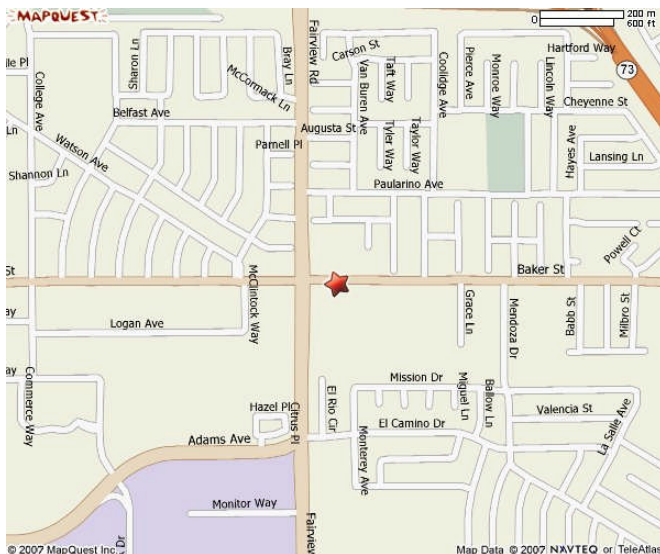




HSS is the oldest AMA chartered R/C Soaring Club in the USA

MAY 2008

VOLUME 44 ISSUE 5



The Club meeting will be Thursday May 1st, 2008, 6:30 pm at Round Table Pizza 1175 Baker St. Costa Mesa. Bring your wife, family friends, etc. Show and tell night.

Minutes of Harbor Soaring Society General Meeting, April 1, 2008
by Secretary pro tem Ted Broberg

1. Location of next month's meeting will be Round Table Pizza, at Baker and Fairview, on Thursday, May 1. At present, no speaker is planned, so bring "Show and Tell" [or "Show and Lie?"] to the next meeting.
2. Attendees: Jim Henson, John Anderson, Roger Nahas, Henry Smith, Ross Thomas, Karl Hawley, Todd McAndrew, Ted Broberg.
3. John Anderson mentioned a problem that came up when one of his young students at the Sea Base tried to get a permit to fly at Fairview Park. The Recreation Department was not issuing permits to persons younger than age 14. John pointed this out to Robert Staples, the Park Administrator, who will try to get this cleared up and remedied promptly.
4. Jim Hanson announced that H S S has its charter with AMA for 2008.
5. The Sunday, August 24th contest with SC² will be held at SWASA, with Ross Thomas as Contest Director. We'll need a lot of help with workers, helpers, and judges.
6. Jim Hanson will take care of the sanctions for all of our coming events.
7. Tentatively, plan on our Christmas Banquet to be at Hometown Buffet again this year, unless Karl Hawley finds



a closer location.

8. John Anderson suggested that the three Instructional Pilots (John, Karl, Ted) arrange to get together for a Planning/strategy session. Saturday afternoons are best for Karl.

9. Devon Dow told Jim Hanson that the HSS website has just been updated.

10. Karl went to City Hall, where he gathered that Friends of Fairview Park is no longer appointing anyone more to the committee right now. John Anderson is still in contact with many of the persons involved.

11. John A. reminded us about the Nature Walk this coming Saturday, and the Park Cleanup the following Saturday.

12. For a future meeting idea, John A. has some contacts with people who could show what has been and is being done with FLYING CARS.

13. Roger Nahas, M.D., made a presentation of a revolutionary aircraft auxiliary wing system he has been developing, with assistance and interest from U C Irvine and NASA. Jim Hanson recommended to Roger that he look into Eagle Tree data retrieval system. It provides in-flight data recording hardware that is quite light, yet can provide lots of data. Congratulations and compliments to Roger for his intriguing idea, and fine presentation of this fascinating, technical idea!

14. John Anderson showed two of his project planes, a Multiplex Twin Jet, and a Craft Chipmunk. He also passed around photos of his odd little Japanese sea-plane.

15. Jim Hanson shared an idea he's using to cast a lead nose-weight to fit closely into his project full-house glider

VARIABLE INCIDENCE AUXILIARY (VIA) WINGS:

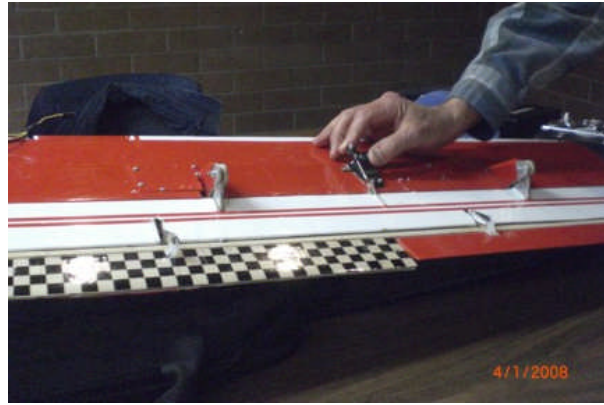
Roger Nahas, M.D., made a presentation of a revolutionary aircraft auxiliary wing system he has been developing, with assistance and interest from U C Irvine and NASA. He showed a model Cessna 172 wing with his modifications, and a video presentation (on Jim's laptop computer) of the model in flight. The combination of his Nahas Auxiliary Wing and a split flap make it possible to shorten take--off and landing speeds and distances, and an aircraft's stall speed by roughly 1/3. Lift characteristics and lift/drag ratios are greatly improved. Wind tunnel and in-flight motion pictures show vortex action that produce greater lift than conventional wings, even those equipped with Fowler flaps. Ultra-short landings are made possible, and emergency landings are shown to be more survivable with the Nahas system, due to the reduced stall speeds possible. All this could also lead to smaller wings that have comparable flight characteristics to standard-area wings.

