

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



FIRST CLASS MAIL

PLANE RAP

The Newsletter of the Harbor Soaring Society

"The Oldest Chartered Soaring Club In the AMA"
Charter # 128

November 1997

MEETING LOCATION! SGT. PEPPERONI'S PIZZA!

HSS "Pizza Party" General Meeting location. Sgt. Pepperoni's (near John Wayne), 2300 SE Bristol, Newport Bch, , Phone (714) 852-9500. Take the 73 Frwy south towards San Diego, get off at Irvine Ave, continue straight on Bristol two lights, it's just after Birch, next to the McDonalds's 7:30 P.M.

General Club Meeting "Movie Night" at Sgt. Pepperoni's
Video from Muncie, Elmira, and the HSS Scale Meet.

Holiday party tickets on sale.

EAA Young Eagles at Chino Airport 10:00 A.M.

Free airplane rides for youth 8-18 and ????

HSS "Double Count" Thermal Duratron.

The contest not to be missed. Catch Up! Don't be Mr. 11!

General Directions



By Lars Tuohino

EAA Young Eagles/Chino Museum/Tour Nov 8th

This is the month! Kids fly free! We will meet at Chino Airport at the EAA office at 10am sharp, BBQ at noon. A parent's signature will be required (get the form at the HSS meeting). Let's get the kids involved in something better than Nintendo!!! Those adults who bring kids may also get an opportunity to fly if time permits. Mark the date!

Fullsize Baby Steps Taken

If I seem to be missing lately at Fairview, it's because my fullsize soaring has been going strong. I'm leaving my beginner status behind and moving up into the intermediates! Earned my "C" Badge this month which means I landed without use of the altimeter, and went crosscountry a *big 12 miles*...which means real cross-country flying for my Bronze and Silver badges is looming. Saturdays in October have been for the written test ground school...my private license hopefully will come soon. A few weeks ago OCSA camped out with the gliders at a drylake bed near Barstow and did 31 autotows...*a real blast*. The next weekend without a strong Santa Ana crosswind I'll hopefully move up into the club's single place Schweizer 1-36. The plane is supposed to really scoot and be the midstep into the glass slippers! OCSA flight group dues remain only \$35 a month with planes and instruction included at no extra charge...even my daily tow bills are getting cheaper (as I've learned to keep it up!)

Free AMA Memberships and other great deals...

Reviewing the AMA rules I saw that AMA membership fees are "earned" by Contest Directors who complete the AMA application/safety test and run two successful events...considering HSS has 12 events a year that could be 6 free AMA memberships! Review the FAX on Demand page in *Model Aviation* to have details sent to you.

Volunteering must have it's benefits as 1998 HSS Board positions are lining up quickly...let a board member know if you have an interest ASAP. Being a board member myself has been a "great deal" with a lot of good times. New Board blood keeps the ideas flowing and energy level up. Give a thought to it!

Good Time Family Fun

I mentioned last column about the presence at the field of "significant others" which make the club activities more "family". So at the October HSS General Meeting two members obviously took me verbatim when they brought a couple of "family" additions to the meeting. Chris Cabaj is the first member in my memory to bring an infant child, Eric, who stayed remarkable quiet during the usual HSS hubris. Then at the end of the meeting Steve Schupak's wife, Anne, stood up and revealing to all that she was quite radiantly pregnant! Some say I will do anything to get new members into HSS...perhaps an HSS child care program is next!

"HSS Is Orange County R/C Soaring"

Summary of HSS Board Meeting of Oct. 8, 1997

The meeting was called to order by president Len at 7:20 at the home of Wil Conrad. Members present were Len (Pres), Larry (Gen Dir), Roger S (Secy), Steve H (Tres), Les K (VP) and Wil C (Newsletter & host).

Items discussed were:

1. Nomination for club officers and openings available
2. Membership dues, costs and budget
3. Club logo for decals & patches; shirts and caps.
4. Christmas party at the Barn, tickets and gifts
5. Search for new HSS meeting location
6. 1998 HSS events and calendar
7. Year end contest prizes
8. Contest plaques and awards, costs and options
9. Make up of Oct contest options

By Les Kenyon

HSS Xmas party is close at hand. *We are looking to form a committee to work out details.* Like last year, a mixer type of game etc. If you'd like to help please see, Lars Tuohino 714-548-7968 or Les Kenyon 714-404-3832.
WE NEED YOUR HELP TO PULL THIS OFF!

