

# Plane RAP

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



NOVEMBER

---

## From the President:

Dear fellow club members and non-club members who all enjoy the Plane Rap Newsletter. Are we having fun yet? Well, only two more months until 2003. How about that! Remember to mail you 2003 Club membership and also mail in your AMA now!

Remember to vote on November 5<sup>th</sup>, two times, one at your General Elections Polling Place and at your Club Meeting. Come and run for a position and be part of the Board.

I would like to say thank you to Don Zink for letting Steve Hendeby and I use his motor home to stay in at Visalia. We had a lot of fun up there. Can't wait for next year. I'm making plans now to be there.

### NOW FOR THE NEWS, GOOD OR BAD!

Remember the July Newsletter (Important Notice!!!)? Well, that was to inform you of the Fairview Park Community Workshop that was held July 11<sup>th</sup> and August 15<sup>th</sup>. This was held by Ron Molendyk, the Fairview Park Plan Administrator at the Costa Mesa Neighborhood community center located at 1845 Park Ave.

You can get a copy of the results report at the Costa Mesa City Hall. It is titled "Results of Fairview Park Master Plan Reconfirmation Workshop."

I will give you just a little part of it, that under paragraph #12.

#### 12. Model Airplanes - Gliders (electric and hand launch)

A request was submitted to allow gas engine model airplanes to be flown at the park. This was not met favorably by the public in attendance because of the noise and safety issues. Some residents even felt that the electric engines currently allowed at the park are disturbing. The Orange County Park Rangers at Talbert Park said that planes, especially motorized, (electric/gas) scare hawks and other animals. Due to the intent of the west side of Fairview Park being developed as native habitat, only the flying of gliders is recommended.

And here is a letter from the City of Costa Mesa, October 7, 2002.

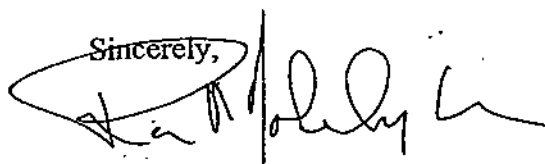
Dear Fairview Park Friends and Supporters:

This letter is to make you aware of scheduled meetings in follow-up to the City's recent Fairview Park Reconfirmation Workshops held July 11 and August 15, 2002.

- I. **October 14, 2002, Monday, 4:30 p.m. Joint Study Session – City Council and Parks and Recreation Commission, City Hall Conference Room 1A, 77 Fair Drive, Costa Mesa – Report from staff – Study Session Report available at City Clerk's office on October 11, 2002**
- II. **October 23, 2002, Wednesday, 6:30 p.m. – Parks and Recreation Commission meeting, Council Chambers at City Hall, 77 Fair Drive, Costa Mesa – Public Input**
- III. **November 18, 2002, Monday, 6:30 p.m. City Council meeting (tentatively), Council Chambers at City Hall, 77 Fair Drive, Costa Mesa – Public Input**

These meetings are steps in reaffirming and refining the Master Plan. Please contact me at (714) 754-5303 if there are any questions or if additional information is needed.

Sincerely,



Ron Molendyk  
Fairview Park Plan Administrator



**CITY OF COSTA MESA**

CALIFORNIA 92628-1200

P.O. BOX 1200

---

FROM THE DEPARTMENT OF PUBLIC SERVICES

cc: City Council  
Allan L. Roeder, City Manager  
Parks and Recreation Commission  
Bill Morris, Public Services Director  
Steve Hayman, Administrative Services Director  
Dave Alkema, Parks Project Manager  
Stacia Mancini, Recreation Manager  
Carol Proctor, Management Analyst

77 FAIR DRIVE

PHONE: (714) 754-5300 • FAX: (714) 754-5166 • TDD: (714) 754-5244 • [www.ci.costa-mesa.ca.us](http://www.ci.costa-mesa.ca.us)

I would like to thank the members and non-members for showing up to the October 23, 200 Park meeting showing their support for Electric flying at Fair View Park. The next meeting is November 18<sup>th</sup>.

This one will be the one that you really need to support. So, be there. This will be the final decision on whether there will be E-flying at Fairview Park or not.

# 2

One other thing came up too. I think the City has the horse before the cart. However, your new flying field is to be located nearer the bathroom, which puts them in between two vernal ponds. But, the City has not checked with Fish and Game Dept. to see even if we can be there or even how close anyone can be to them when they are wet or dry.

