

P l a n e R A P

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



President's Message

I want to thank Jim Hanson and others for filling in for me while I have been out of town. The project I am on has kept me busier than I could ever have imagined and I have ended up spending this September in Manassas, Virginia. I will return after October 5th, so I will not be able to attend the meeting. I am pleased that WE have volunteers for the officers next year. It would be nice if WE could have a real election but I have to admit it is good that Harbor is lucky enough to have people coming forth to volunteer time and effort. I have been in touch with Jim Hanson and he tells me that all is well at the field. I hope every one is getting some flying in and that every one is healthy. I look forward to returning to California soon, and hope to get some flying in myself. Good luck to all those who will make Visalia, I will do what I can to get there. Larry

Sept HSS Meeting

7:30 Jim Hanson called the meeting to order, about 20 were in attendance. The Porta Potty has been removed, now that the new bathrooms are finished. The City would like us to move our storage shed to the new storage area adjoining the bathrooms. This will be fine once our new grass area is finished, probably several years off. But until then we prefer to use the shed were it is.

Sept 15th & 16th is the Train Guys open house and we hope for a big turnout at the field. Hope you brought a plane and had fun.

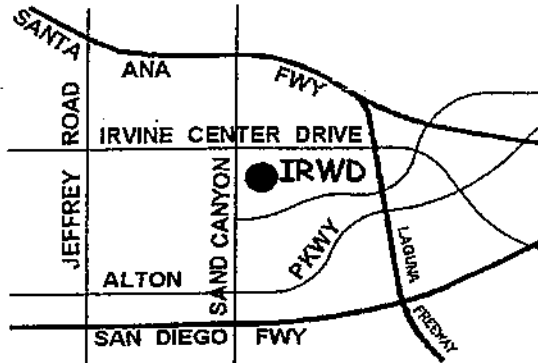
Nick discussed the field boundaries as they pertained to contest flying. Where are the in-bounds and out of bounds areas? It was decided to have Ross Thomas submit to the newsletter, Field Boundaries, as used in the past. These boundaries will be used the rest of the season and can be discussed and modified as needed next year. Maxine will try to recreate contest standings for the year. We need to get old contest info or newsletters for the current year to do this. If you have any info or contest results please get them to a club officer, so we can pass them along to Maxine Thomas.

Harbor Soaring Society would like to extend an invitation to any of the Domingus Hills flyers, to come fly with us once the status of their field status is settled. I believe their site has been sold but a few uncertainties remain.

We still need someone to serve as VP next year. The VP serves as Pres. In his absence and is responsible for all club social activities such as arranging the monthly guest speaker. See any board member or talk to Jim Hanson.

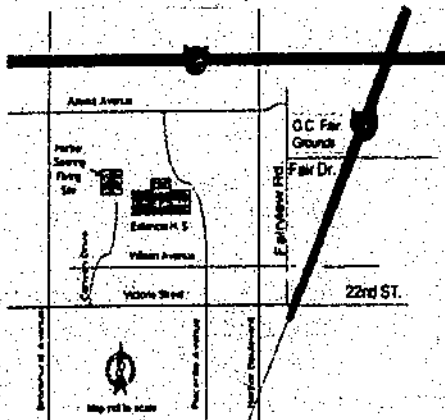
Meeting Adjourned at 8:30pm
Les Kenyon

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 supports nor endorses the cause or activities of Organizations which use the District's mailing rooms that are made available as a public service.

Flying Site



Sun. Dec. 2nd 2001

Save this date for a Double Elimination
 – Open Class. Hope to have up to 16
 fliers

Soaring Dates for 2001

- Oct 2nd Meeting
- Oct. 6th- 7th VISALIA Don't miss this one!!
- Oct. 14th Monthly Contest – need CD
- Oct. 28th ISS – (SC)2
- Nov. 4th Monthly Contest - need CD
- Nov. 6th Meeting
- Dec. 2nd Monthly Contest
- Dec 11th H.S.S. Christmas Party
 (Put this on your calendar!)