24TH Visalia Soaring Festival!

There are three biggies each year. Arizona in Feb. Pasadena in July, and Visalia in Oct

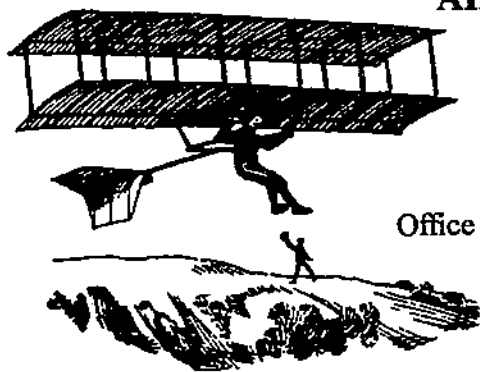
HSS had 18 fliers in attendance, out of 275 flyers. Our leader and top hopeful, Ben Clerx found their target landing format a bit tough. Ben was hitting the bull's eye. Only to leave his scag behind- no points landing. Dennis and his scale ship had difficulties negotiating the 18" burm at the beginning of the landing area. At first Dennis attempted to plough through the burm—bummer. Finally he managed to barely clear it hit the ground and brakes at the same time and stop at the bulls eye, or at least near. You had to see it to appreciate the effort it took. Crash, Karl Hawly, let us all down, he flew flawlessly. Steve Hendry brought Carls luck with him, after problems with his first plane Steve switched planes. On one launch, we saw a tail stab floating to earth whose was it? Couldn't be Steve's, he's thermaled out. Wrong, Steve's tail fin was lose and after he got his time, he was coming down to land, to fast Steve, The remaing stab shook off an he nosed into the cotton field. Steve was back day Two to finish. Ross Thomas may be seen on the club trainer learning right side up landings. Ross on one occation launched and broke the line on his zoom, he launched right into lift, but decided to take advantage of a broken line re-launch, This time he launched into the biggest sink I've ever seen, never made his time. Nick Flew and took a nap, flew and took a nap, flew and took a nap. Then flew and put his plane away and took a nap. At this time they announced the middle ten guys to a \$150 flyoff. In a panic we got Nick up, got his plane back together, and if he didn't come in 2nd but almost won the Flyoff. Seriously, a great time was had by all. Sat evening the Boys brought out the 50yd Purple Willy and launched there foamy fast toys, one of these guys even had a rocket assist on take-off- Wow was that ever exciting, for those who weren't busy putting light sticks on there hand toss's for the night flying. Mark your calendars for next year and join in the fun.

VISALIA 1997	HSS Standings	POINTS		
13 Joe Rodriguez		7179	137 Ross Thomas	6335
37 Ben Clerx		7087	138 Steve Hendry	6332
48 Jim Parsons	7044		169 Al Cron	5672
52 Rick Briggs	7041		172 Dennis Brandt	5554
89 Karl Hawley	6791		GREY CUP	
96 Dan Fink		6714	10 Nick Buzolich	6696
105 Tom Vincent		6637	NOSTALGIA	
112 Chris Kenyon		6574	2 Bob Sliff	6952
119 Norm Kutch		6461	16 Larry Enger	6232
134 STEVE Addis		6366		

AIRTRONICS, INC. HAS MOVED

New address is
 1185 Stanford Court
 Anaheim, Ca. 92805
 Phone (714) 978-1895
 Fax (714) 978-1540

Office Hours - 7:00 A.M. to 3:30 P.M. Pacific Time



PLANERAP SPOTLIGHT ON ROGER MACGREGOR

Roger is new to soaring and a relatively new member of the club. He started by building a beautiful Thermal Eagle, and realized that he didn't have a clue as to how to fly it. He backpedaled to a simple trainer, crashed a lot, and now has an active fleet including an extra long-winged Mako, the Thermal Eagle, a ancient 150" floater, and a crash proof TG3. His TG3 is probably the only one of the club's aircraft to have been accidentally, but successfully, flown under a moving car. Recently he started competing in the club's contests.