The only pond that has Ferry shrimp in it is the one near the restroom. Will it be off limits in the winter?

More News: Club meeting November 5<sup>th</sup>. Come and be part of it and vote Karl for President. Vice president is open. Warren Greer is running for Secretary, and the Treasurer spot is open. We have a lot of money, so we need some one good to take that job over. Editor is open as is winch coordinator. For contest coordinator we have Jim Hansen and Larry Jolly running for the job. Steve Hendry will remain as Web Master and Roger McGregor is volunteering for General Director.

All the jobs are open to all club members.

No matter what you fly or don't fly, the Club needs your help right now!

Remember November 18<sup>th</sup>, City Council Meeting. We need to have the City let us fly non-interfering and non-threatening E. planes at the HSS field.

Karl.

PS. I think Ross Thomas said he would run for VP(?)

HSS New Member:

Tatsuyiro Takayamu  
Hacienda Heights, CA  
Email: [yamasan@maeol.net](mailto:yamasan@maeol.net)

Glad to have you on board.



**QUESTION OF THE WEEK:**

**City Council Candidates**

**What is your stance on Fairview Park**

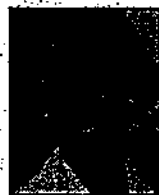
**redevelopment?**



**LINDA DIXON**

We need to start the process to move the master plan forward. We need to develop

a five-year plan for the funding and implementation of the existing master plan.



**KATRINA FOLEY**

I support implementation of the master plan as soon as possible.



**WILLIAM PERKINS**

Continue to encourage beautification.

Consider a skate park on the east side of the park, possibly between the train tracks and the golf course, and expansion of the train tracks.



**ALLAN MANSOOR**

Fairview Park is a natural gem that Costa Mesa is privileged to have. I support

keeping it in as much of a natural state as possible. It should be a safe and quiet place where residents of Costa Mesa can go to escape from everyday life. The more we develop it and open it up to active uses, the more it will be a crowded destination for people from outside of Costa Mesa.



**GARY MONAHAN**

Expand the trains. Seriously consider a skate park on the east side. Local pedestrian access only at Canary,

keep development to a minimum on the west side with dirt trails and no fences. Better communication with the immediate neighborhood.

## Visalia: RVs, Tents, Drunks, and Planes

By Yani

Our motor home knew the way. After all it came here last year. Charlie and I have been yakking and driving for five hours straight. Funny music started pouring out the speakers. Something about, "She thinks my tractor is sexy." By the time we reached Ave. 320, we were surrounded by cotton fields and the aroma of fresh cow dung. Now we were less than two thermals away.

Just then our right front tire found a pothole, jamming my eyeball into my video camera's eyepiece. Ouch. This trip, I swore, I was gonna figure out how to use this thing. Charlie slipped into a trance: "there it is... and there's a red tail circling over the field." That was Thursday morning. The Pilgrimage was over. Time for the 2002 Fall Fest, and man-oh-man, we were ready.

The field was already half full of RVs, tents, drunks, and planes. Karl Hawley and Steve Hendry had already set up shop. A sex shop? Nope, they just turned themselves into Jewish plane peddlers. Their sign read: Will trade hand-launches for landing points.

I reminded Steve and Karl to stop by for some Aliso Viejo Club hospitality. Thursday night's menu included huge Habanera Chili Cheese burgers with John Roe homebrew beers. And, Friday night was Greek BBQ night, with Big Fat Greek Gyros Sandwiches.

Nighttime food and fun included a wrestling match between Andrea the Giant and John Roe, booze all weekend, night ops, star glazing, women lusting, and a few plane stories. And let's not forget Merrill's electric-lite-parade night-ops pylon race. Imagine flying Christmas ornaments buzzing the crowds like fireflies in heat. Jonathon Alpert won the event with his smooth low-to-the-ground pylon turns. I don't know who was more buzzed, the planes, the pilots, or the crowd.

The nights were fun, but the daytime practice flying sessions were disastrous. That's when my video camera came in handy.

Ever hear of radio interference? Mike Lee, Jonathon Alpert, John Roe, Manny Gomez, just to name a few, watched helplessly as their planes suddenly turned into chickens with their heads cut off. And then they had to face me and my camera.