Roger also mentioned that there is a new category of aircraft: S L A, or Sport Light Airplanes, which land at about 40 miles per hour. Such planes, if equipped with the Auxiliary Wing technology, could likely land at 25 miles per hour, without losing stability or maneuverability. Henry Smith told Roger that he has two acquaintances who are aerodynamicists, and who would likely be very interested in connecting with Roger in regard to his research on this idea.





Roger Nahas showing aux. wing system.



Close up of flaps and linkage.

GENERAL DIRECTIONS

by John Anderson, General Director

On behalf of HSS, I participate in various liaison and goodwill activities. For example, in April:

1. My Sea Scout-based model plane class successfully completed their e-powered air-car project and with Berkeley Green, we began a new class project - a large foam Delta Dart. I modified the design to allow for the initial model to progress from a hand-launched glider, to towline glider, to rubber-powered free-flight (with detachable motor stick), to e-powered free-flight, and finally to RC park flyer-assuming that the models survive to that stage. We have also been focusing on the fine art of repair work...concurrent with the first flights of the hand-launched gliders last week!
2. I'll be participating in the Sea Scout base open-house this Saturday-by demonstrating indoor RC blimps, flight simulators, showing AMA dvds, and generally answering questions about model aviation...all against the backdrop of our HSS poster board informational display.
3. Participated in Costa Mesa's Fairview Park Wildflower Walk on Saturday April 5th (after which I got some hi-start glider flying in). Several of the environmentally-oriented participants were quite interested in Jim Ward's new photo plane (he previously has done some very significant photo missions for the Huntington Beach Wetlands Conservancy; Orange Coast River Park, Fairview Park-vernal ponds, etc). And some of his fine work is prominently displayed at the new Wildlife Care Center on PCH (near the AES power plant) - a great example of positive public relations!
4. Participated, along with 5 or 6 HSS volunteers in the City' Annual Fairview Park cleanup, we spent about two hours picking up trash in various areas of the park. My special thanks to our HSS volunteers who gave up a bit of their flying time to help.
5. I picked up six nice glider kits generously donated by Del Kahan via Fred Hesse for the HSS training program (Thanks to both!). In that regard, I'll be working with our Training Committee (Karl Hawley, Ted Broberg, Berkeley Green, and me) to scope out a more comprehensive education/training/safety program. Your suggestions, donations, and help are welcome. More on this later.
6. I have been monitoring the City's vernal pond improvement program. Preliminary plans show a potential extension of the pond area encroaching into the winch launch path. I have called this to the City's attention and will follow up as needed. Also I have been working with the City to provide a "junior" flying permit for kids 7-14. This should be approved by the Parks and Recreation Commission in early May.



7. Lets participate together! Join me on Saturday May 3 - and help the Lions Club help local charities - by enjoying a great spaghetti dinner (including salad, beverage, dessert) for only \$10 at the Costa Mesa Senior Center 695 West 19th Street. Dinner at 5 to 7 pm. Then maybe stay and play bingo for a buck a card. Wear your HSS T-shirts or pin. See you there!

Upcoming Events

Saturday May 10th: Electric Fun Fly Go to www.1hss.org for more info. All city use permits and AMA sanctions have been pulled by Jim Hanson.

Saturday June 14th RES/woody sailplane contest. Go to SWSA web site www.silent-wings.org for info and map.

The "Art of Low-Power Aerobatics" by Keith Shaw

There is an excellent article by Keith Shaw on the "Art of Low-Power Aerobatics" in Ken Myer's newsletter the "Ampeer. It goes into basic airplane physics, including "induced drag" and conservation of energy. It discusses control of induced drag, how to do in-flight testing for correct cg placement, effects of over-stabilization and drag caused by nose-heaviness, drag caused by control surface deflections, drag from nose-up flight attitudes, adverse yaw from ailerons, and drag caused by use of down and right thrust settings. It also discusses how thrust settings and aileron/rudder mix have the wrong effects in inverted flight.

The article goes into some detail on practicing slow flight techniques and explains how to manage phenomena such as "aileron reversal" and "P-factor". It details how to do basic aerobatic maneuvers while managing induced drag. Lastly, it covers how to link maneuvers together into professional looking airshow routines. Below is a link to the Ampeer web site.

<http://members.aol.com/kmyersefo/page3.htm#TOP>

HSS Member Bob Goff built this beautiful Dornier 335. 600 hrs labor to finish it. Both motors are functional, it has retracts. Bob flew a successful maiden on April 21st at Fairview Park. The plane weighs in at 8lbs-14oz.





The following picture is of the UCI Design/Build/Fly Team. They sent us a thank you letter for allowing them to use our field to test their Heavy Lift entry in the Cessna/ Raytheon sponsored annual competition in Wichita, KS. Sorry to report that they finished in 16th place due to bad luck. Better luck next year!

The rules for this competition may be found at <http://www.aiaadbf.org>



Hello fellow Club Members:

Karl Hawly is looking for anyone who is willing to speak, do a show and tell, or a how to demonstration, on any topics related to our hobby, at one of our club meetings. Any persons interested contact Karl Hawley at (949) 574-9379 or talk to him at the flying field.

Classified Ads

If you wish to place a free ad in our news letter contact our editor Gary Gullikson! See list of Club officers.



Tim Beegan, HSS Member: Do you have a need for machine work? I can do small parts for R/C planes. Call me at (949) 646-6285 or see me at the field for consulting.

Tom Copp At f3x.com has a selection of electric A.R.F. Kits available at great prices if you are interested contact him @ 949- 645-7032 e-mail tom@f3x.com.

Chris Johnson has a Century Swift 16 Helicopter for sale no electronics \$150.00 call (714) 329-6984.

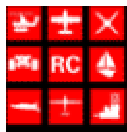
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