He was born in Pennsylvania in 1935 and was raised in Cleveland. He and his dad were always building something. The big projects were soapbox derby cars and model planes.

When he was 12, they came to California, first to Huntington Park and later to Altadena. He graduated Phi Beta Kappa from Occidental College, majoring in economics. While he was there he met his future wife, Mary Lou. By that time his folks had moved to Newport Beach and Roger and Mary Lou spent their weekends there building a 21' sailboat.

They married in 1956. He worked for awhile as a financial analyst, and then went into the Air Force. He spent 3 years as a Air Force Officer in Strategic Air Command stationed at Tucson.

After the Air Force, he went back to school at Stanford, where he spent two years, finishing with an MBA degree.

One of the courses at Stanford required the creation of plan for a new small business. At that time, the fiberglass industry was just getting started. The world was filled with rapidly deteriorating, expensive wooden sailboats. There were no low cost sailboats that were suitable for trailering, racing and overnight cruising. This looked like a hot opportunity where he could make some cash, so he designed the boats and business, and put together a grand scheme for building and selling them. The plan ended up looking pretty much as the business looks today.

Starting a business requires a buck or two, so he went to work as administration manager for Ford's Aeronutronic Division in Newport Beach. That was fun because he was involved with a lot of far out projects, such as the first item that Earthlings ever landed on the moon (a balsa shock absorbing sphere containing a - tank missiles, reentry vehicles, a bunch of huge seismograph), early lasers, wire guided anti computers, and a totally unsuccessful air cushion vehicle.

While working at Ford, he and his wife started building his first boats. They built about a dozen or so before getting some employees and looking like a real business.

The business was a hobby until they had about 18 employees, and were producing two 21 foot sailboats per week. When the income exceeded his salary at Ford, he quit and went at the boats full time.

The first product was a 21 foot sailboat with the trade name Venture. It was an immediate success and continued in production for 19 years.

The company has moved twice, always on the same block. The current 5 acre site on Placentia Avenue in Costa Mesa, started in 1969, was recently completed with the addition of a new office structure. It is distinctive. You may have noticed the curved black glass building with a 65' sailboat on the roof.

Over the past 30 years, they built about 36,000 boats, mostly 21' to 26' fiberglass trailerable sailboats. They also built 300 36' catamarans, and 110 65' long range racing and cruising yachts. The 65 has won dozens of major long distance races, and is the world's fastest production sailboat.

The company now has about 150 employees, sells about \$10 million worth a boats a year, and gets a 26' boat out the door every 2 1/2 hours.

Mary Lou runs the administrative end of the business. They have 2 daughters and 4 grandchildren. One of the daughters is active in the business. She ran the 65' sailboat's manufacturing operation. Now, she and her husband own and run an international marketing operation, selling about 1/3 of MacGregor's production to the overseas market.

One of the granddaughters is getting lots of TG3 time and is doing very well.

Roger's hobby has always been sailboats -design, construction and a lot of offshore racing. Now he has added soaring and some occasional surfing, as well as becoming a racquetball fanatic.

By Mary Lou MacGregor



SOUTHERN CALIFORNIA SCALE GLIDER FESTIVAL

by Rick Briggs

It couldn't have been a more perfect day for the 4th annual Glider Festival. The weather was shaping up nicely for great thermal activity. Early Saturday morning help from our club members, made for a smooth running event.

Steve Addis the CD for the event, did a great job getting the event to run well, by 9:30 we had 26 pilots signed up and ready for the days event. After a brief pilots meeting to set up the safety rules and logistics for the day, we got off with our first club "Aero Tow" and scale event.

Much thanks to Larry Jolly and chief mechanic Chris Jolly for providing the 1:3 scale cub for the event, which by the way, was new in a box just 3 weeks before. After a few test tows and some minor wheel tuning, Larry and the cub did a fantastic job towing for the day. In addition we had Dave Winzlick from Arizona, providing the second tug, which helped take some of the load off Larry and allowed him to fly the longest span model at the meet, a NIMBUS 3 at 6 meters, some 19 feet.

