



Newsletter  
of the  
Harbor Soaring Society

APRIL 1995

H.S.S. BOARD MEMBERS

President: Roger Lackey (714) 646-3973  
Vice-President: Gerald Briggs (714) 891-0558  
Secretary: Ben Clerx (714) 721-8848  
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Contest Coord.: Ross Thomas (714) 638-0705  
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NEWSLETTER SUBMISSIONS

The Harbor Soaring Society newsletter is published monthly. Material herein may be used by other newsletters if proper credit is given. Editorial comments and articles are welcomed. Provide all submissions to Pete Young in person or by mail to: 6592 Belgrave Ave., Garden Grove, CA 92645-1802. Please provide all material by the 15th of the month prior to publication. The Editor reserves the right to edit all material.

MEETING LOCATION

Hobby Shack Retail Store, Bandilier Circle, Fountain Valley, CA. HSS' monthly meetings are held in the conference room at the rear of the store.



PRESIDENT'S MESSAGE

I wish who ever left the faucet running would turn it off. I must sound like a broken record always talking about how much it's rained or how wet the field is but it just keeps happening. Two events were canceled in March due to bad weather and soggy ground. My thumbs are beginning to twitch from lack of exercise. If it weren't for this President's Message and the space bar on my keyboard, my thumbs would probably be in total hibernation. But bluer skies are ahead. I can feel it. If nothing else, this break in the action has renewed my desire to get out to the field and fly. I look forward to seeing everyone there. We were able to hold the Electric Fun Fly on March 18th and what a success it was! About 20 or so pilots and about 40-50 people total. I would like to thank all those that came out and supported the event.

Field Status Update:  
"Ferry Shrimp" have been detected in the ponds so we need to stay away from the water as much as possible. They are now under Federal jurisdiction. This shouldn't affect us much though, since we have been running our winch lines to the SE corner of the field and the city doesn't

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PRESIDENT'S MESSAGE, cont.

seem to mind the float planes. Again, if a winch line runs over any walking paths, make extra sure that the winch operators pay special attention to pedestrians, riders and dogs. The City Council members with whom I met last week expressed their concern that we continue to fly and launch our planes in a safe manner.

The City will be doing some mowing of the new launch area in about a month but before that I'm sure we will need to do some mowing of our own for the winch lines. Dick Pantzar, if you're out there, good job on the landing area and we need to get that mower cranked up again. Everyone else - let's get out there and lend a hand nurturing our flying field. Dick may have the mower but we all need to help!!!!

Let me know if anyone has a new prospect that wants to fly our new "trainer plane". I will be available most fun fly days to offer the opportunity for beginners to try out flying and give those who are still building their first plane some stick time.

There was some mention at the last meeting about getting some more club owned winch equipment. I am all in favor of this as the club has the money in the treasury. We just need the support of the club to make this happen. Think about this and attend the next meeting to be apart of the decision whether to go ahead with getting more equipment or not.

-- Roger Lackey - the Prez

MARCH MEETING MINUTES

- Meeting called to order at 7:33PM, and previous minutes accepted as published. Four new members were in attendance and greeted.

- The Treasurer's Report was read and accepted. The Contest Coordinator announced tasks for the next club contest.

OLD BUSINESS:

- Use caution when launching. Lake Estancia causes winch lines to cross the walking paths.

NEW BUSINESS:

- George Siposs discussed literature available to attract new modelers, consisting of an extensive educational package forwarded by Jerry and Judy Slates of RC Soaring Digest magazine. The Board will decide how to apply the material for HSS use.

- Don Ramsay discussed the increasing costs for winch line. The members voted to purchase new winch line with a possibility of splitting costs with another glider club.

- Keith McClellan discussed talked about an upcoming slope race for novice racers. Exact dates to be announced in the HSS contest schedule.

- Mike Aguirre suggested that the club buy 2 winch and retriever systems. A discussion followed, stressing the importance of having launch equipment available, not just for fun flies, but also for contests. Bottom line: a storage container near the field would be desirable to store such equipment. The Board will look into the situation; checking with the custodian at the adjacent school was suggested.

