



HSS is the oldest AMA chartered R/C Soaring Club in the USA. Founded in 1964.
 November 2020 HSS IS NOW OVER 56 YEARS OLD! Volume 57

HSS PLANE RAP NEWSLETTER

**Field closed by City of Costa Mesa until further notice.
 Members are requested not to go to the field.**

Plane Rap Index

Check out the following articles:

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Including Latest Flying Field Rules.
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Coming Events and Soaring Competitions.

November 2020 – December 2020

- All meetings are cancelled until further notice.
- The field is closed until further notice.
- All events for the next 60 days are cancelled.
- Events planned for after June 1, 2020, are postponed.
- Ballot for club officers for 2021. See P.15.



Club Status

The HSS Steering Committee submitted a proposal for renewing our current agreement with revised rules. This document was prepared by Henry Smith III and submitted in late September. The text is shown below.

HSS Proposal

Proposed Rule Changes for HSS Use Agreement September 2020

Background

Use of the Fairview Park Airfield by the Harbor Soaring Society is governed by the "USE AGREEMENT BETWEEN THE HARBOR SOARING SOCIETY AND THE CITY OF COSTA MESA FOR THE USE OF A PORTION OF FAIRVIEW PARK" (2019-2020), signed July 1, 2019 and its referenced documents. **Reference 1.** This proposal outlines rule changes to improve safety and user experience for all park users.

Proposed Changes

Section 3 of Use Agreement

Flyers shall comply with: 1) The Fairview Park rules posted at the field 2) the most recent version of HSS's Fairview Park Flying Field Rules ("HSS Flying Rules").

In order to better address some issues brought up by City representatives, modifications to the Fairview Park Flying Field Rules are listed below. The current version of the HSS Flying Rules is included as **Attachment II**. A summary of these field rules will be posted at the airfield. **See Section VII., "Signage"**.

Modifications to those rules are proposed to:

- I. Emphasize protecting the wildlife and plants in Fairview Park and the need to avoid conflict with other park users.
- II. Emphasize adherence to AMA safety code, compliance with FAA and HSS regulations and special rules applicable at Fairview Park.
- III. Better define the training and proficiency requirements of pilots allowed to fly at FVP.
- IV. Define the requirements for instructors giving the training and evaluation of pilot's proficiency.
- V. Better define the physical boundaries of the landing field, flight paths, and no-fly zones.
- VI. Establish rules for types of planes allowed that meet CM noise standards and address safety concerns.
- VII. Provide signage at the field to inform pilots of the rules.

I. Environmental Rules

Flyers shall respect the native flora and fauna within the park. Users of the airfield will not disturb native plants.

Vernal pools are large, shallow depressions in the ground that acquire several inches of water during rainy seasons. These pools contain Fairy Shrimp which are an endangered species and are protected by Fairview Park ordinances. Everyone is restricted from walking in the vernal pool areas, whether wet or dry. Pilots should fly over the vernal pools only at an altitude that ensures they will not land in the pool area. In the event of an unavoidable landing in the vernal pool area, the pilot shall call the park ranger and wait for their arrival prior to recovering the model. Launching or landing aircraft equipped with floats is not permitted in the pools. Harassment of animals and birds in the park is strictly prohibited. Planes shall not be flown within fifty feet of any bird, flying or on the ground.

The flight paths defined on the airfield map, along with no-fly zones, must be strictly followed to avoid flying over hiking or biking paths.



HSS Proposal (Continued)**Safety Rules**

1. All pilots must adhere to the current AMA National Model Aircraft Safety Code, **Reference 2**. See also provisions of section IV that relate to safety.
2. Vertical flight limit is mandated by the Letter of Agreement with John Wayne Traffic Control Tower as 400 feet. **Reference 3**.
3. HSS Field rules and Summary of the Field Rules will be posted at the field.

II. Instruction by Qualified Instructors

All pilots must attend training sessions to familiarize them with airfield regulations. The sessions are taught by badged AMA Introductory Pilot Program Instructors. **Reference 4**.

III. Pilot Proficiency Requirements

All pilots must demonstrate basic competence before being allowed to use the field.

1. Each pilot must attend an annual training session that teaches the Flying Field Rules, and demonstrates the allowable flight paths and no-fly zones. AMA Safety Code requirements and all special rules for Fairview Park will be reviewed. During the training sessions special emphasis will be given to protecting the environment and the need to co-exist with other park users.
2. Due to the park shut-down due to the Covid Pandemic, special sessions are necessary to accommodate all prospective flyers. Sessions will be held as soon as it is possible to use the field.
3. An attendance form will be signed by the attendee and the instructor that includes agreement to abide by the AMA Safety Code and Field Rules.
4. Student Pilot Training will be required of novice pilots. HSS will provide a pilot training program as defined in **Reference 4**, "AMA Guide for Introductory Pilot Instructor Selection Criteria and Flight Proficiency Demonstration". HSS will provide the city with quarterly reports giving the number of new pilots trained and proficiency level achieved.
5. An experienced pilot may request to skip most classes required of novice pilots and take the Flight Proficiency Demonstration test given by a Pilot Instructor. The test includes:
 - a. Perform aircraft preparation and inspection
 - b. Perform smooth takeoff and gain of safe altitude for pattern flight.
 - c. Execute straight and level flight and left and right turns while maintaining approximate elevation.
 - d. Fly within defined ground boundaries that maintain required distance from the flight line, pedestrian paths, structures and environmentally sensitive areas.
 - e. Fly within height limits as defined by FAA agreement with HSS, **Reference 3**.
 - f. Make a safe landing.
6. A form, signed by a Pilot Instructor, will be issued to those who pass the Flight Proficiency Demonstration Test.

The Training Session form and the Proficiency Test form are required to be presented to the City when applying for a City Flying Permit.

The city flying permit of any pilot who fails to comply with the applicable regulations may be revoked per **Reference 5**.

IV. Physical Boundaries

The boundaries of the field should be marked and recorded to avoid mis-understandings in future. HSS will participate, along with a city biologist and any other city representatives, to define the physical boundaries of the airfield. Aerial photographs and existing features will be used as guidelines during this process. A Google Earth photo from 2009 is shown in **Attachment III**. The yellow lines show what was mowed at that time. Red lines approximate what is currently mowed.



HSS Proposal (Continued)

The new modified boundaries, shall be agreed upon by the above. These boundaries shall be marked and recorded for future use. HSS suggests use of small plastic disks held in place with a small stake be use for these marks.

After the marks are in place it will be HSS responsibility to mow and maintain the area.

Proximity of the airfield to environmentally sensitive areas such as vernal ponds will be considered-

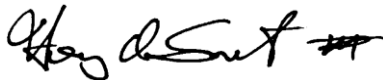
V. Types of Planes Allowed

1. No gas-powered planes.
2. Weight of a plane including batteries must not exceed 10 lb.
3. Permitted planes must satisfy Costa Mesa City noise standards as stated in the Costa Mesa General Plan, **Reference 6**. The plan cites that "The City Noise Ordinance establishes outdoor and indoor noise standards". Noise levels emitted by classes of model airplanes will be measured at a certain distance by using a calibrated noise meter. These noise levels will be compared to the CM General Plan standards to establish model airplane classes that may be allowed for flight at FVP airfield- Planes that do not meet those standards will be prohibited.
4. Classes of planes will be rated as to their speed capability. Those planes that are capable of speeds greater than safety standards allow will be prohibited.
5. Helicopters larger than 500 mm rotor diameter and drones flown in an aerobatic or racing manner are prohibited.

VI. Signage

1. The latest modified FVP flight rules will be posted at the HSS club kiosk. HSS will provide these signs after they have been approved by the city.
2. Two large yellow signs that display the Summary of Field Rules, **Attachment I**, will be posted at each end of the flight line. These rules include:
 - a. "City of CM permit badge must be displayed on the person of each pilot".
 - b. "Planes must have a visible FAA registration number".
 - c. A map of permissible flight paths and no-fly zones.
 - d. Maximum flight altitude 400 feet above ground level.
 - e. HSS will establish 5 pilot stations at the flight line. This is a common practice at other fields in our area and works well. No more than five models are allowed in the airspace at any one time.
 - f. Flight hours 7AM to dusk.
 - g. All flights must be within line-of-sight and maintain required distance from the flight line, pedestrian paths, structures and environmentally sensitive areas. The flight paths will be depicted on flight maps on signage at the flight line.
 - h. A draft map of the flying area is shown in **Attachment 4**.

