

Plane RAP

AMA Charter #128
The Western Soaring Capital
<http://www.1hss.org>



Message from the President

We are five months into the year. How about that? Are we having fun yet? If not, maybe you haven't been out to fly yet this year. The air has been good. See you at the field.

KARL HAWLEY

APRIL 2002 HSS Meeting

7:30 pm Karl called meeting to order, 12 in attendance.

Karl welcomed a few new Guys to the meeting. It was noted that no time for the club meetings are in the newsletter, READ THE MINUTES.

Talk of getting the electric guys more involved at the club meetings. It was suggested that perhaps an Electric night with speaker might be an idea. See Karl or Yoni with ideas on this.

Cub meeting speakers; any ideas on what or whom you want, see Yoni (VP) or any board member.

Old Stuff; Karl sent a letter to the city parks guy about our OK to keep mowing the field. The new Park guy will get back with Karl and go over it. The City has some use it or lose it money to spend on the park by summer. We may see some field improvements sooner than we think. Will Conrad is going to contact Larry Jolly, last year's president, and arrange to get back the Presidents briefcase, with the club gavel, HSS decals and other papers that are in it.

The Orange county fair has asked us if we would like to man a free booth at the fair for one day or so. Perhaps a few volunteers and a few sailplane vendors can also bring a few planes to display, free passes for 4hrs work. Will Conrad will work on details, so contact him at "the newsletter editor" via e-mail from our site WWW.1HSS.org with any interest.

Ross, Contest Director, is still looking for volunteers to CD a club contest; Ross will help you set it up. Contact him via e-mail from our site. Ross said we have had good turnouts at club contest, and thanks to all who come fly them. You will really learn

a lot about sailplanes by flying in these contest, so don't be shy, try it you'll like it !!! John Krug will CD the May contest.

Al Smith, new guy, talked about the Riverside slope combat contest he flew in. There were 40 entries and about 100 people were there. With 23 planes in the air at one time, it was a blast to watch and fly in. Al received 5 direct body hits to his person from stray planes that day. Wear your Kevlar Vest and helmets if you go next year. Shin guards would be helpful also.

May11 is "Paws in the Park" dog walk.

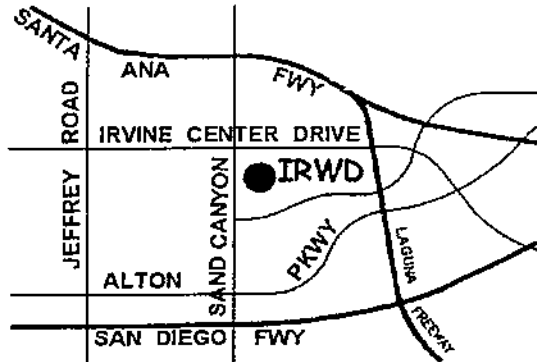
Lots of dogs will be walking around so Please use caution if flying on that day.

SC2 contest was discussed. Flyers are signing up with a club affiliation that they are not a member of. E-mail is circulating regarding all clubs voting on this. Concern is that by changing clubs you fly for during the year could influence club standings which determines next years order of choice in selecting what months the clubs host the contest. One suggestion was to allow a non-club member to affiliate for the entire year, only one club and no changes. Another thought was to provide SC2 with a club roster, names only. Still another idea, the E-mail, suggested a club card be shown as proof. It was mentioned that this could also be a problem at major contest Visalia, Pasadena, Arizona etc. These contest award team trophies.

8:30 pm meeting ended; Karl was still talking.