By mid day we had great crowds coming over from the Train event from across the park. Thanks to Larry Tuohino for a much appreciated PR job tying our event into the Train event and directing the crowds to our side of the park. I think in the future we should take advantage of the Train display and schedule with them for possible future scale events.

And speaking of the King of BBQ's, a bunch of big kudos for Mr. & Mrs. Lar's for providing the food for the day, you haven't lived till you have had a mouth watering bite of a Mc Lar's hot dog, chips and soda.

The day had some 60 scale models to see and talk about. The full size and very rare "Baby Bowlus Albatross" representing The Vintage Sailplane Association was a fantastic display, the vendors that came to show there products, the in flight video camera, the zaggi demonstration, and Our Club Booth, made for a very complete and interesting day for all to take in.

After a super day of Winch, Aero Tow and yes even some Slope, the day finished off with the winners of the static judging done by pilots choice. Dennis Brandt took 1st place "Vintage" with his well detailed Minamoa, and your author was picked best for "Modern" with my ASW 27.

I would like to thank all our club members who helped us run what I thought was a great 1st time event for our club. Also I would thank Gary Fogel president and our co-sponsors, the ISSA International Scale Soaring Association and it's members for the behind the scene help. I would hope that next year's event will get bigger and better, and possible turn into an annual event for our club. Oh yes, I almost forgot we got air time on Channel 50 public TV. Anyone see it??

Thanks all!!

KEN'S LOW TECH TIPS - Ken Troxell

"What to use to hold small quantities of epoxy mix?"

Solution 1: Save coffee can lids (plastic type) and mix epoxy on lid. After epoxy sets you can flex the lid and the epoxy will flake off and you can reuse.

Solution 2: Bankrupt a McDonalds - go to the self serve station and fill your pockets with either paper or plastic cups for ketchup, etc.

Solution 3: My favorite. Keep a roll of Duct (Duck) Tape handy. When ready to mix epoxy, tear a piece of tape off the roll about 3-4" long. Tape to workbench and mix away. When finished, remove tape and discard.

NWSS EAGLE

Building Hint

(From Pelican Droppings newsletter)

Tape a sheet of fabric softener to your workbench and run your covering iron on it occasionally. It will keep the shoe spotless. But be sure to wipe it off afterwards as it leaves puddles on the iron. Tis true, all the adhesive wipes right off. Here I was trying everything from Dope thinner to Acetone. A couple quick swipes and then one swipe on a paper towel.

Happy Holidays to All Orange County R/C Glider Guiders Past and Present!
Harbor Soaring Society Cordially Invites You to Our...

HSS ANNUAL HOLIDAY AWARDS BANQUET

WEDNESDAY DEC. 10TH

7-10PM

TICKETS \$15 PER PERSON INCLUDES FULL MEAL WITH CHOICE OF
STEAK OR TERIYAKI CHICKEN, DRINK, TAX, AND TIP

BANQUET WILL BE HELD AT "THE BARN STEAKHOUSE" AT THE CORNER
OF WILSON AND HARBOR, COSTA MESA, BEHIND THE OLD JC
PENNY'S STORE

DOOR PRIZES! FUN! FOOD! MUSIC!

Make check out to HSS and mail to: HSS, P.O. Box 1673, Costa Mesa, Calif. 92626

Name (s).....

Address.....

City State.....

Zip Code..... Phone Number.....

of Tickets @ \$15.00 ea..... Total Enclosed.....

Steak.....

Chicken.....

Last year was sold out so respond no later than 12/2/96! Available
tickets will be mailed back to you based on postmark date. Tickets also
available from any HSS Board Member.

"HSS Is Orange County R/C Soaring"



To be eligible for Drawing for Free Member
Forward to HSS Prior to January HSS Meeting!



Harbor Soaring Society

AMA Chartered Club #128
P.O. Box 1673
Costa Mesa, CA 92628

HSS is committed to promoting and improving the enjoyment of R/C Soaring in Orange County. Though member participation and camaraderie we encourage the advancement of flying skills and the relaxed recreation of our membership and the R/C soaring community. I understand that by applying for full membership in the Harbor Soaring Society, I must be a current member of the AMA.