Hello fellow model builders and flyers. This message is directed to all modelers no matter what your interest, be it RC, freeflight, U control, sailplanes, electric, gas, rubber powered, etc. Remember this is a hobby, the object is to have fun, and to enjoy one's self. Let's stop the finger pointing, and the in-fighting. Bring your models, go out and fly, fly, FLY. This is a hobby, not a JOB, the object is to have fun!!! Enough preaching, now on to club business. Our SC2 contest went off fairly well in spite of the overcast morning. Next item... the

OCTOBER MEETING

The October 2nd meeting will feature a guest speaker who will be of interest to both glider flyers and electric flyers. Joe Ballasch will talk on these subjects. This should be a very interesting meeting for all club members. Hope to see ALL of you there. I will make every effort to have refreshments at the meeting.

Jim Hanson H. S. S. VP

Finding the Center of Gravity (CG)

Page 3

Materials Needed:

- Basement beam or similar, fitted with a hook or a nail.
- String, which is long enough and strong enough to support your airplane.
- A very small—roughly four inches long—and very lightweight spirit level, which is available at any hardware store.
- Weights, such as pennies, quarter, or washers, depending on how much weight you will need. The weights should all be the same size

Steps:

1) Tie a loop at each end of the string and fit one loop over the Spinner/propeller and the other over the fin/rudder and around the tail wheel if you have one. Or you may need to insert a pin to stop the loop from sliding off.

The string should be long enough to suspend the airplane roughly six inches off the ground.

2) If necessary, wind the string around the nail to stop it from slipping, then place the spirit level on a flat, horizontal surface; the stabilizer is usually a good place. Adjust the string so that the model hangs level. (See diagram.)

Hang the plumb bob from the same nail or hook, and adjust the bob string so that its point is 1/4 inch from the airplane.

3) Let the airplane and the bob settle and stop swinging. Approach the model slowly, so you don't create air movement to start it swinging again. With a fine felt-tip pen, very carefully mark the spot where the bob is pointing.

4) Place some of the weights on the stabilizer to make the bob move 1/8 inch to the rear. Mark the spot. Add that amount of weight again, and the bob will move rearward the same 1/8 inch.

Now you know how much weight to add to move the CG rearward 1/8 inch.

Suspending the model this way will also show you if the aircraft is out of balance side

to side. One wing will probably be dipping,

showing that the model is out of balance.

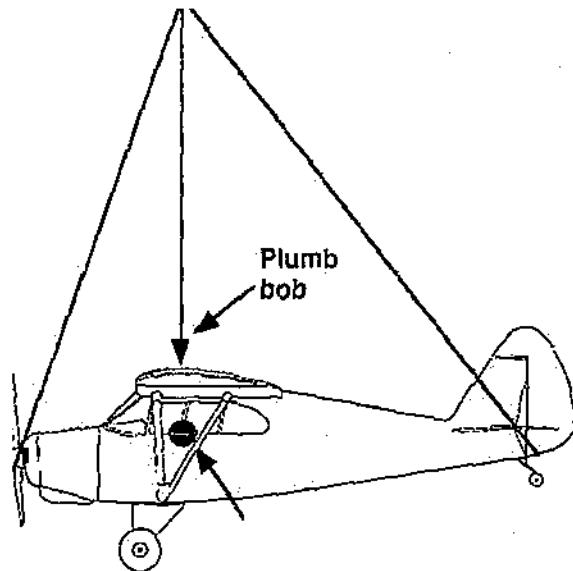
Putting the fin/rudder in the loop of the suspending string helps keep the airplane straight during these checks.

Add some weights to the high, or light, wingtip to bring it level. You can use screws in the wingtip, lead stick-or weights (but they tend to come unstuck), or insert

some 1/8 inch - diameter solder pieces into the tip and apply glue (CyA).

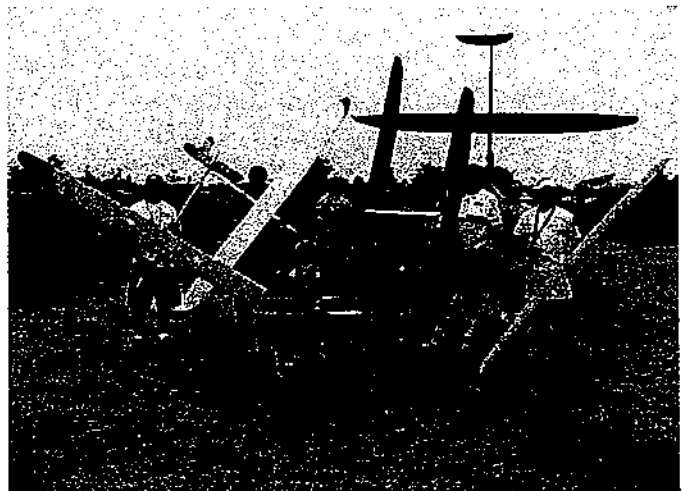
This article was printed in the Oct 2001 AMA magazine

By; Rupert Kosmala



RupertK@mediaone.net

"The bob will always points at the actual CG position."