Henry A. Smith III



President



HSS Proposal (Continued)**References**

1. USE AGREEMENT BETWEEN THE HARBOR SOARING SOCIETY AND THE CITY OF COSTA MESA FOR THE USE OF A PORTION OF FAIRVIEW PARK (2019-2020), signed July 1, 2019.
<http://ftp.costamesaca.gov/costamesaca/council/agenda/2019/2019-06-25/additionaldocuments.pdf>
2. Academy of Model Aeronautics National Model Aircraft Safety Code Effective January 1, 2018 and AMA Safety Handbook.
<https://www.modelaircraft.org/sites/default/files/105.pdf>
<https://www.modelaircraft.org/sites/default/files/documents/100.pdf>
3. Letter of Agreement, John Wayne Airport Traffic Control Tower and Harbor Soaring Society, Effective: November 22, 2019. Signed by Irene Willard, Air Traffic Manager, Henry A. Smith III, VP HSS, and Kevin Koch, HSS Safety Officer.
4. AMA Guide for Introductory Pilot Instructor Selection Criteria and Flight Proficiency Demonstration.
<https://www.modelaircraft.org/sites/default/files/files/917.pdf>
5. Model Aircraft Flying Regulations for Issuance, Suspension and Revocation of Permits to Fly Radio Controlled Model Aircraft at Fairview Park. <https://www.costamesaca.gov/home/showdocument?id=2754>
6. CITY OF COSTA MESA FAIRVIEW PARK MASER PLAN, UPDATED NOVEMBER 2008.
<http://ftp.costamesaca.gov/costamesaca/parksandrecreation/fairviewpark/FairviewParkMasterPlanSept2008Update.pdf>

Attachments**I. Fairview Park Airfield Rules Summary**

- Use of the airfield is restricted to pilots with a Costa Mesa City permit to fly Radio Controlled Model Aircraft per city Ordinance No. 07-01. Violators of this ordinance are subject to citation.
- A valid flying permit must be displayed on the person of any pilot using the airfield.
- All model aircraft must be marked with a visible FAA registration number.
- Model airplanes are restricted as follows:
 - Electric powered planes only.
 - No fuel-powered aircraft or rockets
 - All aircraft must weigh 10 pounds or less.
 - No aircraft capable of exceeding 60 mph.
 - Planes must not emit noise that exceeds CM City ordinance, or FVP regulations, per the FVP Master Plan. See list of classes of permitted aircraft that meet this criterion at the kiosk.
- All aircraft flights must be within line of sight and be within the boundaries of permitted flight area, as depicted on the flight map.
- All Flight operations must be restricted to 400 ft above ground level, or lower.
- Flying is restricted daily to the time period, 7AM to dusk.
- Absolutely every effort must be made to prevent "Off Field Landings".
- Aircraft shall never interfere with park patrons, wildlife or other aircrafts.
- No more than five planes, gliders, or drones may be flown at a time.
- All new aircraft must be "range checked" before first flight.
- Initial first flight's must be done by experienced pilots only, and/or, at other locations
- If your aircraft lands in a vernal pool or marsh, do not enter. Call the Park Ranger and make arrangements for retrieval. 714- 754-5252 (you'll have to wait until they arrive).



HSS Proposal (Continued)**II. FLYING FIELD RULES**

1.0 Field Rules The intent of these rules is to promote flying safety, financial responsibility, and environmental protection. By maintaining order, controlling frequency usage, educate, and train fliers to act as good neighbors in the community. Rules are based upon the AMA Safety Code, the AMA field recommendations, FAA Advisory Circular 91-57B, and local requirements as established by the City of Costa Mesa and Harbor Soaring Society (HSS). All users must follow these rules to fly at Fairview Park.

2.0 Permit Requirements All pilots are required to have a permit to fly Radio Controlled model aircraft at Fairview Park, obtainable from the City of Costa Mesa Parks Department. All pilots must wear their permit clearly visible above the waist while flying.

3.0 Environmental Protection Vernal pools are large, shallow depressions in the ground that acquire several inches of water during rainy seasons. These pools contain Fairy Shrimp which are an endangered species and are protected by Fairview Park ordinances. Everyone is restricted from walking in the vernal pool areas, whether wet or dry. Pilots should fly over the vernal pools only at an altitude that ensures they will not land in the pool area. In the event of an unavoidable landing in the vernal pool area, the pilot shall call the park ranger and wait for their arrival prior to recovering the model. Launching or landing aircraft equipped with floats is not permitted in the pools. Harassment of animals and birds in the park is strictly prohibited. Do not disturb native plants.

4.0 Safety All pilots must follow the Official AMA National Model Aircraft Safety Code, in addition to the following local requirements. All aircraft flown at the park may be subject to a safety inspection by Costa Mesa Park Rangers, City Police Officers, City appointed delegates, and by the HSS Field Safety Officer or his appointed delegates. Any aircraft considered to be in un-flyable condition by the inspector shall be grounded. Any aircraft surviving a crash should be re-inspected and range checked before being allowed to fly again. Initial "Test Flight's" must be done by experienced pilots only, and/or, at other locations.

Before turning on his transmitter, each pilot must first check the frequency control board to ensure no other user is on his frequency. He must then place his identification clip on that frequency on the board. Identification clips are to have the channel number and the pilots first and last name. Only then may he turn on his transmitter and fly his aircraft. When finished flying, the flyer must remove his clip from the control board. Only one frequency channel may be used by a flyer at a time. When other flyers are using his frequency (have their clip on the frequency number), a pilot must make every reasonable attempt to locate those flyers. Check all cars in the parking lot and also flyers on the slope soaring area. Once any pilot using his frequency is identified, after personal discussion to decide shared usage, flights should be limited to 15 minutes. Radios using 2.4 GHz are excluded from frequency board requirements.

5.0 General Field Rules

Approved types of R C Aircraft - Include all forms of radio controlled gliders, motor gliders, electric powered air planes, electric helicopters electric multi rotor aircraft, and free flight models. Models that may not be flown at Fairview Park include aircraft powered by an internal combustion engine, gas turbine powered aircraft, rockets, and aircraft weighing more than 10 pounds.

Rules applicable to all model aircraft. Every pilot shall perform a pre-flight inspection prior to each launching his aircraft, to ensure that the aircraft is safe to fly and no unobserved damage was sustained from the previous flight. All aircraft must have owners name AMA number and FAA registration visible on the outside of aircraft.



HSS Proposal (Continued)

Excluded Flying Areas - All aircraft are to avoid flying over the Waldorf School property ~~while classes are in session~~, the parking lot, and any pedestrians on or off paths, ~~unless at a safe altitude~~. The approved flying area is shown on the maps near the flight line and frequency kiosk.

Altitude Limitations – No flying of any model aircraft at an altitude greater than 400 ft. above ground level.

Flying Methods - No Combat flying allowed. No High speed passes at low altitude over the runway or near people allowed. The flight line for powered aircraft is identified on the attached site map in front of the pit area. No flying behind the flight line allowed.

Hours of Use - The field may be used from 7:30 am-Dusk, seven days a week except for those times when the field is closed for special events.

Pedestrian Traffic: - Pedestrians, skaters and bicyclists use the park. Pilots **MUST NOT** fly close to these visitors. Maintain a safe distance (recommend 200') clearance between your aircraft and other park users.

6.0 Specific Flying Areas and Rules. Consult Flying Field Map

Gliders - Gliders shall be launched from the designated area marked on the map, using electric winches, electric motors or bungee hi-starts. The hi-start lines are to be set sufficiently out of the way to avoid fouling the winch lines. Both launch mechanisms are to be positioned to provide a 100' buffer zone from the southwest end of the electric runway. During normal wind conditions, gliders will launch towards the southwest. Launch mechanisms may be turned around 180 degrees when prevailing winds come from the northeast. The glider landing area is as shown on the map, north of the paved foot path. Gliders should use the area north of the runway with care. Gliders in flight have right of way over powered aircraft. Gliders in flight have right of way over gliders being launched.