There's even footage of Daryl Perkins picking up his crashed plane from someone he just let flight it. The tension was thick. And the footage is juicy. Watch for it on DVD.

But still, even with all the catastrophes, the temptation to fly before the contest was too great. Imagine this, Friday 7pm it's getting dark, then you hear: Launching, Launching, Launching. That's three different launches in one small patch of grass, all using bungees. As John Roe would say: it's like a knife fight in a phone booth.

Were the landing points hard to get this year? You bet. The landing spot was three concentric circles with a pie shaped wedge missing. The small center circle was 25pts, middle circle 15pts and most outer circle 10pts. But if you landed in the missing pie wedge, or your plane hits the 25 pointer then bounces out into the missing pie wedge, you just wanted to shoot yourself.

Were the thermals tough this year? I kept a log of thermal activity with respect to time through out our stay. Thursday and Friday had well defined dirt devils, kicking in around noontime. But not on the contest days. The air was more stable and the thermals were less defined. Many 8-minute rounds had to be flown in multiple thermals less than one hundred feet off the ground. Nerves were rattled and capable pilots shaken. Good flyers fell victims to the fickle air. One wrong turn, one wrong call, took you from the top 20 to the 149<sup>th</sup>.

Which way did the wind blow? On contest days, we had downwind launches and landing until 11am. First thing Saturday morning I ran into Al Cron and John Krug after their first flights. "How's it going boys?" They replied, "You can't launch in this stuff the wind is blowing the wrong way!" Just then, we all watched as a pilot underestimated this speed on his downwind approach, knocking himself and his team over like bowling pins. Those downwind landings are fun to get on film.

Who won the darn thing? Perkins came in 1<sup>st</sup>, with Wurts in 2<sup>nd</sup> and Jim Thomas in 3<sup>rd</sup>. Ben Clerx in 7<sup>th</sup>; Tom Copp in 12<sup>th</sup>; Joe Rodriguez in 16<sup>th</sup>; Mark Ferreira in 33<sup>rd</sup>; Yani in 58<sup>th</sup>; Chris Kenyon in 63<sup>rd</sup>; Mark Taylor in 69<sup>th</sup>; Steve Hendry in 92<sup>nd</sup> and Karl Hawley in 127<sup>th</sup>; Tom Vincent 150<sup>th</sup>; Al Cron in 153<sup>rd</sup>; John Krug in 154<sup>th</sup>; and finally Bob Lenard in 325<sup>th</sup>.

Final thoughts? Do buy the tee shirts, again they're awesome. Do buy lots of raffle tickets, the Central Valley club needs our support. They put on a great show. Do make it next year. And finally, don't practice anymore. I need a chance to win this thing next year.

On top of that, I brought my super fat, super strong bungee out. It instantly became public property. However, 3 big expensive planes were destroyed because flyers underestimated how strong the bungee was. The bungee, without warning would rip the planes out of their hands. The planes, without warning, would go inverted and do a high speed dive into the ground.

### Planned HSS Dates for 2002

Note: Board Meetings Are Held 30 Min Before Club Meeting

- November 4<sup>th</sup> Sun HSS Monthly TD Contest Fairview Park. F3X Style Contest Man On Man 4 10 Min Rounds. Bring A Winch With Good Line, And Get Free Entry. CD Is Tom Copp. Rain Date Is Following Sunday.
- November 6<sup>th</sup> Tuesday 7:30 PM HSS Meeting @ Irvine Water Dist.
- Feb 1<sup>st</sup> & 2<sup>nd</sup> Central Arizona Soaring League Application First Leg Of The 2003 Triad

## ORANGE COAST RADIO CONTROL CLUB

# FALL SWAP MEET

Saturday, November 2, 2002

8 AM to 12 NOON

## EL TORO FLYING FIELD

(Located at the former El Toro Marine Corps Base)

Directions to field: Traveling either North or South on I-5, Exit Sand Canyon, go toward mountains to Trabuco Road, Turn right and enter controlled gate and follow OCMA signs To flying field, BUT critical to maintain speed of 25 MPH!!

✎ *Buyers Wanted* **S** *Admission Free!!*

Nov 4 at HSS

**F3X.COM**  
F3B/F3J/F3F

## Presents. F3X Thermal Duration.

Man on Man 10 minute AMA style Precision Duration with a twist.