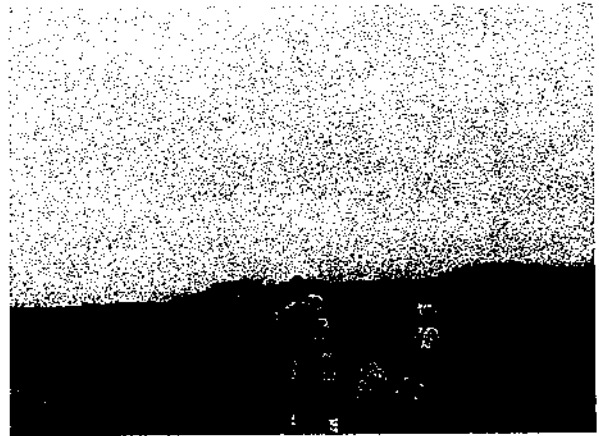
Sunday's at the Field

Rogues

Gallery



Where is everybody?



In Flight



Launch



Sprint



Landing



Separated at Birth???

Editor's Letter

Hi flyers: Just wanted to say thanks to the contributors to the newsletter. Hope I didn't bug anybody too much. Please keep them coming. The newsletter is only as interesting as the articles contributed. I know there are people out there with great ideas and knowledge. Lets hear something from some new members and the veterans too. Hope to see more and more of you flying. Will Conrad

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"WWW.IHSS.ORG AND LABOR DAY WEEK-END

I was thinking about going to Tehachapi for the Full Size Vintage Gliders and Homebuilders seminars and to just hang out and look around in the hangars. Before I decided to go, I was on the Internet at work, and there was a message from Larry Tuohino saying anyone going to Tehachapi should call him about getting a glider ride. I went to Tehachapi Sat. morning. I arrived about 10 A.M. went to the fly room in the café and ask for the Orange Co. Soaring group, the lady told me where to find Larry and the OCSS. Larry was talking about safety and what to do on a short tow and the rope breaks and where to land off field. Larry told me to return at 11:30 and see him about the glider ride.

Off I went to look around. One hangar had a mold for a sailplane that was partially done. I eavesdropped a little while the guy was talking to the group. There were gliders for sale that needed to be restored, some needed a lot of work, and some needed too much work.

This is the fourth time I have been to Tehachapi for Labor Day weekend. Something keeps calling me back there. MAYBE it's the "It's a Deli" sandwich, they are really good too. When I was there before I saw a glider flying over really slow, (Big Old One). There wasn't a canopy with two men setting side-by-side waving to the people on the ground. (That was really cool!)

The other thing was that glider was flying slowly, it looked like it would fall out of the sky, but it didn't. I guess all the real old gliders did fly very slowly.

Back to see Larry at 11:30 to find out that they need to do some work on the glider and take it for a test flight. "Lunch time", or Deli sandwich time, how ever you want to look at it!! But on the there I saw a really neat Baby Bowles glider, it looked brand new. I talked to the lady standing next to it who was the owner's wife; her husband was talking to the tow pilot about a tow. She told me that her husband built the Baby from scratch and used a hobby blueprint. "COOL" He just finished it last year. I overheard some others talking about the Baby, saying that the tow plane needed to tow the Baby about 45 MPH. Well, that is slow for a power plane to fly at. How do you think he did it? Well, the tow plane used his *FLAPS* for the full tow, how about that!

After lunch I went out to the flight line to watch them hook up for the tow. The OCSS finally got back in about two hours or so and they needed to do a fix on the thing that tells them when they are in lift. So about 4:38 and 20 sec. it was time for my ride. There was a strong cross wind from my right going left. The pilot gave left rudder on take off and right ailerons and as soon as we left the ground the pilot gave right rudder and a little left aileron. So being towed down the runway side ways and we pulled the tow plane off the left side of the runway. We got a 3,000-foot tow for \$44.00. The lift just sucked straight up, it was outstanding. We got up to 10,000 feet in no time at all and I got some stick time in too.

