

Plane RAP

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



Message from the President

Spring is here and life is good, as Larry Enger of Lake Elsinore would say. Everything at the field seems to be going OK, a lot of new faces out there. We need to sign them up. When you are at the field and you see someone just standing around, go over and say HI, make them feel welcome, they might become a new guy in the sky.

Sorry to hear SULA lost their flying field to Pro Soccer. I sure hope they are able to find a new field soon.

The Club meetings are for everyone no matter what you fly, so come by and help the meetings get better. Tell the V.P. who you would like as a speaker or what you would like to see at the meeting. Be happy and do your thing!

KARL HAWLEY

March HSS meeting

18 members in attendance

7:40pm Pres. Karl Hawley called the meeting to order.

Rodger MacGregor is going to miss the next several parks committee meetings do to business trips. Will Conrad will fill in.

Ross Thomas Contest Director had a few things to say. Bring your AMA card and show it at contest sign ins. The SULA field is gone so we

would like to invite them to come fly with us. We also are offering them the use of our field for their SC2 contest. John Brown will coordinate this with them.

John Brown, who maintains the SC2 web site, (Link to from our site @ WWW.1HSS.ORG) would like us to host an SC2 hand launch contest. Yani our VP will coordinate a date.

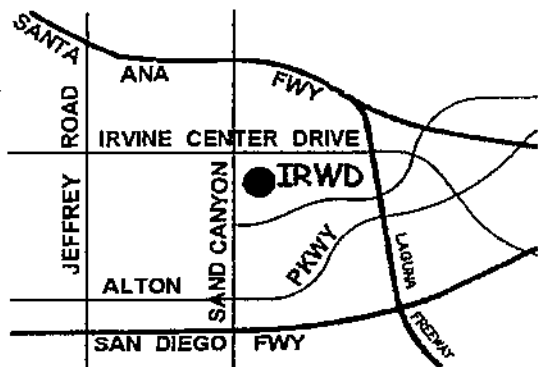
8pm meeting turned over to Yani, our VP. Yani talked about the new flying field in Laguna Niguel. They have a slope and a 5-acre thermal site. They are on a 90-day probation period that ends about May 1st. Not a lot of advertising till then, they wish to keep a low profile for a while. Yani will keep us posted, and can be contacted via e-mail from our site @ WWW.1HSS.ORG .

Karl Hawley found a great slope in Chino off the 71, see Karl or check out our website under MAPS for info.

John Brown works for Boeing and participated in a paper airplane contest. John brought in his 1st place winner. It is a 2mtr paper and cardboard thriller. A cardboard tube fuse and spars with spars and shear web spar system. Really cool looking. John hand launch was for 175 ft with the second place finisher at 108ft.

Name Tags are in the wood contest box in our shed if you are waiting for one.

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: The Irvine Ranch Water District neither warrants nor endorses the names or addresses of Organizations which use the District's meeting rooms that are made available as a public service.

**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**

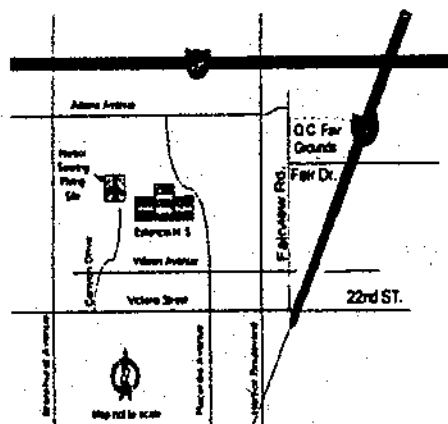
- Apr. 02nd HSS Meeting
- Apr. 07th HSS Contest
- May 05th HSS Contest
- May 07th HSS Meeting
- June 23rd SC2 HLG Contest

(Dates subject to change)

IMPORTANT NOTICE

There was a short period of time during the first part of January that the post office was returning our mail to the sender. If any of you sent membership renewals or other communication for the club and had them returned, the problem has been solved. Please re-send your information. Sorry for the inconvenience.