Meeting Location: Irvine Water District located at 15600 Sand Canyon Ave. 1/2 mile West of 5 fwy., south side of street.
(note: Board Meetings are Held 30 Minutes Before Club Meetings)



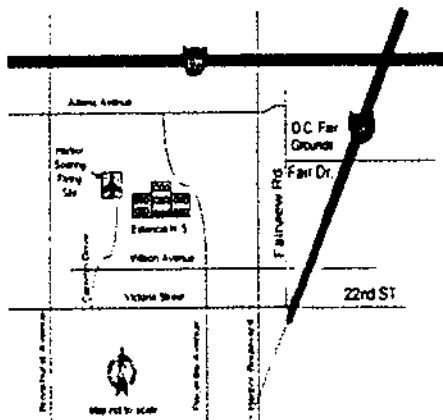
2. Note: This is a general location map. It does not represent the actual boundaries of the Irvine Water District. The Irvine Water District is a public utility and its boundaries are defined by the State of California. The Irvine Water District is a public utility and its boundaries are defined by the State of California.

**Now is the time to re-new
your club membership
Don't put it off, do it now!
Support your organization**

**CLUB ACTIVITIES
2002 SCHEDULE**

- May 04th TPG SC-2 HLG Contest
 - May 05th HSS Contest
 - May 07th HSS Meeting 7:30
 - June 1st 2002 Intl Hand Launch
Glider Festival TPG
 - June 4th HSS Meeting 7:30
 - June 23rd SC2 HLG Contest
 - June 30th SC2 SWSA
- (Dates subject to change)**

Flying Site



**MAY Meeting
May 07, 2002**

Message from V.P.: Don Edberg, world's leading authority on Futaba Computer Radio's will introduce the Futaba new nine channel. If you own a Futaba or would like to consider getting a new Futaba, come and get all your questions answered by Don Edberg at our next meeting.

Yani

PLEASE come to the meeting and bring a friend. **Support your club!**

RES
 KARL HAWLEY 1000
 M. MORJOSEPH 969
 JOHN KRUG 556
 WARREN GREEN 446
 LES KENYON 395
 ROSS THOMAS 386
 JOHN BARR 311

OPEN
 *JOE RODRIGEZ 1000
 TOM COPP 960
 STEVE HENDRY 931
 DAN FINK 859
 TOM WATSON 798
 ROSS THOMAS 720
 JIM HANSON 640
 M. MORJOSEPH 608
 YANI 599

RES YEAR TO DATE	JAN	FEB	MARCH	APRIL	TOTAL
ROSS THOMAS	1000	1000	1000	386	3386
LES KENYON	0	639	924	395	1958
M. MORJOSEPH	0	0	971	969	1940
KARL HAWLEY	665	0	262	1000	1927
JOHN BARR	0	818	639	311	1768
C. ADAMCZYK	873	760	0	0	1633
JOHN KRUG	0	0	815	556	1371
LARRY ENGER	0	818	0	0	818
WILL CONRAD	467	173	0	0	640
STEVE SHUPAK	0	0	566	0	566
WARREN GREEN	0	0	0	446	446

OPEN YEAR TO DATE	JAN	FEB	MARCH	APRIL	TOTAL
M. MORJOSEPH	979	1000	985	608	3572
ROSS THOMAS	865	986	970	720	3541
TOM COPP	1000	0	996	960	2956
TOM WATSON	0	897	917	798	2612
YANI	950	0	850	599	2404
EDGAR VERA	978	0	960	0	1938
STEVE HENDRY	922	0	0	931	1853
JOHN BROWN	0	809	571	0	1380
BEN CLERX	0	0	1000	0	1000
JOHN ROE	0	996	0	0	996
MARK TAYLOR	0	0	928	0	928
BOB LENARD	899	0	0	0	899
DAN FINK	0	0	0	859	859
STEVE SHUPAK	849	0	0	0	849
CHARLES NEWMANN	791	0	0	0	791
RYAN SHUBIN	785	0	0	0	785
MARK BROWNING	0	0	742	0	742
AL CRON	0	0	649	0	649
JIM HANSON					

La Sierra Slope Bash

Saturday March 6th at 11:30am Larry Engor, Ken Wagner and Steve Hendry arrived at the La Sierra Slope Site. There were 53 entrees split up among 3 classes: Combat, Expert and Warbirds. The crowd and contestants numbered over 100 people. The wind was coming over the hill at 25 mph with gusts of 35 mph. The wind was coming at a 45 degree angle so it wasn't all usable energy. Most contestants taped lead to their planes. I added 5 oz on the under side of my boomerang. The action was fast, the atmosphere tense. When someone made a mistake the plane usually went flying through the crowd at 30+ mph, out of control. This was a combat contest, not for the weak at heart. Planes were at risk of being damaged or totally destroyed. If you weren't paying attention you could also get bopped in the head with a foamy. Weston Zellmer took first place in both Combat and Expert Class using his XR and XL Combat Wings. Weston is the owner operator of <http://combatwings.com/> and is willing to share his winners with fellow flyers.