After twenty minutes I was ready to come down, I wasn't felling that good. It took about 35 minutes to get down, we could have stayed up for hours, the lift was so good.

The next day I still wasn't feeling that good. I think I just was out in the sun too much. Next year I'm going to stay under the trees and drink a lot more water.

THANK YOU LARRY TUOHINO
Karl Hawley

Hi everyone!!!

Here's some interesting information on Heart Attacks. I have taken CPR about 10 times over the last 35 years, but I never got instruction on what to do if I was alone and had a heart attack. Please read this and pass it on. It may save a life.

I didn't know this, did you?

Let's say it's 6:15p.m. and you're driving home (alone of course) after and usually hard day on the job. You're really tired, upset and frustrated. Suddenly you start experiencing severe pain in your chest that starts to radiate out into your arm and up into your jaw. You are only about five miles from the nearest hospital nearest your home, unfortunately you don't know if you'll be able to make it that far.

What can you do?

You've been trained in CPR but the guy that taught the course neglected to tell you how to perform it on yourself.

HOW TO SURVIVE A HEART ATTACK WHEN ALONE

Since many people are alone when they suffer a heart attack, this article seemed in order. Without help, the person who heart stops beating properly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without let up until help arrives, or until the heart is beating normally again. Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital.

Tell as many other it could save their lives!

From Health Cares,

Rochester General Hospital via

Chapter 240's newsletter AND THE BEAT GOES

ON...(reprint from the Mended

Hearts, Inc. publication, Heart Response)

BE A FRIEND AND PLEASE SEND THIS ARTICLE TO AS

MANY

FRIENDS AND FAMILY AS POSSIBLE.

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etc.

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(Brookhurst at Slater
North of 405 Freeway)

Hours:
Mon. - Fri. 10:00 - 8:00
Sat. 10:00 - 6:00
Sun. 10:00 - 5:00

HSS SC2 Sept 23, 2001

The day started out very questionable, with heavy overcast and low clouds. By 9:00AM, we had 46 pilots signed up to do battle. About a 350 to 400 ft ceiling, you know the ceiling is low when a 3 function 2meter disappears on launch.

We waited past 10:00am with some test launches, to check for changes in the ceiling. The CD (myself) decided that a shortened task was feasible, so a 5 minute 1st round, 7 minute 2nd round, and a 10 minute 3rd round was decided on.

Almost all 1st round launches were into the overcast and flights were spent dodging the bottom of the clouds. The 1st round ended early, as the lift was really working up close to the clouds. Round 2 also ended early with lift still working and the clouds were starting to burn off. Round 3 was clear blue sky, with the lift becoming spotty. Most us were wishing for the overcast to come back.