Flying Site



APRIL Meeting

April 02, 2002

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

RES	RES	YEAR TO DATE	JAN	FEB	MARCH	TOTAL
ROSS THOMAS 1000	ROSS THOMAS	1000	1000	1000	1000	3000
MIKE MORJOSEPH 971	C. ADAMCZYK	873	760	0	1633	
LES KENYON 924	LES KENYON	0	639	924	1563	
	JOHN BARR	0	818	639	1457	
JOHN KRUG 815	M. MORJOSEPH	0		971	971	
JOHN BARR 639	KARL HAWLEY	665	0	262	927	
STEVE SCHUPAK 566	LARRY ENGER	0	818	0	818	
KARL HAWLEY 262	JOHN KRUG	0	0	815	815	
	WILL CONRAD	467	173	0	640	
	STEVE SCHUPAK	0	0	566	566	
OPEN	OPEN YEAR TO DATE					
	M. MORJOSEPH	979	1000	985	2964	
	ROSS THOMAS	865	986	970	2821	
	TOM COPP	1000	0	996	1996	
	EDGAR VERA	978	0	960	1938	
BEN CLERX 1000	TOM WATSON	0	897	917	1814	
TOM COPP 996	YANI	950	0	850	1805	
MIKE MORJOSEPH 985	JOHN BROWN	0	809	571	1380	
ROSS THOMAS 970	BEN CLERX	0	0	1000	1000	
EDGAR VERA 960	JOHN ROE	0	996	0	996	
MARK TAYLOR 928	MARK TAYLOR	0	0	928	928	
TOM WATSON 917	STEVE HENDRY	922	0	0	922	
YANI 850 1ST A	BOB LENARD	899	0	0	899	
MARK BROWNING 742 2ND A	STEVE SCHUPAK	849	0	0	849	
JOE RODRIGUEZ 699	C. NEWMANN	791	0	0	791	
AL CRON 649	RYAN SHUBIN	785	0	0	785	
JOHN BROWN 571	MARK BROWNING	0	0	742	742	
	JOE RODRIGUEZ	0	0	699	699	
	AL CRON	0	0	649	649	
JOHN BROWN 571	MARK BROWNING	0	0	742	742	

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

WINE AND GLUE

Some club members have suggested that certain glues are best utilized and enhanced by certain wines.

An informal survey was conducted with a group of club members. It was determined that the following wines seem best with certain glues, in alphabetical order.

AMBROID

A nice *Semillion* with the aroma of a spicy apricot and preserved lemon. The oak aging shows up as sweet vanilla in the nose end and mouth, along with abundant flavors of apricot and pear. Usually has finishes with a touch of nutmeg.

CA GLUE

Try a good *Chardonnay*, usually very French in style that features peaches and pears with spicy floral notes and without excessive oakiness. Most have a complex combination of fruit and characteristics with flavors from kiwi to lemons and cinnamon.

EPOXY

A *Cabernet Sauvignon*, which should have opulent aromas of roses and violets. Aromatic pipe tobacco and red berries. Also, some jammy berry flavors with a nice balance of bright cherry acid and dark plummy fruit.

GOOP

Difficult, but possible, try a *Meritage* vintage. Usually have complex layers of chocolate and berries. Flavors of cocoa and blackberry jam are integrated with a rich, gamy quality with firm tannins and a nice long finish.

PLASTIC MODEL CEMENT

A fine *Merlot* was a top finisher. Nice aromas of toasty oak and almond cookies with an overlay note of eucalyptus. A good combination of berry fruit. Jammy blackberries and raspberry with hints of anise and a dusty cocoa finish.

SHOE GLUE

Try a bottle of *Blanc Noir Champagne* with its nice pale rose color, abundant moose with vibrant, peachy flavors. It should show a

roundness in the mouth despite its wonderful spritz of tiny bubbles. The aromas should be floral with a hint of apricot.

WOOD GLUE

Possibly a nice *Syrah*, with its aromas of black cherry and espresso, a pleasant earthy quality. Flavors of blackberry, black cherry and anise are present. Usually has a long and lovely dark chocolate finish.

In conclusion, if some of these suggestions seem complicated to a match up of your wine and glue, the following has been suggested by club members.