Electric powered model aircraft - Electric powered models are to take off and land on the runway shown on the map. During normal wind conditions where the wind comes from the south west, planes shall take off into the wind and make a right turn (north) to avoid the buffer zone separating them from gliders. The landing pattern shall be a right hand pattern under these conditions. During reversed wind conditions (i.e., early mornings) where the wind comes from the northeast, planes shall take off into the wind and make a left turn (north) to avoid the paved pedestrian path at the end of the runway. The landing pattern shall be a left hand pattern under these conditions. All landing patterns and flying areas shall be north west of the runway, out over the brush. Do not fly behind the flight line, (over the paved pedestrian path) or anywhere south east of the runway. Powered aircraft must yield right of way to gliders. Pilots must remain out of the landing area except when retrieving their planes.

Slope soaring gliders - Slope soaring gliders may use the bluff at the western edge of Fairview Park. The landing area is the dirt area directly behind the bluff. Electric powered aircraft are not allowed on the bluff. Pilots must avoid landing in the vernal pools. Pilots shall take care to follow frequency control procedures.

Motor gliders - Motor gliders should be launched in the vicinity of the glider winch and land in the glider landing area as shown on the map.

Hand launched gliders - Hand launched gliders are to be flown from the area designated on the map. Once airborne, they follow the same rules as other gliders, except landing may be done at the pilot's discretion.

Helicopters, Multi-Rotors, and 3-D Stunt Planes – These aircraft are to be flown in the "Electric Flying Area" indicated on the map. Helicopters and Multi-Rotors must launch in "Heli/Drone" area designated on field map, and must give right of way to all other aircraft.

Free flight model aircraft - Free flight models are currently being flown on a grassy area within the developed part of the park.



HSS Proposal (Continued)

7.0 Large Events. HSS is authorized to hold model aviation events that are scheduled by HSS and where a Special Event Permit has been issued by the City. All persons who participate in these events must have current AMA membership. During these 1 – 2-day events, the field will be closed to general public flying for part of each day, hours to be announced and posted at least 2 weeks in advance.

8.0 Regulations Enforcement. Members of the Harbor Soaring Society may request an offender cease inappropriate behavior. If the offender refuses to change his behavior, the HSS member will contact a Park Ranger who will cite the offender and secure his/her permit. Pilots who cause damage to another's aircraft through rules violation must pay for the damage.

9.0 Emergencies. Who to contact.

Medical emergency or injury, crimes, rules violations and unauthorized activities:

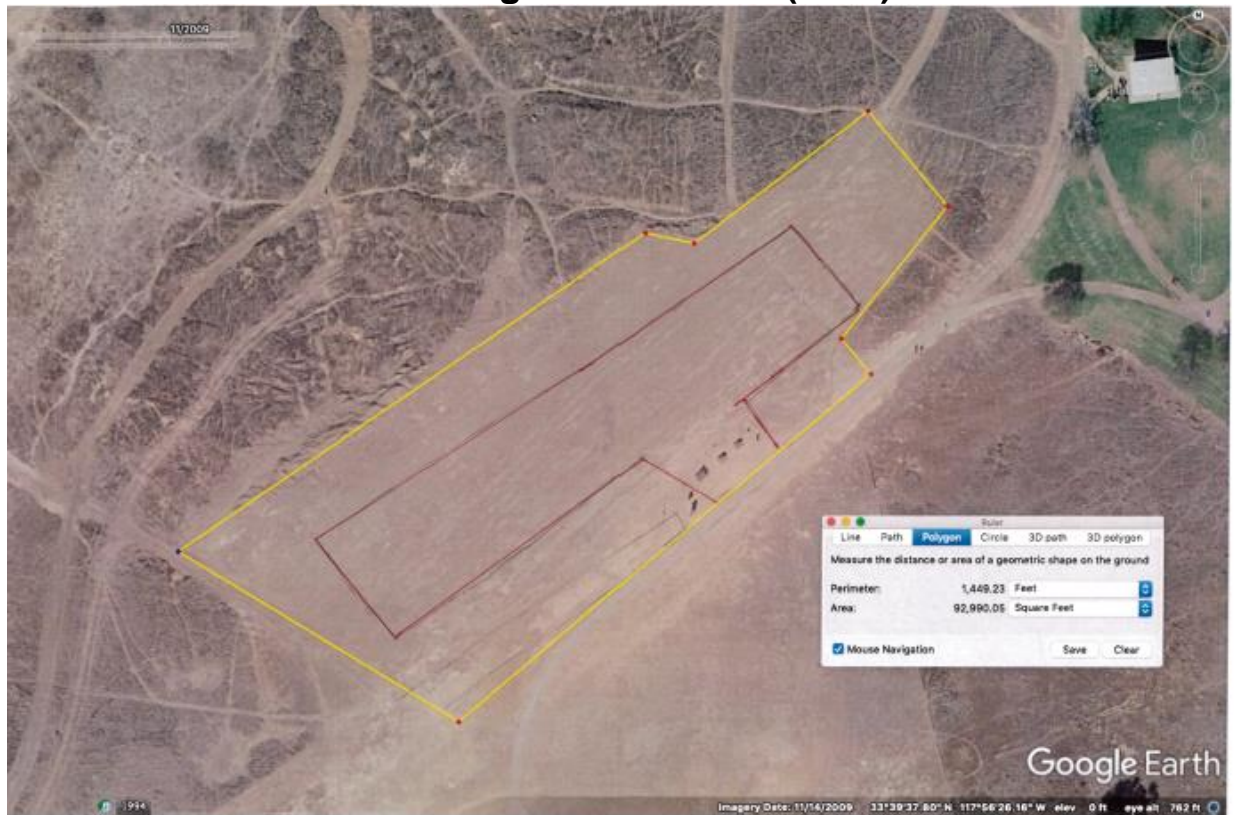
Call 911 or Costa Mesa Police Communications 714-754-5252

Request Park Ranger. They will page the park ranger. HSS E-Mail: harborsoaringsociety@gmail.com

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

Comments about pilot behavior can be posted on the HSS website (1hss.org) or sent to the Costa Mesa Department of Parks, Arts & Community Services

III. Google Earth Photo (2009)



The yellow lines show what was mowed at that time.
Red lines approximate what is currently mowed.

IV. Draft Map of Flying Area

To be supplied.



Proposal Response

The next event was the Fairview Park Steering Committee (FVPSC) meetings on October 14 and October 21. This was conducted in a "Zoom" format. **The above proposal was not addressed** except as noted in the following comments by Mike Costello, Don Wittenberg, and John Rittenhouse.

Mike Costello:

My comments are in response to the Oct 14 meeting of the Fairview Park Steering Committee. I am a member of the Harbor Soaring Society; this meeting's purpose was to evaluate our proposed rules and decide how this Committee would make its recommendations to the City Council.

I feel as though the club did not get a "fair shake" at this Zoom meeting, and that the Committee had already made up its mind before the meeting occurred.

I'd like to address some of their objections, from my memory, as we have been unable to obtain either a recording of the Zoom meeting (as was discussed during the meeting) or a transcript.

1. Negative comments were made about the lateness of our submission. We sent it in on Sept 30 but the members said it was due Sept 1. Cynthia D'Agosta was working with us on revising our submission, as late as Sept 8, and it is my belief she "granted" us a delayed date.

2. Ms. D'Agosta presented a multi-page PowerPoint listing all the shortcomings of our proposal, including some items we believe are factually incorrect. If she has an axe to grind in the matter of HSS being allowed to operate in Fairview Park, I believe it was placed firmly and squarely in our collective backs. As stated in #1, she reviewed our proposal with the club, in what we thought was unbiased advice.

3.. Mr. Campbell made many comments about "two large yellow signs" we proposed to be placed on either end of the flight line. He went on that we did not include the graphics, size, PMS number of the shade of yellow, etc. "These signs are not compatible with our vision of FVP." That's not an exact quote, but me paraphrasing from my memory. Our idea of these signs was to post them on the existing fencing around the "pit" area, to inform flyers of any changes to the rules. The club would, of course, work with the city to come up with an acceptable design, color, and placement.

