as can be seen from the Federal Air Regulations shown below.

Dennis then described the special requirements for Class C Airspace. The governing document is FAR 91.130 (included below), and he went through the major requirements, including 2 way radio communication with the John Wayne Air Traffic Controller (ATC), and the need for a radar transponder (described in FAR 91.215, also included).

He then commented about one paragraph of each of these regulations which is titled "Deviations"!! He said that we could try getting a "Letter of Agreement" with the John Wayne ATC in which we requested certain deviations (none that would compromise safety). This was astonishingly encouraging.

He did comment that we may be in or near the "path of entry to the landing pattern for runway 19L", and those aircraft are governed by FAR 91.119 (attached). This may be why we see traffic in our area.

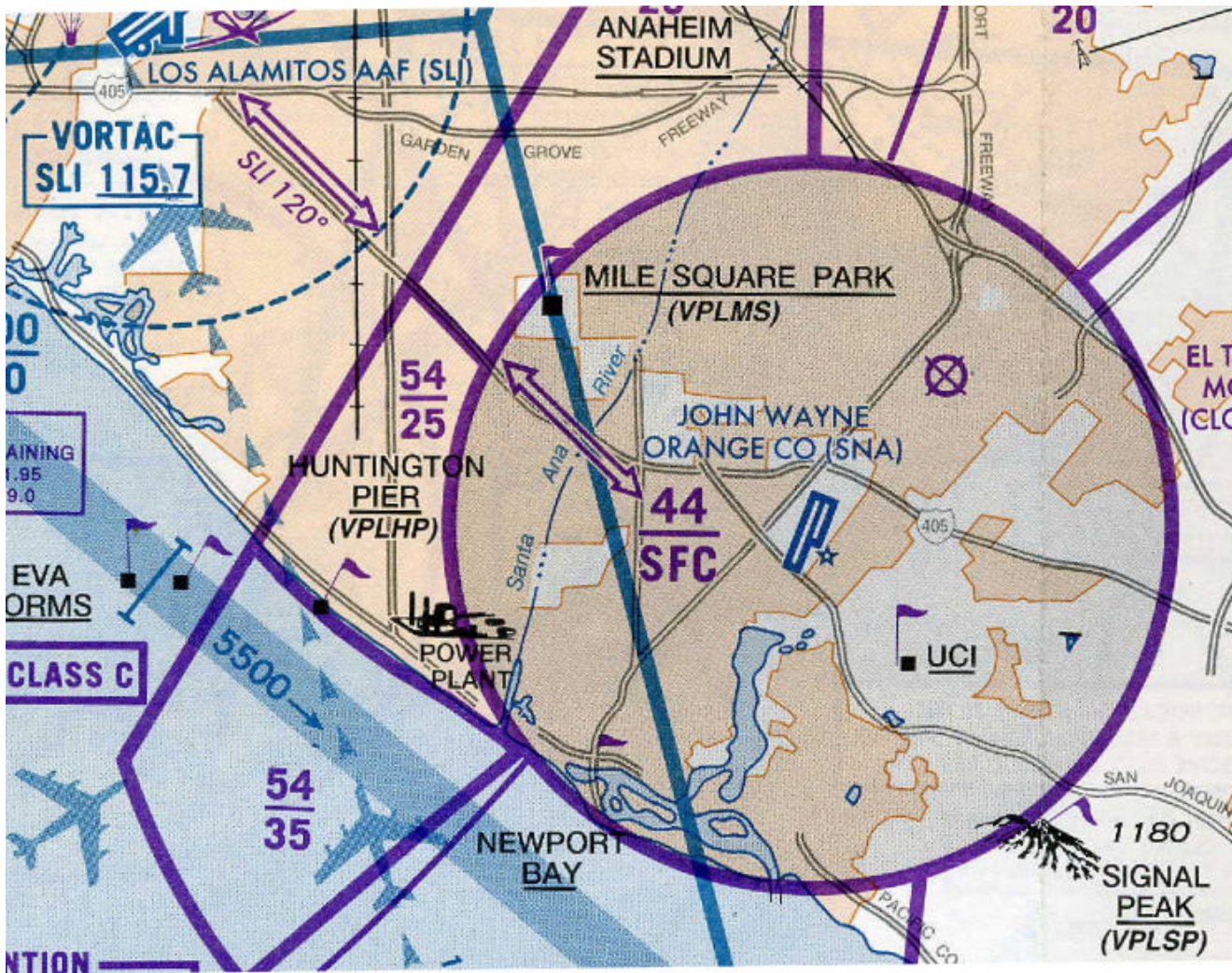
You may be wondering why all this attention is being given to full size aircraft. In the 2001 controversy, the Costa Mesa City Attorney asked for an FAA interpretation, and a conclusion (right or wrong) was that a model aircraft was a full size aircraft. However, the FAA still acknowledged that there are no regulations governing model aircraft, and that they recommend following the Advisory Circular AC 91-57 that states that model aircraft should stay below 400 feet when within 3 miles of an airport.

