



AMA Charter Club #128
<http://www.1hss.org>

**HSS is the oldest AMA chartered R/C Soaring Club in the USA
Founded 1964**

NOVEMBER 2004

VOLUME 41

Central Valley RC Club 31st Fall Glider Festival

The CVRC club of Visalia CA, puts on one of the biggest glider competitions in the United States. This past October 2 – 3 was no exception. Tuan Le, our new staff photographer, brought back a number of great shots, a few of which are shared here. The top right is the elegant HSS compound, and below right, is VP Jim Parsons, looking like he is saying his preflight prayers. Looks like Jim got assigned a really cute timer (or is she part of Jim's team?).



The following is an extract from the Centralia Valley Delta News, 4 Oct 04, by staff writer David Catellon.

Though the thermals were occasionally hard to find, many said Saturday it was just about perfect weather for the Visalia Fall Soaring Festival, a two-day competition and annual gathering of radio-control flying enthusiasts that began Saturday.

And with 288 entrants and their families attending, the Visalia event also is the largest radio-control "soaring" festival in the country, a title it has held for the past 15 years, said Ed Hipp, president of Visalia's Central Valley Radio Control Soaring Club, which has been putting on the festival for the past 31 years.

A big part of the reason so many soarers come is Visalia's central location between Los Angeles and Bay Area cities, he said. In addition, a good many of the people who fly remote-control planes and gliders are in the military and aerospace industries –
(continued on next page)



(continued from page 1)

among them Michael Melvill, who on Wednesday piloted the first privately owned spacecraft into space and is scheduled to attempt it again today -- throughout the state, Hipp said.

And then there's the nature of this weekend's flying competition: It's less intense and more family-oriented than the national competition held annually in Virginia, he added.

Several pilots agreed.

"I love it. This is a social event. Some of these guys, I only see once a year," Daniel Fink, a machinist from Huntington Beach, said as he recharged the radio-receiver battery in his glider.

With a wingspan of 123 inches and a body length of 48 inches, Fink's 68-ounce glider looks gawky and not very air worthy, as do a good many gliders.

But don't go by looks. Once the hook beneath the fuselage is connected to a cotton wire wound through a high-speed winch and pulley system, the planes take off like a rocket, reaching 500 feet in 3 to 3.5 seconds.

In the air, it's up to the skill of the pilots on the ground to find the thermals that will keep the planes up. In "dead air" with no thermals, a flight may last only about three minutes, Fink said.

As for the competition, the pilots each take a series of flights lasting five to eight minutes. The object is to keep the gliders in the air that exact amount of time, because each second it lands too late or too early would cost the pilot a point.

But all that seems easy compared to the challenge of trying to land in one of five 20-inch wide rectangles laid out into in a single row 8 feet long. Each box has a point value of 10, 15 or 25 that the pilots could add to their scores if their planes' noses touched down in one of them.

"Landing on the box is tough," even for experienced pilots, Schat said. "I've flown twice [Saturday] and missed it twice."

Lee let out a frustrated cry as his plane missed the landing box by a mere three inches.

Nearby, another plane landed hard, and missed the box, too. "Ouch. That sounded like something broke," Lee said sympathetically.

On the other hand, Casey Adamczyk, 15, of Newport Beach, whom Lee managed earlier this year on the U.S junior soaring team, landed his glider in a 15-point box.

"Way to go, Casey," Lee called.

More from Casey Adamczyk

I had sent Chris Adamczyk's photos and article about Casey going to the F5J World competition in Canada to Rich Hanson who is AMA District 10 Vice President. He replied with the following E-mail.

Yes, I did get your email and thanks for the great report. In fact, I've included the photo and Chris' story in the District column for the January issue of "Model Aviation". This issue should come out and be mailed to the membership the end of November.

Thanks again and best regards to all the members of the HSS.

Rich Hanson



October 5th, 2004 Harbor Soaring Society Meeting Minutes

The meeting opened at 7:30, by our President Troy Peterson. We had three executive board members plus 8 members and guests.

We are still having problems with the names on the savings account. Our treasurer Chris Adamczyk tried to straighten out the account, but was unable. Steve Hendry and Roger Lackey are the names on the account.