One item that frequently comes up in our many meetings with the steering committee is the issue of gliders vs. power planes. HSS began on this very bluff as Harbor Slope Soaring Society, as we would fly our models in the updraft from the bluff. The city has made it impossible to fly gliders at FVP via the grove of non-native trees below the bluff, destroying the smooth updrafts, and by reducing the area available to us to run our winch lines. Technology has evolved in the 60 years since our founding, and today most of our members' models are powered by electric motors. I personally fly two models that I consider to be gliders, although they do have motors to launch them.

4. Another frequent complaint of the committee is enforcement of the rules. Presently, there is no requirement that flyers have any competence in flying models, only AMA or other insurance and \$65 for the permit fee. It seems to us that the committee expects the club to take over the rangers' job of policing and enforcing city rules & regulations. The club has zero police powers, and does not desire to become deputized peace officers. We are held accountable for the acts of people who fly there whom we do not know, cannot control, and may be there at unauthorized hours. I suggest no one be issued a city permit until they have demonstrated some proficiency of flight and understanding of flight areas, field rules, etc and has received some kind of signed letter to that effect. Violators would lose the club authorization and, thus, the city permit. Procedures to do this are already incorporated in the club bylaws.

5. There seems to exist an "us against them" attitude from the bird aficionados. It seems they believe any airplane anywhere is a direct threat to all bird life. If this is true, why is it that all full-scale airports have problems with too many birds? Have there been any scientific studies done to evaluate any deleterious effects of model airplanes on bird life? Have there been any scientific studies done of bird populations at FVP?



Proposal Response (Continued)

6. One topic that has been mentioned is hours of operation. At present, we are allowed to fly from 7am to dusk, 7 days. This topic again is from the birders, who want to "give the birds a day or two off" from the models. Again, is there any science behind this? Our members like things that fly, including birds.

7. The club was criticized for not including a recitation of our STEM activities in our proposal. This was not an oversight or omission. Our proposal was for revised rules governing the flying field, and our ongoing STEM activities have no relevance in such rules. These activities include: annual participation in Imaginology, where we are continually the most popular booth. We operate a room where we help kids build & fly a paper airplane, we have several flight simulators where kids can practice flying an RC airplane, we team with another club to help kids fly a control-line model, and we have numerous models on display. We have members go to schools to conduct mini classes on aeronautics. We teach anyone interested how to fly an RC airplane, and we even provide the airplane! Because of our influence on young kids, we know of several who have gone on to become engineers and pilots.

In summary, our club has been good citizens at FVP for many, many decades. We want to continue this history, and to find ways to resolve our issues with the regulators of the park. We would welcome any opportunity to work with the city.

Thanks, Mike Costello

Don Wittenberg: Hello Members of the CM PACS,

I am Don Wittenberg, Treasurer of Harbor Soaring Society. I am the mysterious Don that couldn't get my microphone to work during the public comments portion of the 10/21 Wednesday meeting. I would like to share my thoughts to which I would have spoken.

HSS has enjoyed access to the Fairview Park and been a park guardian for over fifty years, opposing commercial development and dumping on the area. HSS has placed emphasis on retaining and protecting the environment and wildlife.

The FVP Steering committee, a small unelected group, raised issues regarding our continued use of the park. HSS responded with "Proposed Rule Changes for HSS Use Agreement", 9/30/2020. In that document, we addressed all the issues raised by the Steering Committee:

- Environmental
- Safety
- Noise
- Signage
- Enforcement of the rules

No response was given to our proposal except, in the October 14 Steering Committee meeting, a ten chart presentation was given by Ms. DAgosta, Fairview Park Administrator, stating that committee should deny HSS use of the park. She stated that "in my opinion, the proposal doesn't fully address the issues." Other members agreed with comments like, the proposal "lacks teeth", etc. Lots of opinions stated as facts. HSS hasn't been given access to the presentation, neither before or after the meeting.

We of HSS object to the bias of those on the Steering Committee whose clear agenda is to turn Fairview Park into a preserve. That agenda was clear in our meetings with the committee. In one meeting, a member pulled out a sign "Fairview Preserve" which drew laughter and applause from other members. Once HSS is gone, their focus will no doubt turn on hikers, bikers, and others.

PACS members should remember the original grant deed which states:

- "The above described property is granted upon the express condition that the parcel be perpetually used for public park, recreation, and open space purposes."
- "A breach of said condition shall cause said property to revert to Grantor, its heirs, successors, or assigns, who shall have the right of immediate re-entry upon said premises."

Please give HSS fair and unbiased consideration for HSS continued use of the park.

Donald Wittenberg - HSS Treasurer (Beautifully stated. Thanks, Don. - Ed.)



Proposal Response (Continued)

John Rittenhouse:

To: Members of the Fairview Park Steering Committee

My name is John Rittenhouse, former president of the Harbor Soaring Society (HSS) and 58-year resident of Costa Mesa. I am writing this email as a personal (not HSS) response to the FVPSC comments and conclusions discussed during the October 14th meeting of the Fairview Park Steering Committee.

First, I would like to voice my strong opposition to the procedural way the meeting was held... In this, I am in complete agreement with Mr. Minter's comments about (paraphrasing) Zoom being a poor substitute for an, in person/in chambers, meeting. To that end, I have enclosed a (#1) "Screen Print" enclosure of an image of the meeting in progress with my blue "Lower Hand" symbol depicting I was waiting to speak (and had been for much of the meeting) ... but was not allowed to. This was a frustration, experience by other members of HSS, and FVPSC member Mr. Courter as he stated one hour into the meeting. My point being (in agreement with Mr. Minter) that the venue/process was flawed. Furthermore, unacceptable to adjudicate the existence of an integral feature of the Fairview Park experience for the last 57 YEARS!

Second, Mrs. D'Agosta's PowerPoint presentation had not been provided to HSS prior to the meeting. The lack of foreknowledge and the Zoom video nature of the presentation made real-time rebuttal impossible. More importantly, the presentation was factually (in many instances) incorrect! How is it possible for permit numbers to be declining (fewer flyers) and yet our destructive impact increasing? "Opinions" are irrelevant. Where is the data?

Third, much discussion centered around HSS's "insufficient", "Use Permit" proposal. For two years HSS has participated in all manner of studies, surveys, polling's, public/private meetings, and presentations, requiring an enormous effort, (and having a negative effect on membership morale and retention). The net result has been a continuous demand for an "acceptable" proposal. Poorly defined requirements and moving goal post, have resulted in a series of HSS proposals... which all have been summarily dismissed. Case in point, is the HSS proposal submitted at last week's meeting. That submittal was exactly written in response to Mrs. D'Agosta's most recent iteration of requirements as detailed in her 9.8.2020 email see - (#2) "Henry's Table" enclosure. If Mr. Campbell had not spent so much time discussing "yellow signage" perhaps we could have spent some time discussing the club's actual proposal and its compliance with Mrs. D'Agosta's original document?

Subsequently, Mr. Campbell made a derisive comment about why the club's proposal did not include a provision about... off days. Down days the field would be closed to flight activities. In fact, we have made that proposal see - (#2) Henry's Table (item 14). (As you can read, that suggestion was not favorably received). The forgoing suggests to me that the "Chair" of the FVPSC did not read the park's administrator's recommendations... let alone the HSS response!

I could on and on, but let's get to the root of the matter...

Number one, where is the public mandate? Other than some members of the FVPSC, where is the great outcry after 57 years HSS should be shut down? There isn't one... PERIOD! Yes, many reports and PowerPoints have been written, creatively detailing the "great outcry". Go back to the original public survey, see (#3) "Pages from Compatibility Study" enclosure... negative comments from the repetitive same few people, that's the sum total!

Number two, much has been made about the "destructive" effects of the club's activities. Again, where's the data? Over the years, the FVP plateau has been the subject of many studies, including this spring. Where are the reports detailing the club's "destructive" influence? Nothing... just countless money spent on unsubstantiated assertions from a few special interest individuals.