HSS needs to form a committee to contact John Wayne ATC and discuss the possibility of the suggested "Letter of Agreement". We feel that this committee would be more respected if it included one or more members that fly full size aircraft. Anyone with these qualifications and interested in helping should contact the editor.

The FAA Regulations can be purchased at any pilot supply store, or they are available for free at the following web site. You are invited to peruse the FAA web site, and you will find the complete regulations in the library. The web site is:

www.airweb.faa.gov/Regulatory_and_Guidance_Library Note to use underlines where spaces are shown.





The above illustration is taken from the VFR Terminal Area Chart for Los Angeles. The grey area is the Class C airspace with its 5 mile radius, and the "44/SFC" means it extends from the surface to 4400 feet. Fairview Park can be seen next to the Santa Ana River. Just north of Fairview is a line with two arrow heads which may be the entry path to runway 19L landing pattern.

Federal Aviation Regulation FAR 91.130 Operations in Class C airspace.

- (a) *General.* Unless otherwise authorized by ATC, each aircraft operation in Class C airspace must be conducted in compliance with this section and Sec. 91.129. For the purpose of this section, the primary airport is the airport for which the Class C airspace area is designated. A satellite airport is any other airport within the Class C airspace area.
- (b) *Traffic patterns.* No person may take off or land an aircraft at a satellite airport within a Class C airspace area except in compliance with FAA arrival and departure traffic patterns.
- (c) *Communications.* Each person operating an aircraft in Class C airspace must meet the following two-way radio communications requirements:
 - (1) *Arrival or through flight.* Each person must establish two-way radio communications with the ATC facility (including foreign ATC in the case of foreign airspace designated in the United States) providing air traffic services prior to entering that airspace and thereafter maintain those communications while within that airspace.



(2) *Departing flight.* Each person—

(i) From the primary airport or satellite airport with an operating control tower must establish and maintain two-way radio communications with the control tower, and thereafter as instructed by ATC while operating in the Class C airspace area; or

(ii) From a satellite airport without an operating control tower, must establish and maintain two-way radio communications with the ATC facility having jurisdiction over the Class C airspace area as soon as practicable after departing.

(d) *Equipment requirements.* Unless otherwise authorized by the ATC having jurisdiction over the Class C airspace area, no person may operate an aircraft within a Class C airspace area designated for an airport unless that aircraft is equipped with the applicable equipment specified in Sec. 91.215.

(e) *Deviations.* An operator may deviate from any provision of this section under the provisions of an ATC authorization issued by the ATC facility having jurisdiction over the airspace concerned. ATC may authorize a deviation on a continuing basis or for an individual flight, as appropriate.

Sec. 91.215 ATC transponder and altitude reporting equipment and use

(a) *All airspace: U.S.-registered civil aircraft.* For operations not conducted under [part 121 or 135] of this chapter, ATC transponder equipment installed must meet the performance and environmental requirements of any class of TSO-C74b (Mode A) or any class of TSO-C74c (Mode A with altitude reporting capability) as appropriate, or the appropriate class of TSO-C112 (Mode S).