Karl Hawley is still working with the Parks and Recreation Department in an effort to get water for the landing area. Karl wrote a letter proposing that the Department clear a little space north of the paved walkway, and provide water to make a reasonable landing field. He hopes to get a response in late October. Karl has been working with city council member Libby Cowan who has been a strong supporter for HSS interests.

Karl also suggested that club members show a more friendly response to visitors at our field. The city wants flying to be simple and accessible to all park visitors, and expects us to be goodwill ambassadors.

On September 27th, Troy Peterson, Karl Hawley, and Bill Eckles had an impromptu meeting with the Director of Public Services, Bill Morris. They presented our multi-point initial plan for improving safety at Fairview Park (Ref October newsletter page 4). Jana Ransom (a manager under Bill Morris) developed an outline that was put before the city council. The outline involved following the Park Master Plan which includes adding a launch and landing area north of the paved walkway, and to consider licensing operators of model radio controlled aircraft. The outline steps are as follows:

- Meet with representatives of the Harbor Soaring Society, a club that operates at the site, in order to receive input on a proposed licensing process.
- Conduct surveys at the site to interview operators, and to determine the approximate number of "independent" (not in a club) operators utilizing the facility.
- Obtain information from other cities/agencies in Southern California that provide similar types of facilities to the public.
- If determined necessary, conduct a community meeting to receive input on the possible licensing of glider and airplane operators.
- Present findings and make a recommendation to the Parks and Recreation Commission meeting, and allow for public input.
- Present staff and Commission recommendations to the City Council for final action and direction.

Troy Peterson presented the following points before the city council:

- We support the initiative by the Parks and Recreation Department to study the proposed operator licensing for Fairview Park.
- We have brought the possibility of requiring liability insurance to the city council before, and we have received good response. We wish to work with the city to implement this in a public park setting.
- We care a lot about our park, and we are taking a proactive approach to ensure that we continue our activities responsibly. We have the city's best interest in mind and wish to preserve this park.
- We feel this proposal is a positive step towards a means for education of pilots, a way to know that pilots have proper liability insurance, and a method of communication between the city and HSS.
- We believe there is no other reliable method to ensure this than that of a "simple" license system.

At the conclusion, the city council voted approval to execute the outline. This is the beginning of a major improvement for our flying site. Keep posted for further information.

A discussion was held concerning nominations for the coming election of HSS officers for 2005. Unfortunately, Troy Peterson will not continue as president. Karl Hawley said he would take the position again. Jim Parsons is willing to continue as vice president. Chris Adamczyk has been treasurer for two years, so Jim Hansen was nominated. Tom Copp was re-nominated for contest director, and Fred Hesse was asked to continue as secretary. Bill Eckles accepted the nomination for General Director, but he may move to San Diego later in the
(continued on next page)



October 5th, 2004 Harbor Soaring Society Meeting Minutes (Continued)

year. A new position of Safety Officer/Coordinator is now required by the AMA. That position will be an appointee/volunteer. No one is presently identified for the position. Please review the ballot shown elsewhere in this newsletter. Plan on submitting your votes either through absentee ballot, or voting at the next meeting.

It was decided that even though our next club meeting will be November 2nd (the national election date), we will still have a club meeting.

A special executive meeting is again planned for Thursday October 21. This meeting is made up of the Executive Council (elected officers) and the Steering Committee (appointed positions). These meetings have been highly productive, and largely due to Bill Eckles work, we have developed a plan, published objectives and a proposal, and brought these before the Costa Mesa City Council. Our goal is to improve the public safety at our flying site, and to develop a method of liability insurance that is practical for the general public as well as club members. The city council gave approval to study the concepts and continue with the proposal.

Karl asked if there would be a club Christmas dinner this year. There was enthusiastic support, and the suggested place was Domenico's Italian Restaurant on 19th street in Costa Mesa. A date and time will be selected, and advertised in the December newsletter.

The meeting was adjourned at 8:30 PM. Afterwards, Tuan Le (who is a new member and a capable web site programmer) demonstrated a number of really great new ideas for improvements to the club's web site. He brought a computer which he is donating to the club, and illustrated some very innovative ideas. He was encouraged to continue, and we will soon have a major report to share.