FUTURE CONTEST SCHEDULE

- Apr 2nd Sun HSS Contest Fairview Park TBA, Need A CD
- Apr 7th Tuesday 7:30 PM HSS Meeting @ Irvine Water Dist.
- Apr 21st (SC)² Inland Soaring Society-ISS
- May 5th Sun HSS Contest Fairview Park TBA, Need A CD
- May 7th Tuesday 7:30 PM HSS Meeting @ Irvine Water Dist.
- May 19th (SC)² Torrey Pine Gulls-TPG
- May 25th and 26th - PSS 21st Annual Two Day Contest.
- June 1st 2002 International Hand Launch Glider Festival TPG
- June 2nd Sun HSS Contest Fairview Park TBA, Need A CD
- June 4th Tuesday 7:30 PM HSS Meeting @ Irvine Water Dist.
- June 30th (SC)² Silent Wings Soaring Society-SWSA

Les Kenyon Bits

Here is a list of the pages available from the Beginner's Guide to Aeronautics site. There are two versions of each slide: (1) Slide with text—will deliver a page with a slide and a scientific explanation of the contents. (2) Slide alone—will show the slide alone in a different orientation for printing. Clicking Animation will display an animation file.

Please Note: Animation files are large (average 350K bytes) and may take some time to load

Les Kenyon

<http://www.rcsoaring.com/pss/pss2002x.pdf>

You can find a wealth of F3F and Man-on-Man racing information on the www.sloperacing.com website, including text, rules, and a short MPEG of an entire F3F run (slightly longer than 30.80 seconds :-)

<http://www.semodeler.com/>

The printed magazine that covers the world of Radio Control Model Sailplanes and Electric Airplanes. From R/C soaring to electric slow-flyers, electric scale airplanes, scale sailplanes, thermal duration, sport electrics and slope soaring you'll find it all and more in S&E MODELER. Look for S&E

MODELER at a newsstand or hobby shop near you. Or, subscribe through this site!

EPOXY

Most 5 minute epoxies are formulated to be not so sensitive to an absolutely perfect mix, so eyeballing the puddles and mixing is pretty adequate. I've heard of folks using cardboard scraps, plastic lids, etc. I've done all of that, but my favorite way is to just put a few strips of packing tape, or wide masking tape down on the edge of my workbench with the ends hanging long for removal later, and to mix right on that. When I'm done mixing and using, I just grab the tape ends, peel the whole thing up in one pull, and chuck it.

The longer curing laminating epoxies can be very sensitive to mix, so weighing or accurately measuring by volume can become much more critical. Remember that hardener and resin rarely have the same density, so an epoxy that is measured 2:1 by volume will very likely NOT be 2:1 when measured by weight. Be sure you have all the information for your brand if you're switching from volume to weight technique for mixing. Also, I'd agree that John Elliot's comments about how to weigh epoxy for mixing are right on the money, and kind of an industry standard in composite shops.