(b) *All airspace.* Unless otherwise authorized or directed by ATC, no person may operate an aircraft in the airspace described in paragraphs (b)(1) through (b)(5) of this section, unless that aircraft is equipped with an operable coded radar beacon transponder having either Mode 3/A 4096 code capability, replying to Mode 3/A interrogations with the code specified by ATC, or a Mode S capability, replying to Mode 3/A interrogations with the code specified by ATC and intermode and Mode S interrogations in accordance with the applicable provisions specified in TSO C-112, and that aircraft is equipped with automatic pressure altitude reporting equipment having a Mode C capability that automatically replies to Mode C interrogations by transmitting pressure altitude information in 100-foot increments. This requirement applies—

(1) *All aircraft.* In Class A, Class B, and Class C airspace areas

(2) *All aircraft.* In all airspace within 30 nautical miles of an airport listed in appendix D, section 1 of this part from the surface upward to 10,000 feet MSL;

(3) Notwithstanding paragraph (b)(2) of this section, any aircraft which was not originally certificated with an engine-driven electrical system or which has not subsequently been certified with such a system installed, balloon or glider may conduct operations in the airspace within 30 nautical miles of an airport listed in appendix D, section 1 of this part provided such operations are conducted—

(i) Outside any Class A, Class B, or Class C airspace area; and

(ii) Below the altitude of the ceiling of a Class B or Class C airspace area designated for an airport or 10,000 feet MSL, whichever is lower; and

(4) All aircraft in all airspace above the ceiling and within the lateral boundaries of a Class B or Class C airspace area designated for an airport upward to 10,000 feet MSL; and

(5) All aircraft except any aircraft which was not originally certificated with an engine-driven electrical system or which has not subsequently been certified with such a system installed, balloon, or glider----

(i) In all airspace of the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface; and

(ii) In the airspace from the surface to 10,000 feet MSL within a 10-nautical-mile radius of any airport listed in appendix D, section 2 of this part, excluding the airspace below 1,200 feet outside of the lateral boundaries of the surface area of the airspace designated for that airport.

(c) *Transponder-on operation.* While in the airspace as specified in paragraph (b) of this section or in all controlled airspace, each person operating an aircraft equipped with an operable ATC transponder maintained in accordance with Sec. 91.413 of this part shall operate the transponder, including Mode C equipment if installed, and shall reply on the appropriate code or as assigned by ATC.



(d) *ATC authorized deviations.* Requests for ATC authorized deviations must be made to the ATC facility having jurisdiction over the concerned airspace within the time periods specified as follows:

- (1) For operation of an aircraft with an operating transponder but without operating automatic pressure altitude reporting equipment having a Mode C capability, the request may be made at any time.
- (2) For operation of an aircraft with an inoperative transponder to the airport of ultimate destination, including any intermediate stops, or to proceed to a place where suitable repairs can be made or both, the request may be made at any time.
- (3) For operation of an aircraft that is not equipped with a transponder, the request must be made at least one hour before the proposed operation.

Federal Aviation Regulation

Sec. 91.119 Minimum safe altitudes: General.

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- (a) *Anywhere.* An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- (b) *Over congested areas.* Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- (c) *Over other than congested areas.* An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
- (d) *Helicopters.* Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator.

December 6th Meeting Notice

There will be no meeting on December 6th 2005, at the Irvine Water District. In its place, we will have the annual Christmas Banquet and Awards Presentation at the Claim Jumper restaurant at Brookhurst and Talbert, at 7 PM. See details elsewhere in this newsletter and also on the website. Be sure to join us for a great time!

2006 HSS Membership Renewal

It is time to renew your HSS membership, and to assist you, a 2006 HSS Membership Application is attached on page 15. Be sure to mark if you would prefer E-Mail delivery, as it saves the printing and mailing costs. Also, mark your area of interest so as to assist future event planning.