Respectfully submitted, Fred Hesse (Acting Secretary)

Perfect Timing

As mentioned in the above meeting minutes of October 5th, Karl Hawley had suggested that club members be more friendly to visitors at our field. Well, right out of the blue and timed perfectly with Karl's wish, the following E-mail just arrived.

To: Editor, From: Tom Burgess (E-mail replies should go to tcburgess@filenet.com).

I just wanted to say "Thank you!" for taking the time to talk with me at the Fairview Park. Thank you to everyone there at the park for all your help!

All the guys at the flying site have been so helpful with advice about using the site, safety, launching equipment and flying.

My job is so close to the park, that I frequently go there for lunch hour (launch hour)! One day we experimented with my 2 meter Highlander, a foamy from MADAIRCRAFT, launching it from the winch. The Highlander proved to be too much for the winch! Although the launch was successful, the winch was a tangled mess after each launch! We had to throttle the winch so much on the Highlander, that the brake couldn't keep the line from tangling... I'll stick to the high-speed bungee setup...

I'm a quick learner, and will move on to many different planes, but will stick mostly with sailplanes and electric sailplanes. My first few planes have been ARFs and I have learned the basics of building and covering. The next step is to select a "kit" to build this winter in my workshop at home. Building a plane is half the fun! Those GNOMES look impressive! **Tom Burgess**

Editor's Note: Tom has since found the source for Gnomes, and has ordered both a 2 meter and 3 meter version. Tom's Highlander is a very impressive foam polyhedral training glider which, unfortunately, is out of production and thus out of reach for our Adopt-A-School students.



October 21st 2004 Special Board Meeting

A special board meeting had been called to take care of a number of tasks and decisions. This meeting was made up of the executive council and the steering committee. Following are the minutes.

The group was called to order at 7:00 PM at Domenico's Restaurant. The executive board members were all present except the contest director. The steering committee was all present except for our publisher and web master. Special guest member Tuan Le was also in attendance.

The first order of business involved review of the 2005 Membership Application. Jim Parsons brought up the disparity between the new member dues and those for a half year membership. It was decided to re-word the application to read \$20 dues for new and returning members, and treat the \$5 charge for pin as optional. The 2005 Membership application is included at the back of the November through February newsletter. Renewing members are encouraged to fill out all applicable questions so that the data can be entered into the club data base, and we can better provide for the popular interests of club members.

The club election ballot was reviewed, revised, and approved. Members are highly encouraged to either mail in your ballot to be received by Monday November 1st, or attend the next meeting (Tuesday November 2nd) where elections will be held.

Karl Hawley attended the October 18th City Council meeting. There was no discussion involving Fairview Park or the HSS proposal submitted at the last council meeting. Karl will attend the Wednesday 27th meeting of the Parks and Recreation Commission.

Karl donated \$100 in the name of HSS to a fund raiser for Leilani Gutierrez who was injured when a car ran a red light. This left the young child paralyzed from the neck down.

Bill Eckles offered to help the city collect information as part of the city outline discussed in the October meeting minutes (above). Troy says that Jana Ransom has already started by calling El Dorado Park and the Tory Pines facility.

A discussion came up concerning club advantages to be a non-profit organization. No one knew for sure if the club presently held that status. Chris Adamczyk will check. In the mean time, Tuan Le will make a presentation at the next club meeting on the steps to establish that position with the IRS. One significant advantage is that any one making a donation is given the club's EIN which allows the donor to take a tax deduction.

The plan for HSS to offer Model Aviation classes as a public service was discussed. These evening classes can be offered through the Costa Mesa Parks and Recreation Department, like the art, golf, or dancing classes most cities provide. Further details will be provided to Troy Peterson. These classes would be like our Adopt-A-School classes, but made available to adults and parent/child pairs. If approved, Fred Hesse will develop a proposal to the Instructional Classes Manager, of the Recreation Department.

The highlight of the meeting was a demonstration of the additional web site software development by Tuan Le. It was unanimously agreed and approved that Tuan should open an account with his proposed internet provider at a cost of \$71 per year. Tuan will continue his development which will give us a larger, faster, site with possible E-mail accounts for every member. Steve Hendry will continue as Web Master, operating our existing site which will be phased out one year from now. Tuan will take the position of Assistant Web Master under Steve. Look for soon-to-be released descriptions of our improved service in this newsletter.