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MEETING MINUTES, cont.

- More chairs will be available at future HSS monthly meetings since average attendance has soared to over 40. Don't forget that Hobby Shack offers a 10% discount to club members on club nights, excluding complete radio systems. Thanks to Jackie Ellerbrock, store manager, for this generous discount!

- Interclub competition is here: the top 4 pilots per club will compete for bragging rights. Nick Buzolich's "battle ladder" (also known as a "challenge ladder") will determine the top 4 pilots in the club.

ENTERTAINMENT:

- HSS shirts, caps, and decals were hot sellers at the meeting. Get yours while they last.

- Gerald Briggs won the raffle prize: a Mako fuselage from Clerx Aeronautics. Coupled with a set of sheeted wings and stabs purchased from Roger Lackey, Gerald came out with a real deal. See what happens when you come to the monthly meeting?

- Roger Lackey displayed a CF bagged slope racer and Pete Young showed a sailplane carrying bag from Christine Cassidy, The Bag Lady (see advertisement in previous newsletter for details).

- Dennis Brandt showed off his immaculate and beautiful Minimoa built by Ron Gustin and displayed at the DUST Scale Contest in December - 156" span and gorgeous.

- Dennis Brandt, master of finishing all types of models, demonstrated his skill at applying plastic film

coverings by covering a sheeted wing with Ultracote. Some of Dennis' work appears on TV as scale movie models. If you missed the meeting, you missed a great opportunity to see a master at work.

-- Ben Clerx, Secretary

HSS MARCH ELECTRIC FUN-FLY  
by Larry Tuohino

"Gentlemen - Start Your Chargers!" bellowed the Prez. Considering that this event was not even mentioned at the last club meeting, the great turnout was more than a little surprising! Is there latent interest in electric or what? The contest results do not list all who showed up as many had planes unsuitable for the All Up Last Down contest.

This writer personally enjoyed noting the guy who has been rattling on for months about "flying sewing machines blah blah," trying to locate his prop in the mounds after it was jettisoned in flight. Several non-soarable electrics showed up, and it was quickly decided to allow them to fly on a demo basis, though this may be an area for future club discussion. John Raley and Dale Lemons attempted to airtow a 2 meter glider behind a behemoth twin electric-engined flapped yellow thing-a-mah-jig which had to be seen to be described. A couple of beginners showed up (one with a Futaba Super 7 PCM radio!) and provided the usual offbeat humor.

Additional planes seen were a scale PT-19, a GP PT-20, an Eclipse, an Electro-  
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ELECTRIC FUN-FLY, cont.

Streak, an Electro-Hots, 10 and 27 cell Snipes, a very cool semi-scale ASW-22, a clipped Falcon 500E, a Vertigo, a Hollywood(?), a Davey Lucifer, and many more. Most were 7 cell equipped.

But the BIG story of the day was the battle of the heavyweight Bridgeman/Neu 27 cell ship versus the lightly loaded 7 cell OT Playboy of Joe Ballasch. Most know Jerry and Joe are both accomplished pilots but there are not two more different ships! The lift was spotty turning to poor as the pilots lined up for the group launch. Lackey "wimped out" by claiming he had to CD/time the event.

At the countdown, the lights at Hoover Dam dimmed as the smell of overworked NiCd's venting filled the air. Joe B. almost immediately found a pita bread pocket of lift and was soon soaring into the bottoms of the clouds. Most everyone else scattered looking for anything warmer than Domino's pizza delivered late. One problem with electrics is as one looks around to see who has found a thermal, one cannot be sure if competitors have just turned off their motors! Soon, one by one, planes began to drop out of the darkening sky.