- TASKS:** 10 minute man on man precision duration, spot landing.
- LANDING:** 200-inch tape. 10-inch graduations. 100, 95, 90, etc. 0 to 10" = 100 points. 10" to 20" = 95 points, 200" = 5 points. AMA skegs allowed.
- TWIST:** 6 to 8 man flight groups. All models in the group will be launched 5 ~10 seconds apart, your time starts when your model is off the line. No relauches. No working time.
- SCORING:** FAI F3J. 1 PPS (point per second) duration plus your landing score. Normalized to 1000 points per round. No throw outs.
- WINCHES:** 10ea 12-volt AMA style winches. Same mechanical components, power & nylon line. (Similar to line used at major contests.) No attached line retrievers for obvious reasons.
- LAUNCHING:** We will use similar AMA style winches w/brakes and nylon line. No pop offs and you will fly out a line break unless the winch master determines the line failed prematurely. The launch rules follow major contests. No preferential treatment will be granted. It's your job as a pilot to get the best launch available with the supplied equipment. Push too hard and pay the price. No relauches.
- MATRIX:** The flight groups will be arranged so no two pilots will fly against each other more than once, unless in a fly off.
- ENTRIES:** Limited to XX pilots. Two pilots per frequency. Enter with 3 choices and be prepared to go to an alternate frequency in case of a fly off for a top 10 positions. AMA sanctioned contest.
- DATE:** xx/xx/xx
- LOCATION:** Your Field. See below.
- GOAL:** What we are trying to achieve is a Thermal Duration contest that puts the emphasis on thermaling skills and minimize the luck of the draw factor that plagues large contests with pre set duration tasks. You will only be scored against the pilots that you are actually flying against in the same air at the same time. 10 minutes is the goal but if there is only 5 minute air it's the same for everyone, the longest duration with the best landing will win the round. All rounds are 10 minute even the first at 9:00am. The launch is not ultra-power driven like F3J 2-man tow so RES, light TD and F3J models can compete on even ground. No class restrictions. Everyone flies Unlimited. Bring your best weapon. The models will be checked in and identified as primary and back up. The pilot can go to the back up only with the CD's approval.

Note: There is always room for improvement so if you have a suggestion that will make this a better contest please let me know. Remember the goal is to challenge thermaling skills. The limiting factor for most clubs is equipment (8 to 10 identical winches) so the plan is to build the equipment and rent it to a club if they are interested in running this contest. This way the contest can move around the country. The \$\$ figures are not all in yet but if there is enough interest we could go with it.

Some other thoughts that came up from your suggestions:

- 2 or 3 models and switch F3J style. The problem is it's considered a mega buck movement. Not what we are trying to achieve here.

- Working time w/relaunches. This might be too much to soon. We are looking for the normal AMA TD contest guys to fly the event.
- 1 PPS . This can be modified to any reasonable number. It's a balance between duration and landing score. 5 PPS could be a better balance where 20 PPS is a bit much. It's your contest so decide what you want.
- The landing is a bit easier by the 10" graduations. It's now not a game of inches (unless your really close) and it's easy to measure quickly and accurately. It's also less threatening and could even out the field a little. It's basically a scaled down FAI tape. Landing tasks determine the winners and by looking over the past F3J WC's there were no ties in the top 10. If there are too many ties then going to 1 point every 2" should fix it.
- Matrix. By limiting the number of pilots per freq we will TRY to keep from having to fly against the same guy 2x. With the normal 2-day contest having only 7 rounds and 40 pilots min the matrix will work. Less than 40 is tougher. Over 60 is easier. 100 is a slam dunk. A completely random matrix is not as fair. You could pull the same guy 3x. Focusing on separating the pilots will almost guarantee no rematches.



**HARBOR SOARING SOCIETY**  
 Charter # 128 AMA's Oldest Radio Controlled Soaring  
 Club. Costa Mesa, California



HSS is committed to promoting and improving the enjoyment of R/C Soaring in Orange County. Through member participation and camaraderie we encourage the advancement of flying skills and the relaxed recreation of our membership and the R/C soaring community.