The meeting was adjourned at 8:30 PM. Respectfully submitted,
Fred Hesse, (Acting Secretary)



Coming Events For 2004

Sunday	October 24	8 th SCSC thermal duration competition, Torry Pines Gulls, Poway.
Tuesday	November 2	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine. (Election Day).
Saturday	November 6	Model Hobbies Swap Meet, El Toro OCMA Field 7AM-2 PM, get invitation at www.flyocma.com . This is the big swap meet because it's just before Xmas.
Sunday	November 7	Eleventh HSS thermal duration contest for 2004. Fairview Park, Costa Mesa.
Sunday	December 5	Twelfth HSS thermal duration contest for 2004. Fairview Park, Costa Mesa.
Tuesday	December 7	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
TBA	December ?	HSS Christmas Party. Dinner from 7 to ? Might be at Domenico's. Time and date will be announced in the December newsletter.

2005 Events

Tuesday	January 4	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Fri-Sun	January 7-9	AMA Convention 2005, Ontario Convention Center, 2000 Convention Center Way, Ontario CA.

November 2nd Meeting Notice

The next meeting will be Tuesday November 2, 2004 at the Irvine Water District. The address is 15600 Sand Canyon Drive. There are exits for Sand Canyon Drive on both the 5 and 405 freeways.

The business meeting starts at 7:30 PM. We had 11 members and guests present at the last meeting. This meeting will occur on the same date as the national elections, but the meeting will be held irregardless.

Jim Parsons has arranged for a special presentation by Fliton Inc. They will be showing four of their latest in R/C electric powered ARF models, and one of their larger prototypes. This is a new company that has recently put on a heavy advertising campaign in all the model magazines. Should be a great show.

Also, we will be conducting our elections for 2005 club officers. Come vote, then, catch the Fliton presentation. Alternately, at least mail in your ballot and 2005 club membership renewal.

New Club T-Shirts

Karl Hawley has received the new shipment of HSS T-shirts. They have the club logo on the back in full color, and a small sailplane on the front. These high quality shirts are priced as follows: T-Shirt, no pocket, \$5; T-Shirt with pocket, \$7; Golf shirt with a polo collar and a front pocket, \$13. These are available to all members. Contact Karl and get yours before they are all sold out.



AMA Convention and License Renewal

Any time after the beginning of October you can renew your AMA license. While doing so, why not take advantage of this great rate for the coming 2005 AMA Convention in Ontario at the same time.

AMA Convention 2005	Friday, January 7	Noon – 6 PM
Ontario Conventrion Center	Saturday, January 8	10 AM – 6 PM
2000Convention Center Way	Sunday, January 9	10 AM – 4 PM
Ontario, California	\$8 Advance Reg. \$7 with AMA license	

Electric Flight Analysis

If you haven't purchased Quiet Flyer's Stefan Vorkoetter's Moto-Calc (which is a very worthwhile program), try the following web site for a free analysis of your electric powered plane. The site is run by Diversity Model Aircraft in San Diego, and features a program vaguely known as P-Calc or EZ-Calc. It can be reached at <http://flydma.com> then select the analysis program link, or go straight to <http://brantuas.com/ezcalc/dma.asp>.

El Toro Swap Meet

The Orange County Modelers' Association (OCMA) will conduct another of their swap meets on Saturday, November 6th. Entry to the swap meet on the El Toro Marine Base requires displaying an invitation on your dashboard at the main gate. The invitations are free, but you must go to the OCMA web site, select events, then click on the Swap Meet. Print a copy of the event invitation that has directions and rules. The cost of a space is \$15 which can be arranged in advance or paid at the door. Usually a number of HSS members team up and share a space. Call Fred Hesse at (714) 963-5838 or E-mail at fhesse@socal.rr.com if you wish to sell something. Otherwise, admission is free, but you still have to print out the invitation.

The Orange Coast RC Club present:



RC Swap Meet

Saturday, November 6, 2004

Swap Meet will begin at 7:00 am
and is usually finished by 2 PM



For Swap Meet
Info Call Betty
Bliss (562) 696-4145

NO PARTICIPANT OR SPECTATOR ADMITTANCE WITHOUT THIS INVITATION**

Harbor Soaring Bulletin Board

A new E-mail/bulletin board for HSS has been opened, called the CostaMesaSoaring group at Yahoo! Groups, a free, easy-to-use email group service. (This group was moderated by an unknown someone who turned out to be Jeff Gortatowski - Ed).