Get yourself a half-gallon of good jug wine and six-pack of beer and hide them beneath your workbench amongst your glue supply. That will make life much more pleasant and much simpler!!

Bob Barry, Steve Hendry and Larry Enger.



TIRED CONTESTANTS



SCHUPAK

Bounce 101

Several newsletters ago I wrote about using Bounce to clean a hot covering iron. I thought this was good information especially if you build foam aircraft where everything is sticky with tape and contact cement. What amazed me was that many of you didn't have a clue what I was talking about and are missing out on a good thing.

Bounce is a fabric softener and comes in a box containing 9"X9" sheets. The same material is also available under several store brands. The ingredients are fabric softening agents and perfume in a non-woven sheet. Its purpose is to be placed into a dryer so that your cloths come out soft, fresh smelling and free of static cling. Now all of these good things can be applied to improve your building and make life a bit easier in other areas. Hey, this new knowledge may even improve your relationships or at least impress the heck out of others. You don't even need to use a new sheet, I dig mine out of the laundry room wastebasket. A list of uses follows and I'm sure some of you will even add to it.

1. Clean your hot Monocote iron.
2. Before you install the canopy wipe the inside to remove any static and balsa dust.
3. Wipe up sawdust from drilling or sand papering, it will collect dust like a tack cloth.
4. Collect cat hair, rubbing the area with a sheet of Bounce will magnetically attract all the loose hairs. Important before starting a covering job.
5. Eliminates static electricity from your television and computer screen. Since Bounce is designed to help eliminate static cling wiping your screen not only eliminates dust but keeps it from resettling.
6. It will chase ants away when you lay a sheet near them.
7. Repels mosquitoes. Tie a sheet of Bounce through a belt loop when outdoors.
8. Freshen the air in your car. Place a sheet of Bounce under the front seat.
9. Clean baked-on foods from a cooking pan. Put a sheet in a pan, fill with water, let sit

overnight, and sponge clean. The anti static agent apparently weakens the bond

between the food and the pan while the fabric softening agents soften the baked on food.

10. And finally, just for our good friend Ross Thomas, place a sheet of Bounce in your shoes or sneakers overnight so they will smell better in the morning.

Larry Enger

SLOPE A DOPE

March has been kind of a windy month. On the 16th I brought my new slope Mako with me to our field because after lunch I planned to go to Chino Hills to slope fly. Well at 8:30 AM when I got to our field, the wind was strong and coming right tout of the west! So I put my 118" Mako together with the 2 lb. Wing rod I made the day before at work. Out to the slope, it was working good, the best I have seen in a long time. I was having a good time sloping. Lyndon Johanson came by and I let him fly my Mako. Lin hasn't done much flying in the past two years, the shop has been working much and he has been doing other things. By the way, thank you Lin for selling me your old Mako with the RG15 wing. Boy, I can hardly wait for the Santa Ana winds to come so I can try flying it at Elsinore.

So with the wind blowing so well at our slope, I want to see what it would be like at Chino Hills. So I got up there about 11:30 AM. Well the wind was a little different there than the day before. It was still good, but not the same as our field. I was still having fun and got a little crazy and hit my baby a little hard on a rough landing and broke her nose off, (an easy fix). So it was time to leave and make a pit stop at the new Hobby People in Chino Hills and then lunch and then off to Riverside for the Slope Slam. I got there about 2:00 PM, it was as cold and windy as it could be, just too much for me and with all the people there, they were kicking up some dirt OR the wind was and it was getting in my eyes. After 20 minutes of that it got to be more than I could take. But, it was really cool to see about 30 to 40 zaggi's in the air at one time. You had to really look out because if one got hit and out of control, the wind would blow it right over the hill right at you. So, heads up!! Until next time, fly high and keep your butts off the ground

Karl Hawley

FLYING SITE UPDATE:

We seem to put to rest our difficulties with the City of Costa Mesa and the FAA. Everyone seems happy with our activities at the park, including the increased flying of electric powered craft. The noise complaints have subsided, but it still would be wise to avoid flying loud electrics during the early morning hours. Remember to bring your planes down if you see any indication of low flying manned aircraft anywhere near our site.