Erik Marcussen led the pack flying the borrowed 7 cell Lucifer he was acrobating although he was having hellish AM radio interference problems. He showed cool handling of the situation and landed in one piece escaping the balsa hereafter (i.e. garbage can). I claim my poor

showing on the fact that the borrowed plane Erik had been flying was my machine and his SOS distracted me from the competitive task at hand - a slightly better excuse than Lackey's! Anyway, it finally got down to Jerry's sloping and 10 second motor runs versus Joe's minimal sink rate. Nevertheless the final standings show the man so-hot-he-can't-be-touched came out again on top! Unexpected and unbelievable. You had to be there. Everyone looked like they had a "jolting good time" and the wires were laid to "do it again in about 3 months." Let's set a date!

The slightly official times for the All Up Last Down:

1. Jerry Bridgeman	29:33
2. Joe Ballasch	28:01
3. Jim Skinner	19:45
4. Larry Tuohino	19:00
5. Bob Sliff	18:11
6. Don Ramsay	17:03
7. Dan Milkarton	15:14
8. John Raley	13:45
9. Ben Laurearo	10:42
10. Erik Marcussen	7:44

HSS JOINS THE INTERNET!

Do you have a computer? or you subscribe to an Online Service like Compuserve, America Online, or NetCom? If so we would like to build a listing of HSSers currently active. If you are planning on hooking up in the near future, keep this in mind and send me your EMAIL address as soon as you get one. Please send your address to (RLackey55@aol.com).

We will compile the list and distribute it as soon as possible.

## Auction..Auction ..Auction..

The Harbor Soaring Society is having its first club auction at the April meeting. So start getting your stuff together today. We will be auctioning off all sorts of items provided by the club members. This should be a fun way to sell things that you have laying around that other people might want. It's probably safe to say that no one is looking for that half empty, dried up bottle of Zap that's laying around your workbench but when you take a look in your workshop you'll probably be surprised at the items you have that are "recyclable". You'll be able to place a minimum bid on your items so you won't get stuck taking two bucks for something that's worth more. But keep in mind that if everyone asks too much then this won't work. Be willing to risk a little to make this fun.

Check in will be from 7:00 - 7:30. People will be on hand to register your "lots". A lot is an item or group of items that have a minimum bid value of at least \$5. Organize your lots at home so that all we have to do is register them. This will help things move along.

We are hoping that we will get about 30 or so lots to auction off. The proceeds will be returned to the appropriate members at the end of the auction less a 5% processing fee that will go into the club treasury for future events. Please be aware that checks will be accepted to increase

the cash flow potential.

After our normal business meeting, the auction will commence and run until 9:00 or until Hobby Shack kicks us out. This should be a great time and an excellent opportunity for you to unload those kits, planes, electric motors, and building supplies you've had laying around. The only restriction we have is that the items must in some way deal with sailplanes and electrics. Again, please be reasonable with your minimum bids. Since we've been having about 40 members per meeting this should work out great.

"Sold... for \$40 to the man in the funny hat."

### CLUB LAUNCH EQUIPMENT

by Don Ramsay

I see a lot of smiles when I pull my motor home up to the field. I used to think it was because of my winning personality but then I slowly began to suspect that there might be other reasons. Then Eureka! I finally realized it wasn't the wonderfulness of myself that accounted for all those happy faces, it was because the club equipment had arrived. Oh well, pity.

I know we have all been happy to see the increased energy and vitality that has been brought back to our club meetings recently. (If you haven't been attending, you're really missing out!) I think we're going to have a great year ahead of us - especially if we all pitch in and do our part in bringing club supported and maintained equipment out to the field.

Since we are very limited  
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CLUB LAUNCH EQUIPMENT, cont.

on club owned equipment, we often come up short (no equipment at all on some days). I try to commit to every Saturday, Monday and Wednesday and I will make every effort to get the equipment out if there is a contest on Sunday, but it is not always possible.

Ross Thomas has been regularly bringing his equipment out on Sundays and Mondays but if he is flying elsewhere in a contest, that can often leave us without equipment on Sunday.

In any event, the club could use your help in bringing out more personal (but club supported) equipment.