**300 East Green Street  
 Pasadena, California**

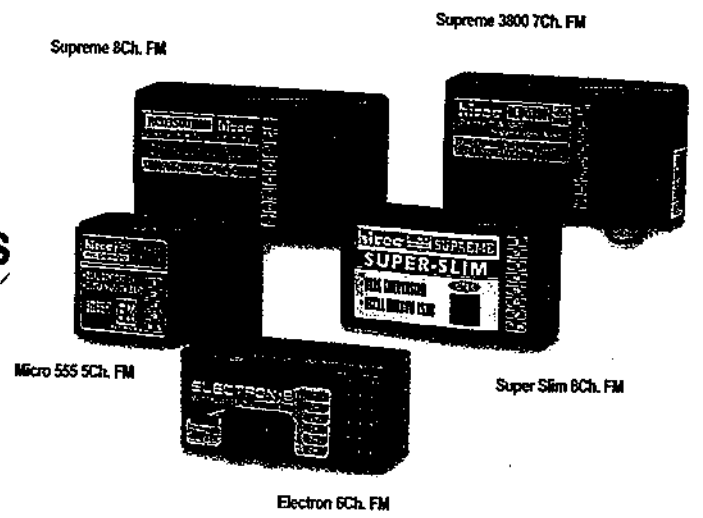


- Aircraft • Boats • Cars • Trains • Helicopters
- Rockets • Radio Control Systems
- Related Model Accessories

**SHOW OPEN TO THE PUBLIC**

Friday, January 17, 2003 noon - 7 p.m.  
 Saturday, January 18, 2003 10 a.m. - 6 p.m.  
 Sunday, January 19, 2003 10 a.m. - 4 p.m.

Admission: \$10.00 or \$8.00 with current AMA card.  
 Children under six admitted free when accompanied by an adult.



Model	Weight	Dimensions	Hitec Part#	Fut. Part#	Air UJR Part#
Supreme 8Ch. FM	2.3x1.4x.85 in.	2.3x1.4x.85 in.	#23572	Fut. #23272	Air UJR #23672
Supreme 3800 7Ch. FM	2.3x1.4x.85 in.	2.3x1.4x.85 in.	#23572	Fut. #23272	Air UJR #23672
Super Slim 8Ch. FM	1.6x1.1x.7in.	1.6x1.1x.7in.	#28572	Fut. #28272	Air UJR #28672
Micro 555 5Ch. FM	1.6x1.1x.7in.	1.6x1.1x.7in.	#28572	Fut. #28272	Air UJR #28672
Electron 6Ch. FM	1.8x0.9x.55 in.	1.8x0.9x.55 in.	#23572	Fut. #23272	Air UJR #23672

**NOVEMBER Newsletter**  
**HSS. Club Information**  
**2002 Officers:**

**President**

Karl V. Hawley (949) 574-9379

**Vice President**

John Hasircoglu (949) 488-3729  
[JHASIR@aol.com](mailto:JHASIR@aol.com)

**Secretary**

Les Kenyon (714) 404-3832  
[lkenyon@speakeasy.net](mailto:lkenyon@speakeasy.net)

**Reminder: RENEW YOUR MEMBERSHIP for 2003!!!!!!!!!!**

**Treasurer**

Larry Reed (714) 838-5569  
[lreed@mti.com](mailto:lreed@mti.com)

**\* Editor**

**Need a volunteer for Editor**

**Winch Coordinator**

Dick Pantzar (714) 642-1380  
[repantzar@aol.com](mailto:repantzar@aol.com)

**Webmaster**

Steve Hendry (714) 996-6183  
[4hendry@adelphia.net](mailto:4hendry@adelphia.net)

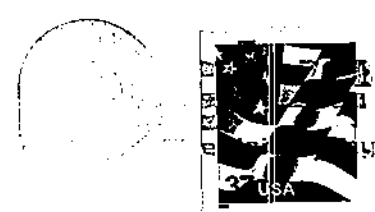
**General Director**

Roger MacGregor (714) 642-6830  
[RMacGregor@earthlink.com](mailto:RMacGregor@earthlink.com)

**Contest Coordinator**

Jim Hanson (949) 646-3603  
[E-mail tog4ff@pacbell.net](mailto:E-mail tog4ff@pacbell.net)

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



Will Conrad  
9359 Shrike Ave  
Fountain Valley, CA 92708-7253