The City has hired a new park manager, who will be responsible for making sure that the park is developed according to the master plan that was approved last year.

The City has arranged for some major grants to finance the construction of paths and various park improvements. One major grant requires some work prior to the end of June, or the grant will be rescinded, so you can expect to see some work on paths and trails to be started fairly soon. There will be a major trail for bikes and walkers that will affect us to a minor degree. It starts at the restroom and picnic area. It winds around the vernal pool just east of our landing area, then on to where our container is located. It then goes to where our number board is located, and then on to the bluff at the south end of the park. This may be one of the first trails to be built. It will be about 12 feet wide. The city is still debating the covering for the path. I expect it will be concrete.

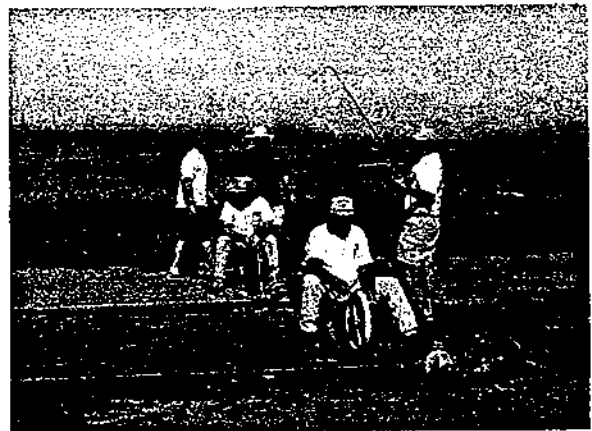
The plan requires that we will eventually move our flying site about 100 yards to the northwest. The city will provide us with a grassy area,

watered, mowed and maintained by the city. The grass will cover the entire site, including the area under the winch lines. This will require major bulldozing to flatten out the mounds that presently cover the area. Our container will eventually have to go, and we will have storage space in the new building over by the present picnic site. This will be a neat setup, however, I would be surprised if any of this will take place within the next 2 years.

Roger MacGregor



AL , ROGER, JOE AND LES



CONTEST LAUNCH SITE

This is an article which originally appeared in the Louisville Area

Sailplane Society newsletter The LASS word. It contains a particularly

simple description of winch launching as well as general hints on thermal flying. Les Kenyon

Tips For New Folks - Part 2 - M. Scott Borden

Editor's Note: I am no expert at teaching new folks how to fly R/C sail planes. There are better flyers and more patient, personable teachers, and much more gifted writers, than I am. There are a host of books on the subject. I recommend Dave Thornburg's

OLD BUZZARD GOESFLYING, both the video, and (especially) the book. KALBACH BOOKS has many titles on R/C soaring, too. I suggest new folks get these books and study-up on all the fine details I won't cover. The purpose of this article is to pass on some practical knowledge to new folks to help them understand these wonderful, silent flying machines more quickly. Again these are my thoughts, beliefs, solutions and experiences; some are actually based in fact! I hope they help you.

TOWHOOK position is IMPORTANT for maximum LAUNCH ALTITUDE. The closer the hook is to the C.G. the higher the launch, but the sailplane becomes UNSTABLE. Again, a compromise between stability and high altitude is necessary. In general, tow hooks should be located about 1/4-inch fwd of the C.G.. A really great way to determine if the hook is, in fact, fwd of the C.G. is to hang the sailplane upside down with a piece of towline, or other strong cord, attached to the towhook. If the hook position is correct, the sailplane will hang tail LOW. New Folks will most likely use a HIGH START first to launch their sailplanes. For winch launches it's important to remember what the pull of the High Start feels like just before you launch the sailplane. Why? The winch intimidated me because I had no idea what to expect. Then, Jeff McComb instructed me to take-up enough slack in the winch line to simulate the pull of a High Start before launching the sailplane. It was one of the most comforting pieces of advice I'd ever received! I prefer winch launching over any other method because of the quality of the height of the launch and the winch's instant adaptability to different field lengths.