Many thanks, and happy flying.

HSS EVENT CALENDAR

- APRIL 5 HSS Monthly Meeting
- 8-9 Masters of Soaring (Covina)
- 16 HSS Open Contest
- 29 HSS Sportsman Contest
- 30 SC2 (SULA)
- MAY 3 HSS Monthly Meeting
- 6-7 Rosebowl Triad
- 13 LSF Achievement Day
- 13 TriCity Swapmeet
- 14 HSS Open Contest
- 21 HSS Classic/2M
- 28 SC2 (TPG)

APRIL MONTHLY

CD: Tom Vincent  
 Date: April 16  
 Events: Open Thermal Duration  
 Format: 4" and 8" precision duration. 25' runway landing tapes  
 Start Time: Pilots' meeting @ 8:45AM, first flights at 9AM.

RCHLG Developments  
by Pete Young

Here are two interesting thoughts for RCHLG fans, courtesy of the Internet and also some old-fashioned letter-writing and correspondence.

The first is an easy, non-toxic, and lightweight way to apply 1/32" balsa sheeting to RCHLG foam cores. There's no reason why it shouldn't work for thicker balsa sheeting, or even obechi, by the way.

Prepare the sheeting and cores as usual. When ready to sheet, mix up a 50/50 mix of aliphatic glue (also known as Carpenters' glue) and isopropyl alcohol - drugstore variety is fine. Mix it up thoroughly, then apply with a common sponge to the cores on both sides. Strive for a thin, even coat. Carefully apply and align the sheeting. Vacuum bag for 24 hours.

The end result is strong and light and does not seem to have any disadvantages.

The second item was inspired by Phil Lontz's Crossfire 1M glider which has hollow moulded wings. Although not practical for larger, heavier aircraft, it has been determined that filling the wing's internal volume with helium significantly improves an RCHLG's performance. In a collaboration with the Univ. of Illinois airfoil test program, a family of RCHLG airfoils has been developed which maximizes internal volume, along with providing acceptable lift/drag performance. Biplanes as well as designs with moulded gas cells are under study. This research could redefine the term "gasbag". Stay tuned.



Guatemala? You Bet!!!  
by Roger Lackey

If Guatemala sounds like an exotic far away land, it should. On our recent trip to fly in Guatemala's Mayan Soaring Match '95 club members Ben Clerx, Don Edberg and myself found out just how unique this Central American country is. Whether it be the one-of-a-kind Mayan ruins of Tikal or the out-of-this-world hospitality of our host, this truly was a trip to remember.

Guatemala is located just below Mexico and is a five hour trip by plane. Arriving in Guatemala City on Friday at 6:30 AM on Avia Taca, Guatemala's national airline, we were greeted by three of our hosts, Enrique, Klaus and Jergen. Immediately we were assisted in checking our baggage through customs and climbing into the three minivans that took us to the hotel. We could see the European influence in the country with its 16th century aqueduct cutting through the middle of the city. Our hotel was conveniently situated just 5 minutes from the airport. The Hotel Eldorado was first class even by American standards,

with an expansive health club, spa and convention center.

It was only 8AM when we checked in and with a couple of hours before we would head out to the field, we decided to walk down to the pool and swim a little. As usual Ben had the video cam working and caught the two other gringos (Don and myself) splashing and jumping around in the olympic size pool like a couple of juvenile tourists.

If I say our hosts were terrific too many times it's only because they were too good to be true. Of the ten club members with cars that helped us over the weekend, there were always three or four to take us wherever we needed to go. This held true on Friday morning as we loaded up and drove the 20 minutes to the flying field. Situated on a terrace in the middle of the mountains, hills and ravines that dominate the Guatemalan landscape, the flying field's elevation is right about 6000'. Strangely enough the effects of the altitude on our planes was hard to perceive. Probably because the thrust of our attention was dedicated to managing the 15-30  
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GUATEMALA, continued

mph winds we flew in all weekend. The conditions took a little getting us to (i.e. don't launch too hard or go too far downwind) but after a few hours of practice and some good thermals, nobody seemed to mind.