1. Balance your scale to show zero weight for your mixing container.
 2. Add resin until you have a roughly the amount that will make the quantity of finished mix you need.
 3. Weigh the resin. Divide by 100, multiply by the % of hardener for correct ratio (BY WEIGHT, NOT VOLUME!), and add the result to the resin weight.
 4. Set the scale for that total weight.
 5. Pour in hardener until you hit the weight dead on.
 6. Yes you do have to be careful to slow down the pour rate on the hardener when you're nearing the target amount.
 7. Make sure the container and stirring stick are shaped so that you can scrape and mix every surface thoroughly, and don't forget to scrape off the stirring stick completely against the edge of the container several times during the mixing process.
- Happy Epoxy to all.
Scobie in Seattle

Submitted by Les Kenyon

HS-80 Metal Geared Servo-Slop Reduction

by Wayne Messner

Several years ago when I started flying flapped sailplanes, I discovered the joy of breaking servo gears. At that time I was using almost exclusively

Futaba S-133 and HiTec HS-80 servos. Both were relatively inexpensive and dependable, except that the gears wouldn't allow you to screw up on landing

and slap a flap into the ground. They would break, (I even broke gears in an aileron servo on launch by using the plane as a hat remover).

Since I screw up a lot, and my general landing technique is less than gentle, I decided that metal gears were the way to go. Metal gears for the

Futaba S-133 were about \$40.00 a set, a little pricey I thought, but for the HS-80 they were \$20.00 or less. Guess which one I picked.

About four flights after installing the metal gears in the HS-80s, the servos became very sloppy. Some serious investigation showed that the slop was the result of the output gear moving up and down in the case, which also let the gear rock back and forth in the case. I later bought the servos new with metal gears, and the same problem existed. Maybe this slop is not a major problem, but I didn't like it.

The solution I found was putting a shim in the top of the case, on the output shaft. The best shim I could find was a glow plug washer. A modified glow plug washer actually, thinned and notched. The washer has to be filed down to about .020" thick or it binds the servo. In actual practice, I custom fit each one, as there seemed to be some inconsistency in what was required.

The procedure I used varied from laying the washer on my thumb, (and filing both the washer and the thumb), to gluing the washer to a piece of balsa, to making a jig to hold the washer. The jig is simple, and I recommend it. To make the jig, you need a piece of hard balsa or pine big enough to have the "holding ring" and be clamped down or held by hand. Lay the balsa, (or pine), on a solid surface, and choose a thick glow plug washer, (their thickness varies considerably). Lay the washer on the balsa and strike smartly with a precision modeling hammer, (I use a 20-oz framing hammer- maybe it's not critical). You now

have a "holding ring" in your balsa. Look the impression in the balsa over to insure that it is deep enough to hold the washer, (.010-.015"), has crisp corners to hold the washer in place, and is not tilted, (which would generate a tapered washer). If it doesn't pass inspection, make a new one with these attributes in mind.

This isn't exactly rocket science, so just get a reasonable impression. It works better with a fine tooth file, and the jig will degrade with use, but it's simple. Now that you have a jig, place a washer into it and file the washer to about .020". Cut a notch about 3/16" wide in the washer to span the stop lug in

the top case. Clean up the washer and put it on the output gear in the servo with the notch lined up with the stop lug in the case. Assemble the servo, leaving the screws loose. Plug the servo in and slowly tighten the screws while cycling the servo. If you notice any binding, you have to put the washer back in the jig and thin it some more. No binding is good, the servo

is ready for use. If you have access to a servo load meter, it would be good to insure there is no binding with it. I used this technique on about 8 servos, and it works. Submitted by Les Kenyon

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Submitted by Les Kenyon

CHEAP PLANE CASES!!

Transporting those planes cheaply? Try using those cardboard 'sonotubes' you can buy at the home center for about 6 bucks per 4-foot section, in a couple diameters. They are used to pour cement footings for light posts, etc. Buy two. Cut about a 6 to 10-inch ring off one. Now slit the ring so it looks like the letter "C". Scuff the waxed inner and outer areas of the tube for better adhesion, then epoxy or even bolt this connecting ring halfway into one end of a tube. The tubes now fit tightly together. Add wood or foam end caps, and a carry strap, which will also keep the ends from separating until you unbuckle it. You can line the tube with foam, rubber or not, as you like. Though it's only cardboard, it is very sturdy, waterproof, enough to last maybe 4 seasons as-is, and if you buy two diameters of tube, they telescope neatly into each other for variable-length or just easier storage when not in use. Not very pretty but cheap and very workable.