When launching, whether from a High Start or WINCH, THROW THE SAILPLANE HARD to make sure the sailplane reaches flying speed before the nose rotates up into launch attitude. Forgetting this may cost you your

airplane... The winch is powerful enough to fold wings if you do not control its pull. The pull is controlled by (1) the frequency the winch foot pedal is tapped, and (2) the duration the winch foot pedal is held down/on. In general, the frequency is 2 to 3 taps per second with short duration. For heavier sailplanes, in basically calm conditions, the frequency is about 1 to 1.5 taps per second with longer duration between taps. In wind conditions, most sailplanes will kite-up on launch with 1 to 1.5 taps per second with VERY short duration. A good rule of thumb, for me, is to launch the sailplane with just enough pull to make it climb well and NO MORE! WATCH THEM WINGS! FAILURE TO TAP THE PEDAL AFTER THROWING THE SAILPLANE RESULTS IN A NASTY

CRASH! At first its kind of like patting your head and rubbing your stomach at the same time, but it becomes second nature in short order. A good way to practice tapping is to operate the winch while a trusted fellow glider guider flies your sailplane up the launch path. Try it.

Winch line POP OFFS can be caused by (1) too much up elevator, (2) too much launch flaps, (3) mounting the towhook too close to, or aft of, the C.G. or (4) any combination of these factors. Building your sailplane according to plan will minimize pop offs. Of the pop offs I've seen, all of them occurred at sufficient altitude to recover and land. Recovery is fairly simple because pop offs usually cause the sailplane to loop. If the sailplane looks like it's just very nose high, but not entering a loop, momentarily apply FULL down elevator (the sailplane will probably stall) to lower the nose and recover flying airspeed, then level-off for landing. If the sailplane is obviously in, or about to, loop apply up elevator to complete the loop, level off and land.

Steer the sailplane up the launch path toward the winch TURNAROUND pulley. When the sailplane reaches the top of accent, in many cases the winch line will simply drop off the hook. Sometimes you may have to coax it off the hook with a slight dive and pull up to level flight. If the winch line becomes stuck to the aircraft (I've seen it happen more than once) DON'T PANIC! Just turn one way or the other and make gentle, small -to-medium circles down to a landing. Don't fly in one direction very long, for obvious reasons. Once the aircraft is free of the winch line, and assuming it has been properly hand tossed and adjusted by an experienced fellow glider guider, let her settle into that STRAIGHT AND LEVEL, HANDS-OFF, minimum sink airspeed glide.

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Fly left or right at about a 30 to 45 degree angle. Look at the ATTITUDE, the position, of the fuselage relative to the horizon. NOW BURN IT INTO YOUR MEMORY; whether turning, flying straight and level, climbing in a thermal, or gliding to a landing, maintaining that fuselage attitude controls minimum sink airspeed. Pull the nose up and the sailplane will stall at stall airspeed. Push the nose down and the sailplane will accelerate rapidly out of minimum sink airspeed; too much nose down for too long and the wings will blow off the airplane.

MAINTAIN FUSELAGE ATTITUDE!

At some specific airspeed below minimum sink airspeed your sailplane's wings stop generating Lift, or STALL. Properly designed, with either Mechanical or Aerodynamic wing WASHOUT, the sailplane stalls basically "straight ahead". Washout prevents TIP STALLS, nasty critters which can destroy your sailplane if it's close to the ground...like on launch...or turning in the pattern for landing; if the wingtips stall first, the sailplane rolls left (or right) instantly, and pitches sharply nose down. Luckily for us, the sailplane responds to a stall by dropping its nose, exactly the direction the nose should go to regain flying airspeed (remember Gravity?). As airspeed is regained, Lift regenerates rapidly, pitching the nose up, causing another Stall; this porpoising continues, in most cases, until the sailplane hits the ground, unless you intervene. Assuming your sailplane has enough altitude, Stall recovery is relatively easy, whether flying straight and level or turning in a thermal or landing pattern. BEFORE the next Stall occurs, apply DOWN elevator. NOT TOO MUCH DOWN, JUST ENOUGH, to place your sailplane's fuselage back into that Minimum Sink Airspeed Attitude you have burned in your brain. Then return the stick to neutral; if she looks like she'll pitch her nose up again, PULSE down elevator until she settles into hands-off flight.