Friday morning and afternoon was typical of any other two day contest with us getting a feel for the conditions, the field and the people we would be flying with. Friday night however proved that the Mayan Soaring Match was not going to be a small event ignored by the local community. A press conference was held at the Hotel Eldorado, complete with newspaper men, photo sessions of the competitors, cocktails and h'or doerves. Enrique Mertins, organizer of the event, welcomed twenty contestants and 30-40 guests to this inaugural event. The Mayans are hoping for increased participation next year from several more countries and they've sure gotten off on the right foot.

Saturday morning dawned with the same breeze that we had gone to sleep with. Again the forecast was for sunny skies, brisk winds and 75-80 degree temperatures. Most of the out-of-town contestants stayed at the Hotel Eldorado so after gathering in the lobby, we loaded up the vans with all our planes and gear and headed for the field. Guatemala is a very clean country without the trash and junk that is evident in Baja. As we drove to the field, we traveled past two universities, a coffee plantation, a golf resort, and

some of their famous dense jungles. If you could drive a straight line to the field, you could be there in about 10 minutes. But with all the ravines, mountains and one way streets, the commute time is about doubled.

The two day contest consisted of twelve rounds of flying broken into four sets of 3 flights, each set being a fifteen minute add'em up, and 100 points max. for the landings. Seemed simple enough but with the strong winds, the occasional booming down draught (I had a 1:47 flight from a full launch) and an occasional visit from a swarm of "killer bees", the task turned out to be quite formidable. With twenty pilots and an expertly administered operation, contest flying wrapped up around 1:30 on Saturday, giving us plenty of time to "shoot the bull", sample the local beer and fun fly until a late lunch was served at the field. Jergen, one of our Guatemalan hosts and owner of a meat processing company, had several of his workers bring a bounty of pork ribs and chicken, corn and potato salad down to the field. This made for a superb BBQ that rivaled any I've had anywhere (and if you know how much I love to eat, this is a glowing review).

By the time we left the field and got back to our hotel, there wasn't much energy left in the group to adventure out into the night so we just hit the pool and then went back to our rooms to take in the James Bond marathon on TBS.

Happily, Sunday dawned with much calmer breezes. In  
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GUATEMALA, continued

fact several times the wind dropped below 5 mph. This made landings much easier, thank goodness, as I completely missed four of my six landings on Saturday. Don and myself battled back and forth for fourth through sixth place throughout the day while Ben continued to amass an insurmountable lead. By the end of the contest, his smooth flying and consistent (no zeros) landings placed him first overall, with second place going to Lauren Mills of Utah, and third to Terry Edmonds of Iowa. Again, with flying complete fairly early in the day, time was available to "hang out" and fun fly.

With one day left and plenty of flying behind us we took the opportunity to do some sightseeing on Monday and off we headed to Tikal, an archeological site of the ancient Mayans in Guatemala's portion of the Yucatan Peninsula. It is about a two hour trip from Guatemala City, one hour by plane and one hour by bus. Now I'm not big on items of antiquity so the magnificence of this place took me by surprise. The site is home of the tallest pre-Columbus Mayan temple as well as the second highest pyramid in Central America. The site is in several stages of discovery and is planned to stay that way. Several pyramids have been left unearthed as they were found, while some are only partially excavated. The majority of the site is completely exposed and much of it restored.

For their time (500 BC to

500 AD) the Mayans were a very advanced civilization. The site indicates extensive water recovery systems and planning in their architecture. Fortunately, we were able to climb to the top of most of the temples and doing so afforded us a magnificent view of this ancient city surrounded by an apparently unsurpassable jungle.

Bill Forrey of Model Builder Magazine brought a hand launch glider with him to Tikal and had several of our group climb to the top of the pyramids, pose for pictures and then launch the plane. Under Don Edberg's masterful control, the plane safely glided down to the amazement of the other tourists. In checking with park officials it was determined that this was the first glider ever flown in the park, and Don Edberg the first glider pilot to escape the wrath of the Mayan gods.