Coming Events For 2005

Sunday	December 4	Eleventh HSS monthly club thermal duration competitions at Fairview Park.
Tuesday	December 6	HSS annual Christmas Banquet and Awards Presentation at the Claim Jumper restaurant at Brookhurst and Talbert, 7PM in banquet room.
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.

Coming Events For 2006

Tuesday	January 3	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	January 8	First HSS monthly club thermal duration competitions at Fairview Park.
Fri.-Sun.	January 13-15	2006 AMA Convention, Ontario Convention Center



Stuff For Sale

Anyone with planes or equipment that they wish to sell may advertise for free in this newsletter. Contact Fred Hesse by phone or E-mail as shown on the last page of this newsletter.

Futaba 9ZAP. This is a Futaba 9ZAP (9 channel) Radio and SYNTHESIZER MODULE. Includes wall charger, transmitter battery, aluminum case and manual. Asking \$450 OBO.

Futaba 8UAPs-PCM. This is a Futaba Super 8 channel Radio and channel xx module (6 to choose from). Includes wall charger, transmitter battery, aluminum case and manual. Asking \$150 OBO.

Futaba 9CAP-PCM. This is a Futaba 9CAP 9 channel Radio and channel xx module (6 to choose from). Includes wall charger, transmitter battery, aluminum case and manual. Asking \$250 OBO.

Contact Mike Gaczowski at 949-632-1747 mgaczowski@cox.net.

A Newby Experience (A contribution by Malcolm Walworth - Ed.)

Since I am new to the R/C environment (May 2005) my learning curve is fairly steep.

The sky was quite busy some weeks ago as I walked up to the electric flying field with my EasyStar in my carrying box. There were some fast-movers and some park fliers all buzzing around. After greetings and the usual chitchat, I noticed that all but one had landed. The sky was clear! Time to fly!

The EasyStar went together quickly...connect the battery and secure it in the nose Velcro, check the CG, turn on the transmitter and check the controls and the motor. Everything looked good. "LAUNCHING", I yelled. The model was on its way. (I still get an adrenaline rush every time I launch.)

After cruising around the field about 5 times gaining altitude, I thought I would do a loop that I had done a dozen times before. Nose it over to pick up speed and then pull back on the stick... OOOPS! THE WINGS CAME OFF!!!!

Suddenly, I owned a big lawn dart that proceeded rapidly from about 100 feet straight down into the ground among the weeds. I had forgotten to put the carbon fiber spar into the wing slots. There was a pause and an "ooOoh" from the guys watching. Those weeds can hide a lot of stuff. When I found it, the front of the plane looked like packing material. I also trashed my receiver and lost a propeller after it chopped a hole in the wing.

I have learned two things from this experience...I hope.

1. It doesn't pay to rush when setting up for flying.
2. The EasyStar is an amazingly repairable plane...perfect for a beginner like me. (I prefer to learn these major lessons on this model rather than the 3 Meter Gnome that I am presently building.)

Believe it or not, my ES is flying well after a lot of CA glue and a new receiver. I needed a new dual conversion receiver anyway for my Gnome.

Malcolm Walworth, HSS member.

(The above photo shows the EasyStar. Thanks for your contribution, Malcolm. – Ed.)



On a Lighter Side

Thanks to Herman Hall for sending along a number of actual conversations between aircraft pilots and landing towers

O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."

United 329: "Approach, I've always wanted to say this...I've got the little Fokker in sight."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked: "What was your last known position?"

Student: "When I was number one for takeoff."

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadeloupe exit off Highway 101, make a right at the lights and return to the airport."

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked".

Air Traffic Control told the fighter jock that he was number two, behind a B-52 that had one engine shut down. "Ah," the fighter pilot remarked, "The dreaded seven-engine approach."

A Pan Am 727 flight, waiting for start clearance in Munich, overheard the following:

Lufthansa (in German): "Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English."

Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent):

"Because you lost the bloody war!"