Turns, especially the CONSTANT RATE TURNS used in THERMALLING, can be relatively easy to perform. SET THE BANK ANGLE, by moving the stick to the left (or right), until the angle is established. Then return the stick to neutral. If the angle is too much, move the stick opposite the direction of the turn to flatten the angle, then return the stick to neutral. If you hold the stick in the direction of the turn, the sailplane will ROLL in the direction of the turn and will rapidly begin a downward spiral. When in a turn, aircraft tend to enter a slight dive. To arrest the dive, maintain fuselage

attitude and minimum sink airspeed, and help the sailplane GROOVE THROUGH THE TURN, immediately apply slight up elevator as the stick is returned too neutral. The up elevator control input tends to tighten the turn, so opposite rudder is necessary to flatten the bank angle. BANK AND YANK! Flying is a careful balance of (1) forward and aft stick movements to control the airspeed of the sailplane (by controlling the attitude of the fuselage), mixed with (2) left and right stick movements, to control the angle of bank of the wings in turns. As your experience grows you will notice the stick is constantly moving... Most pilots find turns in one specific direction to be really uncomfortable feeling (for me it was right turns), so they tend to turn only one way. To over come that, practice, over and over, turning in the uncomfortable direction. It really works!

Wind Tip Number 1 - AIRSPEED and GROUND SPEED ARE NOT THE SAME. Once the sailplane is free of the winch line it flies at whatever AIRSPEED you have it trimmed for. However, depending on which way the wind is blowing, the sailplane's GROUND SPEED, the speed at which the sailplane appears to be traveling over the ground, ranges from really slow (the sailplane fly into the wind) to really fast (the sailplane flies with the wind)! Many pilots panic when the sailplane's Ground Speed is really fast by applying Up-Elevator control in a vain attempt to slow the beast down; if the sailplane is flying at an Airspeed just above Stall Airspeed, the sailplane will Stall. If she's too close too the ground and in a turn, well..., hope you have another sailplane to fly! Don't attempt to fly the sailplane slower, just think faster than she's flying.

Wind Tip Number 2 - The wind always blows at some speed. When you thermal, the sailplane will drift with the wind. I'll leave the whole subject of thermaling to Dave Thornburg, but I will cover one topic; maintaining a constant rate turn in a breeze. Because the sailplane is constantly turning into and out of the breeze, the sailplane will tend to BALLOON up as it turns into the wind and will tend to accelerate rapidly (and appear to sink) as it flies with the wind direction. When turning into the wind, you may have to apply DOWN elevator to maintain fuselage attitude. When turning with the wind increase bank angle to maintain the integrity of the circle. As previously stated, your stick will be constantly moving... Whether your sailplane is at 1000 feet altitude or 10 feet altitude, fly your sailplane exactly the same way.

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The only difference is you have less altitude in which to make mistakes. Near the ground, plan ahead, make shallow turns, and **DON'T EVER TRY TO HOLD THE AIRCRAFT IN THE AIR BY APPLYING UP ELEVATOR!!! MAINTAIN FUSELAGE ATTITUDE.** Plan your landing ahead of time and fly a rectangular approach path, just like full size aircraft. Your fellow glider guiders will have you enter a **DOWNWIND LEG, BASE LEG** and **FINAL APPROACH LEG**, if they're experienced pilots. Landings should be made flying into the wind to slow down the **GROUND SPEED** of the sailplane. Downwind landings can damage or destroy your aircraft. Fly your sailplane to within a few inches of the ground, gently level off and let her settle onto the ground. Save those hard contest landings for next season!
BEWARE THE DOWNWIND TURN CLOSE TO THE GROUND!!
 That's about it, folks. If I think of any more, I'll put them down and pass them on, to you.

The following treatise was published some time back in the "R/C Soaring Digest" and after reading and enjoying the "Weenies Manifesto" I felt compelled to submit this for the benefit of those who may have missed the original.