The excursion to Tikal was a perfect way to end a terrific weekend. As we headed back to Guatemala City and our flight home we recounted our good fortune of choosing to go on this trip. Earlier in the weekend I had indicated that a week earlier, I really hadn't been too excited about going to Guatemala. How different my attitude was on the plane home as I relaxed and reviewed my good fortune at taking this trip that will stand out in my mind forever. Thanks again to the Guatemalan club for taking such good care of us. We look forward to seeing you again next year!

FOR SALE

- Molded F3B Eagle, immaculate condition. Roger Lackey, (714) 646-3973.

- Windspiel Kestrel 19 scale glider, 132" span, FG fuse, ready to fly, ailerons, flaps, T-tail, \$600; Super Plank, unlimited thermal design, proven contest winner, 134" span, with Vision 8SP system installed, completely ready to fly, \$850. Blair Atwell, (310) 425-3645.

- Grand Esprit V-tail sailplane by Airtronics, kit NIB with carbon fiber boom, \$200; Black & Decker drill press, 5 speed, 1/2" chuck, \$80; Steve Fink 714 645-0459

- Comergy F3B (Synergy IV molded wings, Muller Comet fuse and tail), very good condition, \$650 with 6 metal gear servos, \$600 with wing servos, includes RX battery, carbon joiner. Muller King, imported from Germany, good condition, \$550 with 6 metal gear servos, \$500 with wing servos only, includes RX battery, carbon joiner. Contact Don Edberg, (714) 552-1812 for info. All prices negotiable.

- Airtronics Championship Series FM system, 7 channels, Ch #26, gold stickered, 2 dual conversion 8 ch FM/PPM RXs, new TX and RX batteries, 4 94831 BB mini servos, 4 mixing modules, many other extras, \$215. Airtronics TX carrying case, \$20. Don Ramsay (714) 759-1984.

- Sealy Laser, S-3021 airfoil, glass fuse, balsa/foam wing, 124" span, slip-on nosecone, kit NIB, \$140. Mike Aguirre (714) 645-6419

- P-51 Penetrator high performance slope ship, NIB, \$65. Kyosho scale Zero, ARF

electric with 05 motor, battery, props, etc, still in box, \$130. Pat Stoker, (310) 598-9029.

- LJMP Meteor, NIB, glass fuse, 120" span, \$140. Airtronics Legend, NIB, \$180. Ridge Rat, glass fuse, RTF, \$75. Midwest Silent Squire, foam wing, NIB, \$30. Dave Nemecek (714) 775-7196.

- 2M Whisper, RTF less radio, \$125. Bill Duncan, (714) 892-8665.

- NIB kits: Tekoa Shadow 118 \$250, Midwest L'il T \$25, Super Cheetah \$45, Sig Super Sinbad \$25, Gold Coast Vortex 2M \$40, DCU Wind Weasel \$25. JR MAX 6 channel system, NIB, \$180 OBO. Contact Pete Young (714) 892-3473.

- HOB 2X6 sailplane with three piece wing, ready to fly, \$50; Bob Martin SR-7 with Duralene fuselage, ready to fly, \$100. Terry Lore (714) 642-2412.

- Wanted: RCD Micro FM 535 RX, Airtronics or JR config; will buy or trade for my RCD 535 RX (Futaba FM "J" config). Chris Cabaj, (714) 848-2840.