The SporTube Snowboard Case is hard case for snowboards with wheels on the end. It fits two Open class Gliders. It comes with its own padlock to deter theft, and fits airline specifications for size. Looking for a way to fly with those expensive Gliders- check it out. <http://www.snowshack.com/sportube-snowboard-case.html>

FLYERS ASSAULTED by _____

(fill in blank after reading article)

Every flying site has its problems. You know, real problems, like the type of problems caused by people who don't like model airplanes and those who fly them. Those, kinda of problems...

Just last month, the Laguna Niguel Slope Soarers have been flying under what amounts to war-like conditions. One of the slope's adjacent neighbors launched an assault on flying planes and brought a whole new meaning to RC combat. The war zone was created by an ostensibly normal person who doesn't like model planes and their pilots. How could one man create a Mid-East crisis in our own backyard?

Here's what happened. It was mid-April, a weekday. The afternoon breeze called to local flyers. Roe throws up the Wizard, Scott his DW wing, and Steve his mini warbird. All of a sudden, whapp, a huge bug hits the leading edge of the Wizard shattering the delicate wing. Boom comes a sound, Scott's flying wing gets nailed with a thud, something like a smart missile. Just like a terrorist attack, unexpected violence was bringing planes down.

Bewilderd and looking for answers, Scott's eye caught something troubling. The slope's adjacent neighbor, middle aged and Neanderthal like, somehow managed to figure out how to use a wrist rocket and was shooting large steel balls at the flying planes from his backyard. Scott immediately called Bush's terrorist unit, the police.

Although most would consider shooting at planes that are close to people and other houses lunacy, Steve Valabeanbean, the alleged shooter, proclaimed to the police, "Arrest the liar who said I was shooting." After interrogating the eye witness and surveying the damaged planes, the police came to the conclusion that the adjacent neighbor was shooting, and citing him for breaking the law.

The true irony of this incident lies in a letter drafted and submitted by the alleged shooter's attorney to the Home Owners Association and the City only a month prior. The letter strongly condemns the flying site next to his house and the potential dangers it poses to his family. The letter predicts someone will get hurt. Didn't Bin Laden do the same? Oh, but he sent videos.

The warring neighbor purchased his new home adjacent to a city designated slope soaring site. His home is the closest to the site. The homeowner's association, in its CCR's spelled out acceptance of this site within their community. The city even placed a large sign in front of the entrance to the park that plainly states: This is a flying site.

Somehow the message never got through. Maybe it happened like this. Honey, have you noticed the deadbeats bringing airplanes to our park and flying them? You better do something, we paid too much money for this house to be irritated by those fools. Do whatever it takes to get rid of them. Yes, dear.

Just like Saddam, the warring neighbor stands alone. Just like the boy who cried wolf, the townspeople, the City, the police, and the District Attorney will now allow the wolf to eat merrily.

A NOTE FROM KARL

I've been looking up more to good air. Well I would like to see a better effort put into helping with the contests. For me, I see club contests as a place to help and teach other flyers to run a stop watch, see a thermal and work a thermal and make landings. So when they go to SC2 and Visalia they are ready to work as a team and bring home the gold. But of course there are other opinions on club and other contests. They are there just for themselves. That's OK too, some people need that, but for the rest of us, let's give others a helping hand. It will make them better flyers and it will improve our flying too. We all need to work together on the field maintenance and getting the club equipment set up before 8:45 A.M. on contest days.

The club is about flying and having fun, so see you there and if you are not having fun, tell Les Kenyon. He would like to hear about it because if you are feeling that way, you can bet there are others feeling the same way. This is all my own opinion and doesn't reflect the opinion of the club as a whole.

Fly high and keep your butts off the ground!

****Remember the Dog Walk coming up on May 11th.**

Karl Hawley

May Newsletter
HSS. Club Information
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**Reminder: RENEW YOUR
MEMBERSHIP for 2002!!!!!!!!!!**

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