Gravity Surges in Baldwin County (Alabama)

...by John R. Forstall
Pensacola, Florida

Gravity surges occur throughout most of the southeastern United States. They are confined to relatively small areas and are of no danger to humans, small animals or crops. Before the invention of radio-controlled model gliders, they were completely unknown to man. In fact, pilots of these light relatively frail craft, are presently the only humans equipped to observe this strange phenomenon. During the early period of discovery, the surges were thought to have some religious significance. This probably occurred when pilots seeing their aircraft suddenly plummet several hundred feet-per-second toward the earth, would yell out the Saviors

name. This belief is no longer prevalent, but the behavior continues. Other profane metaphors are occasionally used, but the sacred name is by far more popular.

The surges are thought to be associated with the rapid movement of magma deep within the bowels of the earth. The system, in many respects, is similar to our own intestine, but of a much larger scale. The moving magma creates a positive surge that is quite well known, but there is a negative component in adjacent areas that is not well defined. Negative surges cause the glider to rise rapidly in altitude. Lack of information in this area is attributed to the competitive nature of pilots who, observing their craft rise suddenly exclaim, "Nothing over here, boys! Try 15 degrees to the east!"

A monumental effort is under way to map the location of the most intense areas in Baldwin County. Geoillogical surveys of this type are enormously expensive. Your donations to support this good humanitarian project are desperately needed. Make you check payable to the author.

A volume of detailed maps titled "Magma Charta of Baldwin County" will be published in the fall of 1966. (Assuming adequate funds are received.) Interestingly enough, John did receive one donation from a gentleman who sent him one hundred dollars in Confederate money!

Editor's note: Thanks to Les Kenyon for finding these great articles for the newsletter!!



LES KENYON AND AL CRON

Ah Arizona!!

I went with high hopes. All I wanted to do, was to place well. I even had secret workouts every morning for a month straight. Without fail, launch and land, that was my job. I was ready. Or, so I thought.

I hitched a ride with an old friend, Charlie Neuman. His camper meant big savings for the both of us. Plenty of room for our planes, telescopes, food, drinks, cigars and booze. We took off Friday morning. The rest of our South Orange County flyers were a couple of hours ahead of us.

I had never been to Arizona. The drive was filled with anticipation and plenty of wild stories, but the Arizona scenery was unbelievable. People live out here? That was in the back of my mind the whole way down. I was told 9 months out of the year the whole state turns into a massive 24hr/day thermal.

The contest was held on a large farm. The boys putting the thing on did a great job laying the place out to accommodate all of us. Parking, food, vendor booths, and flying field were ready to go. Once there, the fun had began.

Charlie and I had been to Visalia together last October. It was our first big contest away from home. There, our buddies fed us and provided all the libation we could handle. So, at Arizona, it was our turn. Our first nite in Arizona, Charlie and I cooked up Greek Souvalki sandwiches, on the grill. The smells coming off the grill were drawing wild beasts and flyers alike. We made plenty of friends that nite. Although we brought plenty of water, our Australian Sharz was the favorite.

Next morning: contest time. The weather was crap, cold, windy and overcast. Planes would launch and simply point themselves straight into the wind. Creeping forward slowly was the name of the game. Half way through the line up, a looksee in the sky showed 30 to 40 planes all pointing the same way and barely moving against the wind. I thought I was staring at a bunch of trout waiting for their next meal.

My first flight was the beginning of my mishaps. My plane was tail heavy. My spotter kept telling me, "fly straight," but I couldn't. I stayed up for 4:48 out of 6 minutes and blew the

landing. My tail-heavy-plane tip stalled on landing approach. At the time I didn't realize what was happening. However, after a good cry and a morning beer, I composed myself enough to ask why isn't my plane flying right? Let's see, the night before we left I rehinged all my flaps and ailerons, and I did some painting on the tail, could it be tail heavy? A quick check revealed, I was tail heavy. This was just the start of my problems.

I also had "left" trim on the plane since I rehinged flaps and ailerons. This caused me to have 2 pop offs. Several beers later I realized what was wrong. By this time I was happily drunk and out the running. Although I shot myself, I was relieved when I finally figured out what was happening.

That nite was full of homemade burritos, martinees, star gazing, good friends, and blow-by-blow recanting of the day's events. How cold did it get? Well, Sunday morning I felt like I had taken 80 grit sandpaper and sanded the tops of my hands. It was from the cold the nite before.