To learn more about the CostaMesaSoaring group, please visit <http://groups.yahoo.com/group/CostaMesaSoaring> (where you may join the group if you wish - Ed).

To start sending messages to members of this group (after you have joined), simply send E-mail to CostaMesaSoaring@yahogroups.com.

If you do not wish to belong to CostMesaSoaring, you may unsubscribe by sending an email to CostaMesaSoaring-unsubscribe@yahogroups.com.



Recent Donations to our Adopt-A-School Program

Tuan Le blew us away with his donation of a perfect PC with awesome clock speed, and a new keyboard. He included a copy of RealFlight Simulator G2, which will be used for both younger students, as well as adults, if we get evening classes established with the City of Costa Mesa Recreation Department. There are some procurement strings attached, (we owe him a neat glider or something), but that's fair. Thank you Tuan.

Also, Bruce Schaefer made a great trade of a new Wanderer for a Futaba transmitter and receiver.

Adopt-A-School Status Report

The Adopt-A-School program has been continuing as before, but due to complaints about excessive wasted space in the newsletter, the status report has been minimized. The latest class of Oct. 04 has 18 students.

Not your Usual Shaggy Dog Story

The following article was posted by Adam Till on the Alegro-Lite Yahoo bulletin board. Here's a fun story about flying in northern Alberta (Canada).

"Yesterday I attended a swap meet put on by our local soaring club, and ended up chatting with my good friend Dave Fowlow. He started to tell me some stories of his adventures with some fliers way up north of us here in Calgary, Alberta;

First some info on these northern fliers. Now I don't want to call these guys strange, cause they are not. It's all relative...right? They just really REALLY enjoy their privacy out in the wilderness. They like flying all kinds of stuff, and have quite a few F3x moldies, powered stuff, electrics, etc. They keep to themselves. The movie Deliverance comes to my mind...but in the nicest way.

Anyways, Dave was up north the other day on oil-related business and was visiting them...it was -53C (-63.4F) outside (no kidding)!

They ask Dave "Do ya want to go fly'n"? Dave sez sure! So they bundle up and walk out to an aluminum sided quonset and go in. I can't recall the type of powered aircraft Dave mentioned, they were typical 0.60 sized glow-fuel powered jobbies. There was some old Quaker-style aircraft as well, with stringers and dope.

They filled up the tank on one and fired it up inside the quonset with the big doors closed. The temperature in the hanger was hovering around a balmy(!) zero Celsius. The guy working the needles had it absolutely slobberingly rich, and Dave could not understand why. It would seem in fact the guy was getting ready to actually fly it this way.

All of a sudden a couple of guys throw open the big doors, another guy picks up the aircraft and literally launches it out of the quonset through the open doors, AND JUST AS QUICKLY CLOSES THE DOORS! The guy with the transmitter RUNS up to the little frosty window, and proceeds to fly the thing in a big circle from inside the "hanger".

All of a sudden the engine goes lean and begins to SCREAM like a banshee...then QUILTS! Now the aircraft is heading STRAIGHT back towards the quonset. All of a sudden they throw open the doors and the pilot flies the now-deadstick plane right back inside the building. SLAM go the doors as they swing closed behind the little plane.

The pilot sez "watch this". He picks up the aircraft and attempts to pour the glow fuel out of the fuel tank....it has literally turned to jelly! Going from 0C to -53C, within a few seconds has turned the fuel to porridge.

NO WONDER the engine needed to be rich! Then, as if on command, as the pilot is holding the jellied fuel tank, it begins to turn back into a liquid and pour out.

Dave was in awe. They asked him if he would like to have a go. Well, we all know Dave, HE'S A KEENER!

November 2004



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One of the chaps had JUST finished one of those ancient (stick and tissue) kits, but instead of tissue and dope, he covered in the almighty Monokote. Now I'm think'n I know exactly where this is going. I have seen Monokote fail in really cold weather as it becomes extremely brittle. I could not have been further from the truth.