Ross Thomas

Results

1M GEORGE JOY
2M BREN LUGO
3M FRED SAGE

1E ARTHUR MARKIEWICZ
2E MICHAEL STERN
3E ERIC FARMER

1S EBER GRAHAM
2E HENRY ARANCE
3E GARY FILICE

RES 1 ROSS THOMAS
RES 2 KARL HAWLEY

Southern California Soaring Clubs Contest Results

Club: Harbor Soaring Society

Individual Results

Contest Number: 6

Date: September 23, 2001

Contest Director: Ross Thomas

Place	Name	Club	Class	Raw Score	Normalized	Trophy
1	Joy, George	TPG	MASTER	2,967.00	1,000.00	MASTER-1
2	Markiewicz, Arthur	TPG	EXPERT	2,963.00	998.65	EXPERT-1
3	Lugo, Brendan	TPG	MASTER	2,948.00	993.60	MASTER-2
4	Sage, Fred	TPG	MASTER	2,938.00	990.23	MASTER-3
5	Graham, Eber	SWSA	SPORTSMAN	2,925.00	985.84	SPORTSMAN-1
6	Stern, Michael	TOSS	EXPERT	2,920.00	984.16	EXPERT-2
7	Farmer, Eric	ISS	EXPERT	2,918.00	983.49	EXPERT-3
8	Scolari, Mario	TPG	MASTER	2,918.00	983.49	
9	Arance, Henry	SWSA	SPORTSMAN	2,915.00	982.47	SPORTSMAN-2
10	Lee, Mike	ISS	MASTER	2,913.00	981.80	
11	Greening, Craig	none	EXPERT	2,898.00	976.74	
12	Morjoseph, Mike	SWSA	EXPERT	2,895.00	975.73	
13	Filice, Gary	TOSS	SPORTSMAN	2,892.00	974.72	SPORTSMAN-3
14	Hendry, Steve	HSS	EXPERT	2,887.00	973.04	
15	Finkenbiner, Keith	TPG	EXPERT	2,871.00	967.64	
16	Giron, Steve	EDSF	SPORTSMAN	2,866.00	965.96	
17	Addis, Steve	HSS	EXPERT	2,842.00	957.87	
18	Koopmans, Jimmy	EDSF	SPORTSMAN	2,837.00	956.18	
19	Vera, Edgar	SWSA	MASTER	2,821.00	950.79	
20	Thomas, Ross	HSS	3-F	2,788.00	939.67	3-F-1
21	Townsend, Craig	SULA	EXPERT	2,784.00	938.32	
22	Hawley, Karl	HSS	3-F	2,770.00	933.60	3-F-2
23	Swet, Bob	TOSS	3-F	2,766.00	932.25	
24	Throop, Terry	TPG	EXPERT	2,587.00	871.92	
25	Adamczyk, Casey \$4	HSS	SPORTSMAN	2,586.00	871.59	
26	Gomez, George	ISS	SPORTSMAN	2,577.00	868.55	
27	Lenard, Bob	HSS	SPORTSMAN	2,560.00	862.82	
28	Bikle, John	EDSF	EXPERT	2,559.00	862.49	
29	Thonet, Andy	EDSF	SPORTSMAN	2,556.00	861.48	
30	Millett, Keith	EDSF	SPORTSMAN	2,531.00	853.05	
31	Hurd, Steve	TPG	SPORTSMAN	2,472.00	833.16	
32	Borer, Dan	SWSA	SPORTSMAN	2,450.00	825.75	
33	Alpert, Jonathan	HSS	SPORTSMAN	2,433.00	820.02	
34	Brown, John	HSS	EXPERT	2,410.00	812.27	
35	Schupuk, Steve	HSS	SPORTSMAN	2,384.00	803.51	
36	Brown, Robert	TPG	SPORTSMAN	2,339.00	788.34	
37	Borstelmann, Craig	TOSS	SPORTSMAN	2,049.00	690.60	
38	Taylor, Mark	HSS	EXPERT	1,932.00	651.16	
39	Finch, Tom	SWSA	SPORTSMAN	1,917.00	646.11	
40	Gomez, Emanuel \$4	ISS	SPORTSMAN	1,893.00	638.02	
41	Hays, Gene	SWSA	3-F	1,641.00	553.08	
42	Adamczyk, Christoff	HSS	SPORTSMAN	1,530.00	515.67	
43	Mills, Archie	SULA	3-F	1,492.00	502.86	
44	Richmond, Don	TPG	EXPERT	1,478.00	498.15	
45	Rosenthal, Richard	EDSF	SPORTSMAN	1,477.00	497.81	
46	Colton, Jon	TPG	EXPERT	695.00	234.24	

Southern California Soaring Clubs Contest Results

Contest Team Scores

Club: Harbor Soaring Society

Contest Number: 6

Date: September 23, 2001

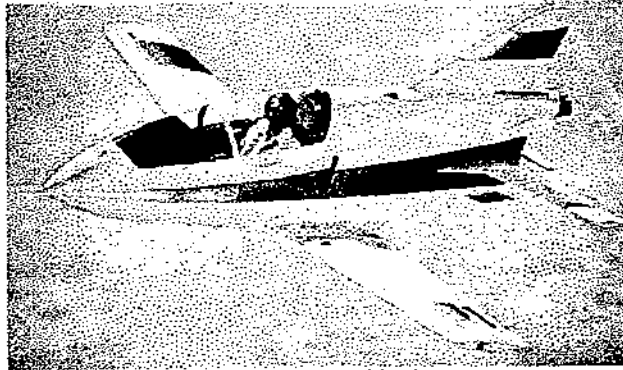
Contest Director: Ross Thomas

Place	Club Name	Fliers	Score 1	Score 2	Score 3	Score 4	Total
1	Torrey Pine Gulls	11	1,000.00	998.65	993.60	0.00	2,992.25
2	Silent Wings Soaring Association	7	985.84	982.47	975.73	0.00	2,944.05
3	Thousand Oaks Soaring Society	4	984.16	974.72	932.25	0.00	2,891.14
4	Harbor Soaring Society	11	973.04	957.87	939.67	0.00	2,870.58
5	Inland Soaring Society	4	983.49	981.80	868.55	0.00	2,833.84
6	El Dorado Silent Flyers	6	965.96	956.18	862.49	0.00	2,784.63
7	Soaring Union Of Los Angeles	2	938.32	502.86	0.00	0.00	1,441.19