Sunday's flying went better for myself. The Sun came out and off went our shirts. By the time it was over that afternoon, we were spent. But we did buy some raffle tickets and waited for the drawings before we took off. The raffle was unbelievable. Our neighbor won a brand new composite worth at least a grand. Kits were flying off shelves. And lots of people went home with new toys.

Will I go back to Arizona again? Definitely. The fun of being with people who love to fly, eat, drink, and talk about flying is too much for me to resist. I'll go back next year, and I hope to see you there!

Yani



YANI WITH THE FAMOUS BURRITOS

Cyanoacrylate Glue Sensitivity

By Steve Kerry

Sensitivity is something that varies from one person to the next. Think of your body as a bucket, and each time you use a certain chemical you add a drop to that bucket. When it is full, your body can't tolerate that chemical any longer and it becomes hazardous to your health. Some people have tolerance the size of a bathtub, other the size of a teaspoon. There is no way of measuring your remaining tolerance level, and there seems to be no way of emptying the bucket. I'd been using cyano for a good 15 years, often leaning over the joint and getting a cloud of the fumes in my face when it kicked. The worse I ever got was sore eyes and a headache after an 8 hour building session. Last year I suddenly got short of breath. Couldn't figure it out, I was wheezing and gasping pretty bad. If I tried to lay down, I couldn't breathe at all - I ended up sleeping in a chair that night. Took about three days to clear up. I'd spent the whole day in the workshop, so I figured it had to be caused by something in there. I hadn't used epoxy, so that wasn't the problem. Cyano was the next place to look, so I spent another day carving and sanding and making a lot of dust. I only used wood glue, and I had no problems. Next session in the workshop I used cyano, and that night I could hardly breathe again. A few more tests (all these days in the workshop were for research, honest!) showed that a single drop of cyano would bring on a bad asthma attack several hours later. Obviously I binned the stuff, and I haven't had a problem since. Other people have reported dizziness and headaches, again all cured by getting rid of the cyano. This does vary with the brand, I can still use those tiny little tubes of superglue they sell at corner stores. I use them carefully and with good ventilation, and I haven't had any problems. But I use them only rarely, one little tube will last a year or more. There are also user-friendly cyano brands that will not attack foam, they are said to be better in this regard. I haven't tried them. I have taken this as a warning, I figure I am pretty close to my tolerance level for cyano and I don't want to get any closer. Epoxy sensitization is acknowledged as a hazard, I don't see that cyano is any different. I have one of those little tubes in my field kit - the flying site is pretty well ventilated, after all :-)) - but if I have any choice, I use wood glue nowadays. If you're having a problem similar to what I just described, then take them out of the

workshop and see if the problem goes away. If it does, bring the various glues back one at a time and see what happens. When the symptoms return, you've probably found the responsible glue.

Steve Kerry

Submitted by Les Kenyon

SURFING THE WEB WITH LES KENYON

The "GliderKing" website hopes to become your preferred online source for radio control sailplane information.

Check it out!

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

Amazingly enough, this question is still argued in many places, from elementary school classrooms all the way up to major pilot schools, and even in the engineering departments of major aircraft companies. Find the real answer at this web site.

<http://www.eskimo.com/~billb/wing/airfoil.html>

Here are two bulletin board discussion groups of interest to most R/C flyers.

The first one is the RCSE soaring chat, about 800 fellow gliders post on all kinds of soaring topics. This can be accessed from the HSS web site under soaring chat.

The next yahoo group is for Airtronics radio chat. Great stuff on how to program your stylus radio and a place to ask questions and get answers about your Airtronics radios. Check them both out and Enjoy.

<http://groups.yahoo.com/group/soaring/>

<http://groups.yahoo.com/group/AirtronicsUsersGroup/>

Dynamic soaring is catching on, so here is a web site with all the world speed records for Dynamic soaring. Can you guess the fastest speeds? Take a look !!

<http://sloperacing.com/Results/ds-speeds.htm>

Happy surfing: Les Kenyon

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**Reminder: RENEW YOUR
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