NAME _____ HOME PH. () _____
ADDRESS _____ WORK PH. () _____
CITY _____ STATE _____ ZIP _____
AMA # _____ (PROOF REQUIRED TO RECEIVE HSS MEMBERSHIP CARD)
DATE OF BIRTH _____ INTERNET ADDRESS _____
PRIMARY R/C FREQUENCIES _____ LSF LEVEL _____

NEW APPLICANTS.....(17 years and older) = \$25.00 (Includes Name Badge)
SENIOR MEMBER.....(17 years and older) = \$20.00
JUNIOR MEMBER.....(16 years and under) = \$10.00
FAMILY MEMBER.....(At same address) = \$ 5.00

VOLUNTARY ADDITIONAL CONTRIBUTIONS TO PURCHASE FIELD IMPROVEMENTS
ACCEPTED!

Applicants making application for senior membership between July 1st and October 31st pay a reduced rate of \$10.00. 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.

A signature is required by all Harbor Soaring Society members, agreeing to comply with the current AMA Safety Code and the current HSS General Field Rules and Field Safety Rules.

The undersigned attests that: I will operate my model using only radio control frequencies currently allowed by the FCC. I will comply with the current AMA Safety Code. I understand that my failure to comply with the above restrictions will result in nullification of liability coverage for damages caused or claimed.

SIGNATURE _____ DATE _____
TOTAL DUES OWED AND ATTACHED \$ _____
SIGNATURE OF CLUB OFFICER RECEIVING APPLICATION _____

Read reverse for general field and safety rules.

"HSS Is Orange County R/C Soaring"



YOUNG EAGLES REGISTRATION FORM

INSTRUCTIONS: Complete the upper portion of this form and give it to your volunteer pilot. Make sure the permission form is completed. PILOT: Complete the lower portion of this form and return it as soon as possible to the Young Eagles Office.

PLEASE PRINT (IN BLACK) LIKE THIS: A B C D E F G H I J K L M N O P Q R S T U V W X Y Z 0 1 2 3 4 5 6 7 8 9
USE ONLY ONE BOX PER LETTER, SPACE OR PUNCTUATION.

YOUNG EAGLE REGISTRATION INFORMATION

NAME OF PARTICIPANT (LAST, FIRST, MIDDLE INITIAL)

ADDRESS

CITY

STATE/PROVINCE

ZIP/ POSTAL CODE

DATE OF BIRTH (MONTH/DAY/YEAR)

HAVE YOU EVER PARTICIPATED IN A
YOUNG EAGLES FLIGHT BEFORE?
(YES/NO)

TELEPHONE

*NOTE: Prior participation does not prohibit additional flights, but program goals give priority to new participants. Registration and benefits will occur only once.

YOUNG EAGLE FLIGHT PARENT/GUARDIAN PERMISSION & RELEASE FORM

The Young Eagle Flight candidate named above wishes to participate in the EAA Young Eagles Program, which includes a demonstration flight. I certify that I am the child's legal guardian, and I give him/her permission to participate in this program. I also agree to voluntarily release, waive, and relinquish any and all claims I or my child may have against the Experimental Aircraft Association, Inc., the EAA Aviation Foundation, Inc, and all participants and sponsors for any and all claims which may result from participation in any part of this program. I further agree to hold harmless the aforementioned individuals and entities for any and all claims which may result from participation in any part of this program.

Parent/Guardian Signature

PILOT INFORMATION

YOUNG EAGLES PILOT
I.D. NUMBER

EAA NUMBER

NAME (Last, First, Middle Initial)

ADDRESS

CITY

STATE/PROVINCE

ZIP/ POSTAL CODE

TYPE OF AIRCRAFT

DATE OF FLIGHT (MONTH/DAY/YEAR)

EAA CHAPTER OR AFFILIATE ORGANIZATION

TELEPHONE

FORM

For more information, contact: Young Eagles Office
EAA Aviation Foundation
P.O. Box 2683
Oshkosh, WI 54903-2683
414/426-4831