Finally, there can be no doubt the FVPSC has an agenda to turn FVP into a "Preserve". It's been mentioned many times during the FVPSC meetings including the last one on the 14th. Yes, as it was said... it would be nice to have a "preserve" adjacent to one's backyard, but what about the best interest of ALL the residences of Costa Mesa? Irrespective of HSS future, how does an unelected committee get to dictate the un-mandated exclusionary future use of Fairview Park? HSS is on the hot



Proposal Response (Continued)

seat now, but according to their own documentation, dog walkers and bicyclist are to be “reviewed” next, see (#5) FVP “Compatibility Review” enclosure. Note final “All current uses”... where does it end? Perhaps the members of the FVPSC should review the FVP 1986 Grand Deed to the City of Costa Mesa - Covenants, Conditions, and Restrictions, see (#4) “1986 FVP Grant Deed” enclosure...

- “The above described property is granted upon the express condition that the parcel be perpetually used for public park, recreation, and open space purposes.”
- “A breach of said condition shall cause said property to revert to Grantor, its heirs, successors, or assigns, who shall have the right of immediate re-entry upon said premises.”

In my opinion, the exclusionary “preserve” agenda of FVPSC is not condoned in the grant deed... either expressly or by intent, furthermore would be contrary the best interest of the residents of Costa Mesa. As mentioned at the outset, the forgoing comments are mine and not necessarily those of the HSS. It is with great sadness; I contemplate perverse renderings of the FVPSC... Despite that, perhaps HSS will receive an unbiased review before the Parks, Arts, & Community Services Commission.

John Rittenhouse

Don Wittenberg

To all:

I was livid after the meeting, the way that the steering committee had its ten slides prepared with the conclusion already drawn to not renew HSS use. I was expecting a vigorous rebuttal but, for whatever reasons, little was given. For that, I share the blame. I was waiting for response from our “HSS primary responder” or another senior HSS officer, but since there was none until late, I thought there might be a strategy to not respond to the FVP Steering committee because their minds were already made up. It probably would have made no difference no matter what we said. Jordon? was great.

Under Shoulda, Woulda, Coulda:

- There were Email communications during the shutdown between Henry and Cynthia regarding proposed rules changes.
- Henry submitted in early August a matrix of suggested modifications. Cynthia sent back comments in blue to the matrix. She asked for a “full proposal”.
- Our proposal attempted to address every one of her issues.
 - Environmental protection through better training
 - Safety through training and competence testing
 - Noise through prohibiting planes that don’t conform to city noise standards
 - Signage to make rules more prominent.
 - Enforcement of rules per City Ordinance.
- One of Cynthia’s slides states that our proposal “Doesn’t fully address” the issues. In her verbal presentation, Cynthia added “in my opinion”. Yes, it is her opinion that our proposal is inadequate. the Steering Committee complaint is full of unsubstantiated opinions.
 - There is no objective, scientific study that suggests that our use of the field has negatively impacted birds or plants.
 - Why haven’t there been objections to other users of the park: hikers on minor trails that criss-cross the park, birders that harass birds and nesting with their photography?
- Enforcement is a critical issue. We can labor on rules changes until cows can fly if there is no practical means of enforcement.
 - One of the Steering Committee members commented that our proposal for enforcement “**lacked teeth**”.
 - According to our proposal: “The city flying permit of any pilot who fails to comply with the applicable regulations may be revoked per Reference 5”. Reference 5 is “CITY OF COSTA MESA – PARKS AND COMMUNITY SERVICES, Model Aircraft Flying Regulations for ISSUANCE,



Proposal Response (Continued)

- SUSPENSION AND REVOCATION of Permits to fly Radio Controlled Model Aircrafts at FVP Fly Field”, Updated Nov. 2018.
- “If a person to whom a permit has been issued fails to comply with the Model Aircraft Flying Regulations or the AMA Safety Code, or the FVP Field Rules.....”
- “Warnings. If a park ranger or police officer observes a pilot not complying with any applicable regulations ... the park ranger or police officer may ... issue a verbal or written warning... or citations....”
- “Suspensions. If a park ranger observes .. a pilot violating any applicable regulations...may immediately suspend the pilot's permit.... shall, if possible, confiscate the pilot's permit. “
- **There's the teeth.**
- There is no chance of HSS enforcing the rules alone, especially for non-members without permits. CM park rangers must enforce the regulations as assigned clearly by the CM city ordinance. That could start with random checks that pilots display their permits and warn/cite those with no permits.
- The park rangers, in the months before the shutdown, drove every morning by the airfield to observe but never checked permits. They were there ostensibly to observe and record any misbehavior such as flight beyond designated flight paths, but not to encourage good behavior. Were the rangers directed to not enforce rules? By whom? I have heard, in the past, rangers checked badges every day.
- The Audubon lady mentioned that we should suspend operation during certain hours or days of the week and during nesting periods. Does CM expect HSS to be at the field and prevent all pilots from flying during those times?
- Chairman Campbell took the time to focus on the most trivial issue, signage. From the proposal:
 - “Two large yellow signs that display the Summary of Field Rules, Attachment I, will be posted at each end of the **flight line**.”
 - When I wrote that, I considered the flight line as the 20 ft x 50 ft pit area defined by the pipe posts and steel cables in front of the runway. Of course signs would not be posted at the ends of the runway.
 - Signs of whatever size and color should be posted prominently at the pit area, not just at the kiosk. What non-member without a permit reads the rules at the kiosk?
- Of course there has been a drop-off of permits issued by CM. Why should I pay \$65 to CM for a permit if I can fly without a permit??
- One Committee member was disappointed that there was no mention of HSS promoting STEM. We have documented before our community commitment to youth programs. This commitment need not and should not be included in the Field Rules.
- There was reference to US Forest Service. Does that service have jurisdiction over the park?
- There has been wide use of the term by the committee of the word “passive”. From Cynthia's Compatibility Evaluation, Section 2A:
 - “There is a network of walking trails, bicycle paths, and the infrastructure for other **passive** park uses, including running, model aircraft flying and model trains”.
 - “In the 1970's and 1980's, California State Parks, the County of Orange and the City of Costa Mesa developed the earliest plans for the park. These plans indicate that there was a desire to see the park remain as **passive** open space, and not be developed as an active recreational park.”
 - The word “passive” appears to mean whatever the committee wants it to mean.
- Most importantly, Committee members expressed again that the FV park should be redesignated a preserve. Perhaps they would erect a barbed wire fence around the area so that man would not intrude. Committee should be reminded of the 1986 Grant Deed, COVENANTS, CONDITIONS AND RESRICTIONS:



Proposal Response (Continued)

- “The above described property is granted upon the express condition that the parcel be perpetually used for public park, recreation, and open space purposes.”
- “A breach of said condition shall cause said property to revert to Grantor, its heirs, successors, or assigns, who shall have the right of immediate re-entry upon said premises.”

It sounded like HSS can send another proposal before the issue goes before the Arts, Parks, Recreation Commission. Maybe Jason Minter might listen to us.

I should have tried to speak up at the meeting but the window of opportunity closed quickly. Public comment didn't start until about the end of the one-hour meeting. Not much can be said in the allotted two minutes. The deck was stacked against us.

Don Wittenberg - 2020 HSS Treasurer

What is Next?

John Rittenhouse has composed the following status of what is next.

To: HSS membership,

October 14th the Harbor Soaring Society participated in a Zoom meeting with the Fairview Park Steering Committee (FVPSC). The FVPSC is a City appointed study group that makes recommendations to the City Council and Parks, Arts, and Community Services Commission (PACS), which directly/in directly governs the management of Fairview Park. The be blunt... the meeting did not go well. The FVPSC voted to disapprove the renewal of the club's "Use Permit". This was not totally unexpected, considering the direction and leadership the committee has pursued since its inception.

So, what happens next? The formal "disapproval" will be received by the (PACS) in the November. PACS will hold a public Zoom meeting in the middle of November, and then make their evaluation, which will be sent to the CM City Council. The Costa Mesa City Council will presumably take a final vote on our "Use Permit" termination in December.

The question becomes... Is it possible to save the club? It depends on you!