So anyways, they go through the cockamaimy start-up procedure, throw open the big quonset doors, the launcher launches the plane, SLAM go the doors, Dave runs up to the little window and proceeds to fly.

All of a sudden there's this strange noise, the motor goes ballistic, but the ailing aircraft falls to the ground! "What could be wrong" everyone wonders. Well...when the little aircraft, with stringer and rib construction, with an internal (air) temperature of zero, and an OUTSIDE temperature of -53C, the builder had done such a bang-up job covering it in Monokote, it turned out to be perfectly sealed chambers.

When the gang walked up to the aircraft, it was FLAT as a pancake. The almost immediate contraction of the air within the wings and fuselage as it hit the frigid outer air, that inner air shrunk up like your private parts do when subject to similar circumstances. The balsa ribs were crushed vertically.

Dave said as he was walking away from the hanger, he noticed a whole load of small pointy dents in the quonset doors, actually the whole end of the building. When he inquired, he was told there are occasions when they don't get the doors opened in time for landing.

During the summer Dave kept asking everyone for any and all Cox 0.49 engines for these guys. Dave solicited me for any that I had left over from when I used to fly U-control in the late sixties/early seventies.

When I asked why, he said the guys like to build aircraft of all sorts, then throw an engine(s) on them, and just launch it! No control system...free flight! The surrounding brush is SO deep, there is absolutely no point even attempting to locate where it landed. There are probably hundreds of models scattered throughout the area.

These guys work in the oil industry, in the middle of mother nature, got lots of cabbage, and are enjoying themselves to the nth degree..."

Plane Rap Classified Ads

Any member with planes or equipment that they wish to sell may advertise for free in this newsletter. Contact Fred Hesse by phone or E-mail as shown on the last page.

HSS Sponsors

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

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Election of HSS Officers For 2005

The following ballot has been approved by the HSS Executive Council. The names of appointed or volunteer positions are merely shown for information. Members attending the November 2nd 2004 general meeting may vote at that time. Otherwise, absentee ballots must be received at the club post office box no later than November 1st 2004.

Mail ballots to Harbor Soaring Society, P.O. Box 1673, Costa Mesa, CA 92628.

HSS 2005 BALLOT

President (Vote for one)	Karl Hawley	<input type="checkbox"/>
President (Write-in)	_____	<input type="checkbox"/>
Vice President	Jim Parsons	<input type="checkbox"/>
Vice President (Write-in)	_____	<input type="checkbox"/>
Secretary	Fred Hesse	<input type="checkbox"/>
Secretary (Write-in)	_____	<input type="checkbox"/>
Treasurer	Jim Hanson	<input type="checkbox"/>
Treasurer (Write-in)	_____	<input type="checkbox"/>
General Director	Bill Eckles	<input type="checkbox"/>
General Director (Write-in)	_____	<input type="checkbox"/>
Contest Coordinator	Tom Copp	<input type="checkbox"/>
Contest Coord. (Write-in)	_____	<input type="checkbox"/>

Safety Officer/Coordinator*	(To be named)	Appointee or volunteer.
Assistant Contest Coord.	Jim Hanson	Volunteer
Membership Coordinator	Bill Eckles	Volunteer
Editor	Fred Hesse	Volunteer
Publisher	Mike Gaczowski	Volunteer
Webmaster	Steve Hendry	Volunteer
Assistant Webmaster	Tuan Le	Volunteer
Winch Coordinator	Karl Hawley	Volunteer
Field Cleanup	George Azvedo	Volunteer

* In order to charter a club, the AMA Executive Council has now added the requirement that each club will establish a Safety Officer/Coordinator starting in 2005. AMA PDF Document No 535-C suggests guidelines for the safety officer.



HARBOR SOARING SOCIETY OFFICERS FOR 2004

President	Troy Peterson	(714) 540-2441	troyflyboy@aol.com
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**NEXT MEETING AT IRVINE WATER DISTRICT, TUESDAY, 2 NOVEMBER, 2004.
A MANUFACTURER'S REPRESENTATIVES FROM FLITON USA WILL BE PRESENTING
THEIR NEW PRODUCTS.**

DON'T FORGET TO VOTE FOR HSS OFFICERS. BALLOT ENCLOSED DUE 1 NOVEMBER.

Harbor Soaring Society
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