BD-5J First Flight Jitters

By Tom Vincent

The BD-5 aircraft was an experimental plane designed by Bede Aircraft Co in the early 1970's. This small, high performance design provided advanced pilots many thrills in the air. Many of you might remember the Coors Silver Bullet TV ad that highlighted the BD. Maybe you've even seen one fly at an air show. If you have, you'll know it's a cool plane with quick acceleration for it's size.

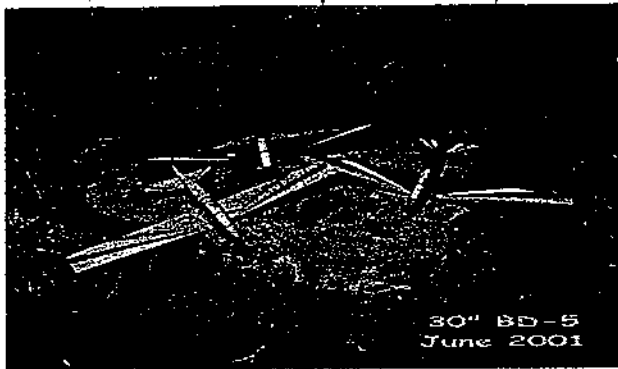


Real BD - 5 at altitude

So now, you too can enjoy the thrill of flying your very own EPP foam version of the BD-5J micro from Mad Aircraft designs.

Click on (<http://www.madaircraft.com/BD5main.html>) for further tech and purchasing info.

After watching these little beauties fly along the slopes of the Cajon Pass in San Bernardino, a few of us decided that it would be fun to own one. So we purchased a few kits, and we're lucky enough to have expert builder Larry "Egor" Enger build them for us. What a great job he did. Just take a look at these beauties!



BD-5J ready for flight

Besides looking great, these little guys were built and covered tough to eliminate wing warping with instructions followed from the fliers who live in the hot deserts of Arizona. The technique requires an additional step in covering by applying a clear packing tape base under the outside monocoat. Heck, you could even spray paint it if you felt ambitious.

So, with our little BD's in hand Steve Hendry, Larry Enger and myself headed up to the slope at Yorba Linda for what we hoped would be a fun day testing these new toys. All we had to do was hope that the wind Gods would be smiling when we got to the ridge and boy we weren't disappointed....



Steve Hendry getting ready

The winds came up and all the BD's flew amazing well with little weight alterations required to adjust the recommended CG location. However, flying a plane with a small moment takes getting use to. In light lift the plane has a tendency to "hump" along in flight as it struggles to maintain flight but with stronger lift, the BD moves out. The BD wants to go fast and expects you to stay in control but don't take your eyes off the little sucker or you will be searching the hillside.



Steve in the BD-5 flying zone

These little firecrackers are a blast to fly in moderate lift (> 10 Mph). In stronger lift (>20 Mph) stand back and enjoy the ride. At the Cajon Pass where winds can easily exceed 40Mph, the BD-5J has been clocked at 100 Mph (*not bad for an eight-ounce sloper that you can carry in a backpack*).

After a half dozen or so flights, all BD's performed as expected and we were pleased with our new toys. One note mentioning though about the BD-5J is that it is an advanced plane requiring attention during flight. Once you see the performance and flying characteristics, I think you will agree that you just might want one. I want to once again thank Larry Enger for all his hard work building our birds.

The BD-5J is a blast to fly!

HSS. Club Information

2001 Officers:

President

Larry Jolly (714) 826-6861
ljolly@aol.com

Vice President

Jim Hansen (949) 646-3603
tog4ff@pacbell.net



EARLY REMINDER

H. S. S. Christmas Party at
Kaplan's Deli of Costa Mesa.
December 11th

Tickets for for sale or distribution
at October meeting

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