NO

- If you think someone else will "do it".
- If you think it's too late, we are defeated, lets give-up.
- You don't care, watching TV is more important.

YES

The club can be saved, but not without club membership participation. The "other side" has 5-6 people that really believe that our 57 year old club should shut down... forever! Think about it... 5-6 people are going to determine whether our club lives or dies... because YOU didn't act!

So what is this terrible burden that we are asking of you? The schedule is not definite, but there will be a PACS meeting in November (maybe the 19th), and a Costa Mesa City Council meeting (maybe December 1st or 8th). The club needs you to either phone or video Zoom to the meeting and voice your opinions about why you believe the club should NOT be shut down. More details will be provided as we get closer to the meeting dates. In the meantime please email respond to Harborsoaringsociety@gmail.com indicating your willingness to participate



Election of 2021 Officers**HSS 2021 BALLOT**

Here is the ballot for 2021 HSS officers. Members will receive an E-mail or USPS letter containing this ballot. E-mail or USPS reply must be received at the E-mail return address or club post office box no later than November 9, 2020.

President	Mike Costello	<input type="checkbox"/>
President Write-in	_____	<input type="checkbox"/>
Vice President	Henry Smith III	<input type="checkbox"/>
Vice President Write-in	_____	<input type="checkbox"/>
Secretary	Fred Hesse	<input type="checkbox"/>
Secretary Write-in	_____	<input type="checkbox"/>
Treasurer and Membership	Joni Whitsitt	<input type="checkbox"/>
Treasurer Write-in	_____	<input type="checkbox"/>
Contest Coordinator	Bruce Schaefer	<input type="checkbox"/>
Contest Coordinator Write-in	_____	<input type="checkbox"/>
Safety Coordinator	Kevin Koch	<input type="checkbox"/>
Safety Coordinator Write-in	_____	<input type="checkbox"/>
Newsletter Editor	Fred Hesse	<input type="checkbox"/>
Newsletter Editor Write-in	_____	<input type="checkbox"/>

The following is for information only. No voting is required for these positions.

Publisher	Mike Gaczowski	Volunteer
Social Media Manager	John Rittenhouse	Volunteer
Lead Flight Instructor	Henry Smith III	Volunteer
Grounds Keeper	Sid Hood	Volunteer
Club Photographer	Rob Askegaard	Volunteer
Flight Instructor	Jerome Mezzasalma	Volunteer

Note 1: Anyone not desiring to fill the above positions should contact the President.

AMA Member Number: _____

Note 2. December 2020 meeting, officer installation and club Christmas Party are cancelled.



Calendar of Events

Thanks to John Rittenhouse for the preparation of the following Calendar of Events. Note this has been updated since last published in March 2020. Some of the activities have not been cancelled yet, but are subject to cancellation at a moment's notice.

Repeating activities include:

- Monthly General Meetings - 7 to 9 PM on the first Tuesday of each month. **Cancelled.**
- Monthly Steering Committee Meetings – To be planned as needed. Additional meetings to be planned as required. **Cancelled.**
- Flying field maintenance on an as-needed basis.
- Quarterly meetings with the Orange County Parks Department. Coordinated by Theresa Sears.

Singular events:

- September 2021 FAA agreement with HSS expires.

Annual Events:

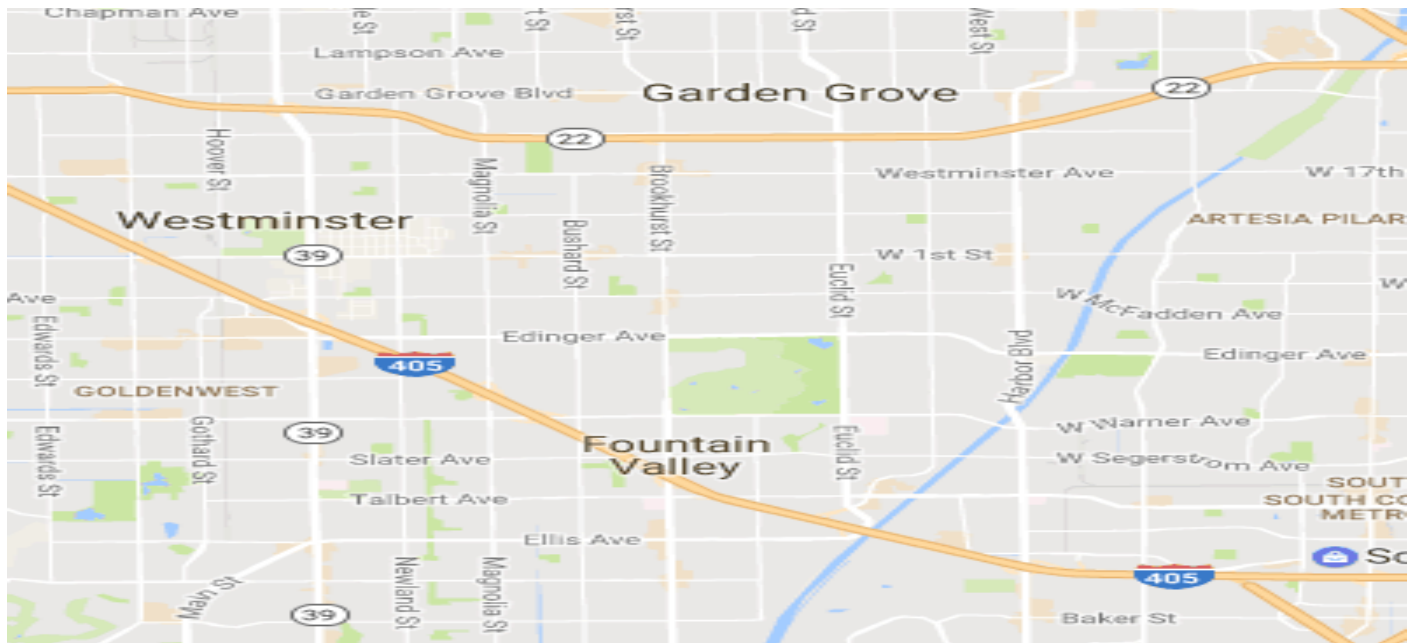
- February Wix, website management and domain name re-registration payment due.
- March Network Solutions, website domain name re-registration payment due.
- March AMA charter and "Gold Leader Club" renewal.
- March Club must purchase "Certificate of Liability Insurance" from AMA.
- April Imaginology - This is a public service event held at the Orange County Fairgrounds. HSS provides booths containing static displays of model aircraft, build and fly paper gliders, and model flight simulators. **Cancelled.**
- **June** **Southern California Soaring Clubs (SC-2) glider competition. HSS hosts local glider clubs, for one of the monthly events held throughout Southern California. ***
- July Concerts at the Park - Three evenings on Tuesday nights in July at Fairview Park. Music is sponsored by the City of Costa Mesa. HSS supports this public service event with a pop-up sunshade, and static display of model aircraft. **Cancelled.**
- **July** **Bent Wing Glider Competition. This event is open to all club members and guests.***
- **August** **National Model Aviation Day. Open house, demonstrations, free flying lessons, and acquiring donations for charity.***
- August Dollar Foam Design/Build/Fly competition. Tentative schedule is Original designs are electric powered RC models made from a single sheet of paper backed 1/4" foam. Performance criteria to be determined. **Cancelled.**
- September Electric Fun Fly Competition. Tentative schedule is Multiple events are planned for club members and guests. **Cancelled.**
- October Pumpkin Festival/Scarecrow Competition. This is a public service activity for HSS. It is planned by the city, to be held at the Orange County Model Engineers railroad facility in Fairview Park. **Cancelled.**
- October Nominations made for new club officers.
- November New club officer election. General Meeting.
- December Christmas party and new club officer installation. Location to be determined.

*** Note: Historical events are not currently scheduled, and are included for reference purposes only!**



Next Meeting POSTPONEMENT

HSS meetings will be postponed until the existing government directives are recalled. At that time we will return to our normal schedule where we meet on the first Tuesday of each month at a restaurant to be determined.. Bring your favorite plane for show-and-tell. Bring your wife, family, and friends. There will be a raffle. The location map will be shown below when a new meeting place is determined.