Tower: "Eastern 702, cleared for takeoff, contact Departure on frequency 124.7"

Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"

BR Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern... we've already notified our caterers."

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said,

"What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger:

"I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speedbird 206.

Speedbird 206: "Frankfurt, Speedbird 206 clear of active runway."

Ground: "Speedbird 206. Taxi to gate Alpha One-Seven." The BA 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."

Ground (with quite arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"

Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark, -- And I didn't land."



Contest Results

The following are the results of the monthly HSS contest held on November 6th, 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 YSS 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 November 2005

CLASS	NAME	TOTALS	NORM	NORM BY CLASS
E	DAN FINK	1389	982	1000
E	TOM COPP	1253	886	902
E	JIM SNEED	1107	783	797
I	TAK TAKAYAMA	1270	898	1000
RES	JOHN KRUG	1414	1000	1000
RES	ROSS THOMAS	1300	919	919
RES	ERV SZEGO	1255	888	888
RES	JEFF DONOHO	800	566	566

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	1000	902		7058
Tom Vincent	902		958			928				945			3733
Jim Sneed			930					873			797		2600
Ben Clerx						998							998

Intermediate

Tak Takayama							1000		878		1000		2878
Casey Adamczyk									1000				1000

SPORTSMAN

Tuan Le			1000										1000
John Krug							693						693

RES

John Krug	1000	986	1000		992	1000	1000		1000	863	1000		8841
Ross Thomas	991	1000	992		804	785	722	647	871		919		7731
Chris Adamczyk		956	357				835		995				3143
Karl Hawley		800	248		1000	592	491						3131
Jeff Donoho			915		940	611					566		3032
Tuan Le					984					1000			1984
Erv Szego					630			453			888		1971
Pete Richardson										638			638
Rod Sweet										522			522



HARBOR SOARING SOCIETY
OF COSTA MESA

PRESENTS

**THE GALA 2005 CHRISTMAS BANQUET
AND AWARDS CEREMONY**

TUESDAY DECEMBER 6TH 2005, 7 PM TO 11 PM

AT THE

CLAIM JUMPER RESTAURANT



**18050 BROOKHURST STREET
FOUNTAIN VALLEY, CA 92708**

**APPROXIMATELY \$30.50 EACH (All Inclusive)
Reservations Required by December 4, 2005
See Walt Cloer 714-865-6411**

**Dinner Includes: Chicken or Ribs, Salad, Potatoes, and Bread
No Host Bar Service Available**

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.


COMPOSITE SPECIALTIES**F3X.COM**

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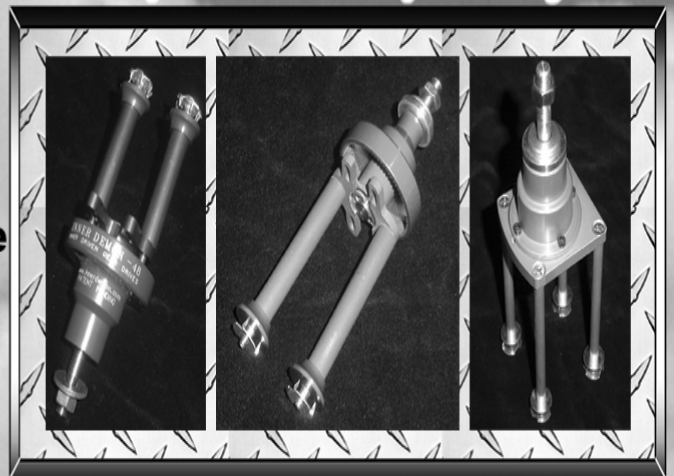
Graphics Hill

Jim Hanson
331 Hamilton St.
Costa Mesa, CA 92627
(949) 646-3603
E-mail
tog4rc@pacbell.net

(949) 631-2982**www.innerdemon.com**

- 4 Types to choose from For 120 to 3000 watt systems, park flyers to 1/3 scale.
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Total Wing Area: 194 sq in.
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Includes: 4 channel
radio, elevator
mixing.