# THE SOARING UNION OF LOS ANGELES



**PRESIDENT**  
Mark ArYani  
(310) 533-0376

**CONTEST DIRECTORS**  
George Boss  
(310) 541-6296  
Randy Spencer  
(310) 318-1063

Invites You To Attend The April 30, 1995  
**SC2 CONTEST**

Sign-up 8:00 A.M.  
Pilots Meeting: 9:00A.M.  
First Flight: 9:15A.M.  
Entry Fee: \$7.00

**AWARDS**  
1 Thru 3 - Masters  
1 Thru 3 - Expert  
1 Thru 3 - Sportsman  
1 - Senior

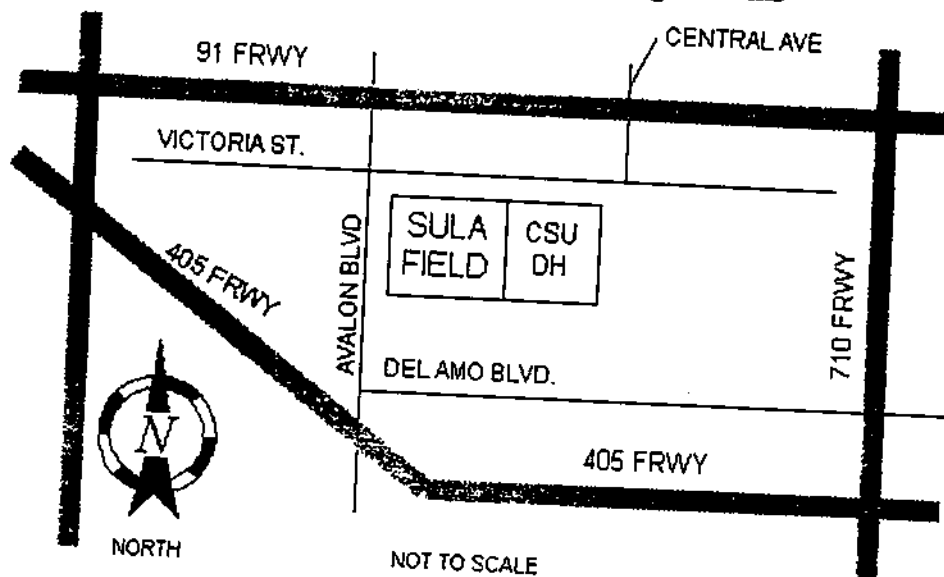
*"Three Rounds of Precision Duration"*

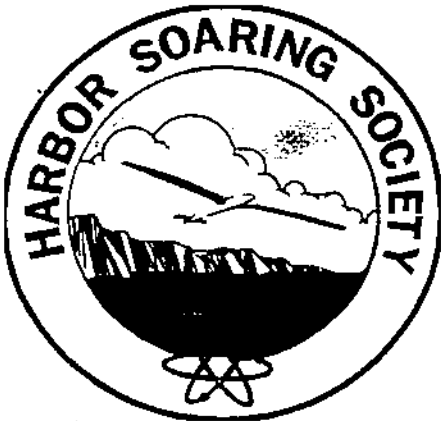
Round 1: 4 Minute Flight W/Landing (Scored 950/50)  
Round 2: 6 Minute Flight W/Landing (Scored 950/50)  
Round 3: 8 Minute Flight W/Landing (Scored 950/50)

-All Flight Times Scored Linear  
-All Landings Scored 1/2 Actual  
-Standard 25'/100 Pt. Tapes  
-Landing Area is Mowed Grass  
(50' x 300' Area)

-12 Volt Winches With Retrievers  
-800 Foot Launch Lines  
-All AMA and SC2 Rules Apply  
-Portable Restroom on Site

**Location: Cal. State Univ.-Dominguez Hills**





The Oldest Chartered  
Soaring Club  
in the  
A.M.A.



Charter # 128

**APRIL CLUB MEETING**

**DATE:** Wednesday, April 5

**LOCATION:** Hobby Shack,  
Fountain Valley store

**TIME:** Coffee and refresh-  
ments starting at 7 PM,  
business meeting starts at  
7:30 PM

**FEATURED ENTERTAINMENT:**

**GIANT AUCTION!** Details  
described in the Newsletter,  
page 5.



**P.O. Box 1673  
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**FIRST CLASS MAIL**

**WILL CONRAD  
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