**Free Plane Rap Copies**

Rob Askegaard has free near new color copies of HSS Plane Rap newsletters from 2005 through 2017 that he would like to give away. Contact Rob at the monthly meetings or 714-968-1973. rmaskegrd@gmail.com.

HSS Membership – Renew now if you haven't.

Our 2021 HSS membership enrollment season is running full speed. Note that the new membership rate of \$25 per year is now in effect. PayPal will no longer be accepted as the cost and inconvenience did not justify the service. The latest membership application, dated 2021, is included in the last pages of this newsletter. These can be mailed to our post office box shown on the last page, or given to a club officer. Alternately, HSS and AMA membership applications can be obtained from any club officer, or available on our club web site at www.harborsoaringsociety.org.. Applicants must be members of the AMA prior to joining HSS. AMA Membership applications can also be obtained at the AMA web site www.modelaircraft.org, download document No. 902 from the publications page. Or you can apply on line. If you renew your AMA membership online, be sure to print the receipt that they provide as proof that you joined. And, don't forget your City of Costa Mesa Flying Permit. Details are shown on page 15 of this newsletter.



2020 City Flying Permits Available

A permit to fly radio-controlled model aircraft is required to operate model aircraft at Fairview Park. This permit can be obtained by going to www.costmesaca.gov and downloading the file Model Airplane Fly Permit 2014.pdf. You must also show proof of adequate liability insurance in the form of a current Academy of Model Aeronautics (AMA) membership card or a current homeowners/personal liability policy specifically covering model aircraft operation with a minimum limit of \$500,000. Rules and regulations for flying the model aircraft can be found in the City of Costa Mesa Municipal Code, Title 12, Chapter II, Articles 2 & 3.

Permit Fee: A 6 month permit costs \$25 for Costa Mesa residents. \$28 for nonresidents, plus \$5 Administration fee. Learner's Permit for youths 6-14 years old - \$TBD per year.

WALK-IN Costa Mesa City Hall (77 Fair Drive, Costa Mesa 92626), 3rd Floor Recreation Counter Tuesday through Thursday from 8:00 AM – 4:30 PM (excluding City-observed holidays),

MAIL-IN Mail your renewal packet (see list below), to include full payment, to:

Recreation Division – Fly Permit

City of Costa Mesa, P. O. Box 1200, Costa Mesa, CA 92628

Renewal Packet must include **ALL** of the following:

- Permit Application (filled out and signed).
- Copy of your driver's license.
- Copy of the AMA Membership Card (showing the required year), or home owner's/personal liability insurance policy (specifically covering model airplane/aircraft flying with a minimum limit of \$500,000).
- Renewal Fee payment by Check (payable to City of Costa Mesa) or charge to Credit Card (filled out and signed).

Note: Current permit holders with email addresses on file with the City will receive renewal packet via email.

If you have questions or need additional information, please call the Recreation Division at (714) 754-5300.

Note that to fly at Fairview Park you need the above permit, liability insurance (preferably AMA), and you need to follow City of Costa Mesa Ordinance No. 07-01, City Regulations for Issuance, Suspension and Revocation of Permits to Fly at Fairview Park, Academy of Model Aeronautics Safety Code, and the Fairview Park Flying rules posted at the flying site.

Invitation To Members For Contributions To The Plane Rap Newsletter

Your editor would love to hear from club members. If there is anything you would like to share with the rest of us I would like you to send it to me. I will add it to the next newsletter. My favorite things to publish are items sent in by members!! These can be anything like reviews of your plane or equipment, links to good videos, links to articles, and things you have built or created. Bad spelling and/or grammar gladly accepted. Anything from a picture with a caption to a full blown build/review article is good. Letters-to-the-Editor are always welcome as well. Tell us what you think. Please help make the newsletter and website more interesting with your submissions. Embarrassing pictures/videos are the best. I look forward to hearing from you.

Fred Hesse - Plane Rap Editor - fhesse@socal.rr.com.

Photos of Your Planes

We are very fortunate to have Rob Askegaard as our club photographer. Rob has a high degree of talent, and supplements that with an excellent camera. His well composed and very realistic photos taken at ground level and his remarkable stop action in-flight pictures are superb. Rob's contributions are what make our newsletter really spectacular. We try to feature everyone and their planes, so if you haven't seen yourself in our newsletter, look for Rob just about any morning and pose for him. Anyone who wishes a high quality print or jpg file of their favorite plane should contact Rob, or your editor. Phone and E-mail information is shown on the last page of this newsletter.



Plane Rap Classified Ads and Services - For Sale

Mike Costello has a spectacular Pilot (brand), Reiher 3300 (3.3 meter/ 11') glider with fiberglass fuselage, all-wood wings & tail. All-flying horizontal stab. Built in the late 1970s and was hanging in the Hobby Shack/People store since then. Needs recovering, as over the years, the MonoKote has become quite brittle and has numerous holes. There are 2 servos installed and an Airtronics adjustable towhook. I flew this model once in an HSS contest back in the day, as well as Scott Miller.

Asking price is \$300 or best offer. Contact Mike Costello, 714-875-7994, MikeFTRE@gmail.com

On the following page is a write-up published in RCM (Radio Control Modeler?) when the model was first introduced.

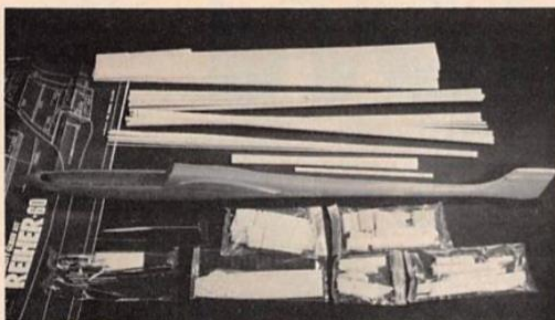
Editor's note: This is a beautiful model, in good structural condition.



Plane Rap Classified Ads and Services - For Sale (Continued)

RCM PRODUCT TEST

Hobby Shack REIHER 3300



The Reiher-3300 is manufactured by Pilot, and available from Hobby Shack. The kit comes with a fiberglass fuselage, all balsa and hardwood that will be needed to build. The hardware includes everything required, including a pre-formed canopy, wing wires, control rods, clevises, etc. Opening the box is really one pleasant surprise after another. What really makes the whole thing so nice is not only the completeness of it, but the really exceptionally fine quality of the component parts. Pilot has really packaged everything beautifully, too. Outstanding quality material, and packaging. But you want to know how it goes together, looks, and flies, right? Well, Pilot and Hobby Shack haven't let you down. This is a really going concern in all departments, and the Reiher-3300 kit is, indeed, a lovely way to go.

For instance, ribs, bulkheads, canopy tray and all the other pieces that are such a chore to do, are already done --- and sanded to the exact size and shape necessary, and sealed in their own clear plastic envelopes. You say you want more? Well, every individual rib, bulkhead, etc., is not only cut out and sanded for you, it also has a code number lightly imprinted on it! What does that do? Well, look at the plans, find the part with the imprinted number that matches what you are looking at on the plans, and there you are --- half way home! And speaking of plans, these are very good indeed, so good, that separate instructions are not used. Conventional as well as perspective drawings assure an easy to follow blueprint for your building pleasure.

As mentioned earlier, the fuselage is fiberglass, and rates excellent in quality, finish & appearance. Color is moulded in, but if you wish, you can, of course, paint it in your own pet scheme and design.