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WATTAGE

AT-8 Texan EP ARF (480 motor not included)

This is the nicest looking,
nicest flying, best built
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available today! We know
you'll fall in love with this
"Yellow Rose!"
Specifications
Wingspan: 36.5"
Wing Area: 188sq"
Length: 25.5"
Weight RTF: 19-24oz
Wing Loading: 14.5-18
oz/sq.
Functions: A/E/R/T

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XL-30rfs

4-Stroke engine
0.30 ci displacement

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Hawthorne & 168th
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MEMBERSHIP APPLICATION 2006

Harbor Soaring Society
AMA Chartered Club # 128
P.O. Box 1673
Costa Mesa, CA 92628
AMA's Oldest Chartered Soaring Club

I understand that by applying for membership in the Harbor Soaring Society, I must be a current member of the AMA.

Please Print

NAME _____ **Home Ph.#** _____

ADDRESS _____ **Work Ph. #** _____

CITY _____ **STATE** _____ **Zip** _____ **E-MAIL** _____

AMA # _____ **(PROOF OF STATUS REQUIRED, Xerox copy OK)**

DATE OF BIRTH _____ **Frequency channels used** _____ / _____ / _____

- ☐ **NEW APPLICANTS (Without Name Tag)--(17 years and older) = \$20.00**
- ☐ **SENIOR MEMBER (Renewal W/O Name Tag)(17 years and older) = \$20.00**
- ☐ **JUNIOR MEMBER -----(16 years and under), = \$10.00**
- ☐ **FAMILY MEMBER -----(At same address) = \$ 5.00**
- ☐ **Optional or Extra HSS Name tag----- = \$5.00**
- ☐ **I hereby give my permission to publish my [NAME], [ADDRESS], [PHONE], [E-MAIL ADDRESS] in the monthly newsletter. (Strike out any element of personal information that should not be published). Note that newsletter is published on club web site.**
- ☐ **I request E-mail delivery of the monthly newsletter in place of U.S. Mail delivery of hard copy.**

My interests in radio control flying include (Check all that apply including future interests):

Thermal Duration Gliders _____	Slope Soaring Gliders _____	RES Gliders _____
Large Scale Gliders _____	Hand Launched Gliders _____	Electric Motor Gliders _____
Park Flyer Electric Planes _____	Acrobatic Electric Planes _____	Scale Electric Planes _____
Electric Pylon Racing _____	Indoor Electric Planes _____	Electric Helicopters _____

Applicants making application for senior membership between July 1st and October 31st pay a reduced rate of \$10.00 (Name tag extra). New applicants making application between November 1st and December 31st will pay the annual rate indicated above and such dues will make the new member paid in full for the following year. A signature is required from all Harbor Soaring Society members, agreeing to comply with the current AMA 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 FCC. Further, any transmitter that I use at any designated HSS flying field must be manufactured to meet the AMA/FCC specified 20 Khz per channel 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 _____

Rev: 4 Oct 05

DECEMBER 2005



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	Mike Gaczowski	(949) 582-9390	mgaczowski@cox.net
Secretary	Fred Hesse	(714) 963-5838	fhesse@socal.rr.com
Contest Coordinator	Tom Copp	(949) 645-7032	tom@f3x.com
Assist. C/C	Open Position		
Safety Officer	Mike Geers	(714) 235-9096	4geers@socal.rr.com
Editor	Fred Hesse	(714) 963-5838	fhesse@socal.rr.com
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Winch Engineer	Karl Hawley	(949) 574-9379	www.1hss.org
Webmaster	Tuan Le	(630) 886-2845	fnnwizard@earthlink.net
Assist. Webmaster	Berkeley Green	(949) 370-2755	AMA826255@gmail.com
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 WILL BE THE CHRISTMAS BANQUET AT CLAIM JUMPER

RESTAURANT AT BROOKHURST AND TALBERT AT 7 PM, 6 DEC. 2005.

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