And speaking of design, this sleek, polyhedral sailplane rates right at the top of the class when it comes to outright competition, or just fun-hunting thermals. Our only modification that would improve its' contest performance, would be the

IMPRESSIONS	E	G	A	F	P	IMPRESSIONS	E	G	A	F	P
Packaging	●					Pre-Shaped Parts	●				
Plans		●				Parts Match to Plans	●				
Written Instructions			NA			Overall Parts Fit	●				
Quality of Hardwood	●					Ease of Assembly	●				
Quality of Fiberglass						Fidelity to Scale			NA		
Other Materials		●				Flight Performance	●				
Accessories		●				Overall Appeal	●				
Die-Cutting			NA								

E=Excellent / G=Good / A=Average / F=Fair / P=Poor

SPECIFICATIONS

Name	Reiher-3300
Aircraft Type	Thermal Glider
Manufactured By	Pilot — for Hobby Shack
	18480 Bandiller Circle
	Fountain Valley, California 92708
Mfg. Suggested Retail Price	\$79.99
Available From	Hobby Shack
Mfg. Recommended Usage	Thermal Glider
Wing Span	128 Inches
Wing Chord	7½" (Avg.)
Total Wing Area	960 Square Inches
Fuselage Length	52 Inches
Radio Compartment Dimensions	(L) 12" x (W) 2¼" x (H) 2¼"
Wing Location	Shoulder Wing
Airfoil	Flat Bottom
Wing Planform	Double Taper
Polyhedral	5" each panel
Stabilizer Span	33 Inches
Stabilizer Chord (incl. elev.)	5" (Avg.)
Total Stab Area	165 Square Inches
Stab Airfoil Section	Symmetrical
Stabilizer Location	Top Of Fuselage
Vertical Fin Height	10 Inches
Vertical Fin Width (incl. rud.)	6 Inches
Mfg. Rec. Engine Range	NA
Recommended Fuel Tank Size	NA
Landing Gear	NA
Recommended No. Of Channels	2
Recommended Control Functions	Rudder & Elevator
Basic Materials Used In Construction:	
Fuselage	Fiberglass
Wing	Balsa
Tail Surfaces	Balsa
Hardware Included In Kit	See Text
Plan Size	25½" x 55½" (1 sheet)
Building Instructions on Plan Sheets	No
Instruction Manual	No
Construction Photos	No
Kit Includes	Shaped Parts
Mfg. Rec. Flying Weight	Not Given
Wing loading based on rec. flying wt.	6-8 oz./sq. ft.

RCM PROTOTYPE

Weight, Ready To Fly	40 Ounces
Wing Loading	6.35 oz./sq. ft.
Covering & finishing materials used	Super KwikCote & D.J.'s

addition of spoilers. It's a smooth, easy flyer capable of contest winning. It'll win your eye when you see it --- we know, it won ours. □



HSS Sponsors

The following companies are proud sponsors of Harbor Soaring Society. They give us special offers, and make contributions to our monthly raffles. In return, please support them, and mention that you saw them advertised in the HSS Plane Rap newsletter.

AirPixel Technologies/FrSky Distributor

I just wanted to reach out on behalf of FrSky, as we are working directly with the manufacturer to do some community outreach to aviation clubs that are close to us here in Southern California, as provided by the AMA Club list. If anyone who happens to be a part of your club or organization is looking to purchase any number of **FrSky radios, receivers, gimbals, or other FrSky products**, we would love to assist in fulfilling these needs. During this outreach, we will be **lowering our prices to assist local clubs** in obtaining the necessary gear to get members flying as soon as possible. If you or anyone in your club is looking for products of this variety to assist in your RC aspirations, please do not hesitate to contact us via email or at our office phone number, which I will attach below, where we can answer questions regarding sales and warranty questions, and assist with any and all FrSky product related technical difficulties that you or your club members might run into.

Thanks so much for keeping the hobby alive and I look forward to hearing from you! -Brock

Brock Nelson <Brock@airpixeltek.com> sales <sales@airpixeltek.com>

AirPixel Technologies: North American FrSky Distribution and Service Center

[9690 Telstar Ave.](#) [Suite 226](#) [El Monte, CA 91731](#) Phone: 626-656-3121

ROB'S R/C HOBBIES**Sales / Parts / Repair****Radio Control Airplanes, Helicopters, and Cars.****15071 Goldenwest St. Huntington Beach****S.W. Corner of Goldenwest & Bolsa Ave****(714) 372-3777**

All HSS Club members with proof of club membership, will get a 10% discount on most parts and accessories. Discount does not apply to plane kits, helicopter kits, radios, and other already marked down products. Please ask staff if you have any further questions.

Robsrchobbies.com

robsrchobbies@earthlink.net





MEMBERSHIP APPLICATION 2021

Harbor Soaring Society

AMA Chartered Club #128 - AMA's Oldest Chartered Soaring Club

P.O. Box 1673 Costa Mesa, CA 92628



I understand that by applying for membership in the Harbor Soaring Society I must be a current member of the AMA (Proof of status required, may be photocopy of membership card or AMA receipt of fees paid)

Name _____ AMA # _____

Address _____

City _____ State _____ Zip _____

Home Phone _____ Work Phone _____

Date of Birth _____ Email _____

- ☐ New Applicants (Without Name Tag) (all ages): \$25.00
- ☐ Adult Member (Renewal Without Name Tag) (19 years and older as of July 1st): \$25.00
- ☐ Junior Member (Without Name Tag) (19 years and under as of July 1st): \$10.00
- ☐ Family Member (Without Name Tag) (At Same Address): \$5.00
- ☐ Optional or Extra HSS Name Tag: \$15.00
- ☐ I hereby give my permission to publish my [Name], [Address], [Phone], [Email Address] in the monthly Newsletter. **Strike out those not to be published.** Note that the Newsletter is published on the club Website (<http://www.harborsoaringsociety.org>)
- ☐ I request a printed copy of the monthly Newsletter by U.S. Mail. Printing and Mailing: \$20.00/year

My primary interests in radio control flying are? Check all that apply. Show future interests with the letter F.

Thermal Duration Gliders _____	Slope Soaring Gliders _____	RES Gliders _____
Large Scale Gliders _____	Hand Launched Gliders _____	Electric Motor Gliders _____
Park Flyer Electric _____	Acrobatic Electric Planes _____	Scale Electric Planes _____
Electric Drones / Multi-rotor _____	Indoor Electric Planes _____	Electric Helicopters _____

In accordance with the Federal Equal Opportunity Act, this organization prohibits discrimination against anyone on the basis of race, color, religion, national origin, sex, marital status, age, individuals with disabilities or veterans. 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. Applications for adult members submitted between July 1st and October 31st will pay a reduced rate of \$15.00 (name tags extra). A signature is required from all Harbor Soaring Society applicants, agreeing to comply with the current AMA Safety Code, the current HSS and Costa Mesa City General Field Rules, and FAA rules and regulations applicable to the flying of RC model Aircraft.

The undersigned attests that: I will operate my model using only radio frequencies for the control of fixed wing or multi-rotor aircraft, and/or data transmission, on equipment certified and approved for such use by the AMA, FAA or FCC as applicable. I understand that my failure to comply with the above restrictions will result in nullification of liability coverage for damages caused or claimed. I understand that my monthly newsletter will be delivered by E-mail unless the U.S. Mail request (shown above) has been selected.

SIGNATURE: _____ DATE: _____

Total Dues Owed and Attached: \$

SIGNATURE OF CLUB OFFICER RECEIVING APPLICATION: _____



HARBOR SOARING SOCIETY OFFICERS FOR 2020

President	Henry Smith III	714-322-6537	henry.smith.3@earthlink.net
Vice President	Joni Whitsitt	714-396-2523	whitsittjo@gmail.com
Treasurer, Membership	Don Wittenberg	714-321-3944	drwittenberg@verison.net
Secretary	Fred Hesse	714-963-5838	fhesse@socal.rr.com
Contest Coordinator	Bruce Schaefer	714-814-6412	metaterra@msn.com
Safety Coordinator	Kevin Koch	714-651-1246	kev380@yahoo.com
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SUBSEQUENT CLUB MEETINGS ARE CANCELLED FOR INDEFINITE DATE.
WHEN RE-INSTATED, THEY WILL BE AT A TO BE DEFINED RESTAURANT.
GENERAL MEETING FROM 7 TO 9 PM.
BRING YOUR FAVORITE PLANE FOR SHOW AND TELL.
BRING YOUR FAMILY, WIFE, AND FRIENDS FOR DINNER.
SEE DETAILS AND INSTRUCTIONS TO LOCATION ON PAGE TBD.
SEE THE COLOR NEWSLETTER SENT BY E-MAIL AND AVAILABLE ON OUR WEB SITE.

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