

Plane RAP

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Harbor Soaring Society

AMA Charter #128

The Western Soaring Capital

HSS F3J 1999 Soaring Team

Copp

Jolly

Taylor

Rodriguez

Clerx

Jolly

HSS Newsletter - Costa Mesa, California

July 1999 Issue

Club Information

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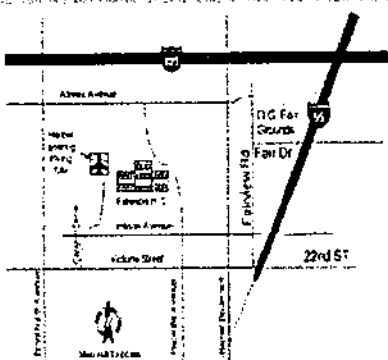
Winch Coordinator

Dick Pantzar
714-642-1380

General Director

Roger MacGregor
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Flying Site



Cover - HSS fliers prepare themselves for battle at the USA F3J World team selections in Long Island, NY. Both Senior and Junior classes will be decided by July



The Kenyon Chronicles

A Message from the Pres. -

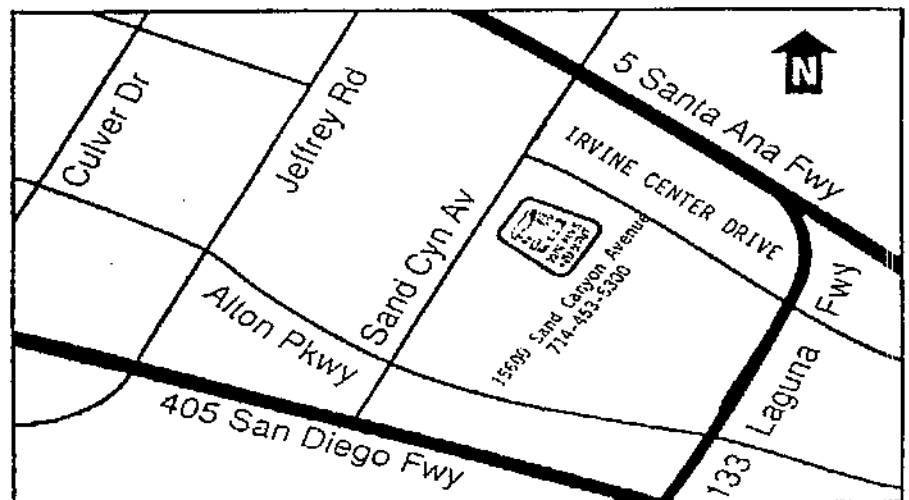


Les Kenyon

Summertime! Summertime! Summertime!

It's summer time and our field is in great shape. I'd like to thank Roger MacGregor, and Karl Hawley for their tireless efforts in having the city import the great lift we've been experiencing lately. Seems like there are a lot of electric's showing up at the field. This is probably due to the loss of Mile Square Park as a flying site. Please welcome these new flyers and offer your assistance in explaining how our club functions: the pin board, caution in launching and landing in the winch area. There is new member info in the shed, it can be found in the top of our file cabinet. Encourage them to take a flyer and to join our club. We have changed the annual swap meet from July 4th to Aug 29th right after our SC2 contest. So mark your calendar, and get those unwanted hanger queens down from the rafters. I would like to wish you all a great summer, and hope to see you at the field soon. Les

Notice: Meeting Tuesday 7-6-99 at the Irvine Water District Office



Note: The Irvine Ranch Water District neither supports or endorses the cause or activities of Organizations which use the District's meeting rooms that are made available as a public service.

USA F3J Team Selections by Tom Vincent

Team HSS is Off to NY

A group of dedicated HSS fliers are off to Long Island, NY over the fourth of July weekend. They will be competing with other fliers from around the states trying to fill the available four slots that will represent the USA next year in the F3J World Soaring competition.

Team HSS will consist of five individuals who will fly in the senior class and one junior entry. These brave souls making the trip to NY include: Tom Copp, Ben Clerx, Larry Jolly, Chris Jolly, Joe Rodriguez, and Mark Taylor. The weapons of choice for HSS this year is the Hera from the Czech Republic. Flight tests at the field have yielded great results for hang time, penetration, travel, launch strength, and landing.

For those not acquainted with F3J, F3J is a man on man contest format with numerous fliers launching at the same time in flight groups. There are a few differences than the usual sand bag contests that most fly here in the states. The biggest one is the launch method. No winches or high starts allowed. Just a hand tow by a runner. The runner is connected to the plane by a 450 foot piece of fishing string. On the start whistle, the runner pulls the plane into the sky. At first this sounds crazy but if the plane is setup correctly, a big runner like myself will stop dead in about 30 feet because of the torque of the launch line. It's an amazing sight to see 5 or 10 planes launching straight up together in a group.

A round lasts 10 minutes, that includes launch time and 1 relaunch if necessary. A great time would be 9:56. That would mean that you only used 4 seconds during launch. Landings are scored on a calibrated metered tape and your plane can not use landing skegs.

The contest format in New York will take 3 days to complete if you make it to the fly offs. That means lots of rounds and running.

Lets wish our fliers good luck and hope HSS fills all the slots available to represent the USA.

Fun Fly and BBQ w/ Larry Enger

How about a fun day sloping it up with Celebrity and talk show host Larry Enger on Saturday July 17th? Larry was kind enough to invite any club member who would be interested to come on out to his ranch for a day of flying a new slope site near Lake Elsinore. Afterwards, we will return to Larry's for some eats, beer, and a swim in the pool. It doesn't matter what you fly, even those TG-3's provide hours of quality stick time on the slope.

Please RSVP to Larry through email:

egor@mail.cosmoaccess.net

or call him direct at 909-245-2521



The Yak

Tom Vincent is happy with his new sloper and looks forward to trying it out at Larry's on the 17th of July. Bring out those foamies and let's see if we can have a massive combat mission going over the skies of Lake Elsinore. Thanks Larry for all his help on this one.

June Contest



Steve Hendry

Contest - Sun. June 6, 1999

Another perfect day dotted the sky with thermal activity for all those who participated at this month's club contest. The 24 minute add em up seemed easy enough until the last 10 minute round. As most know, Harbor is notorious for strong wind conditions coming off the ocean around noon. Well this Sunday was no different with the wind knocking out the usual winners. It seemed that Mike Morjoseph had no problem what so ever.

OPEN CLASS

A	Mike Morjoseph	1000	1st Masters
E	Tom Vincent	994	1st Expert
E	Mark Taylor	990	2nd Expert
E	Ross Thomas	985	3rd Expert
E	Jim Parsons	972	
M	Tom Copp	954	
E	Dan Fink	934	
E	Roger Saville	837	
M	Steve Hendry	835	
E	Nick Bozolick	627	

CLASSIC CLASS

Roger Saville	1000
Dan Fink	947
Ross Thomas	882
Dick Pantzar	809
Will Conrad	758
Chris Adamczyk	730
Gorden Poulsen	Bad Day

Cyber Central

Do you want to visit the HSS website? Open up your browser and goto:

<http://www.access1.net/hendry/index.htm>

SC2 Contest Results can be found at:

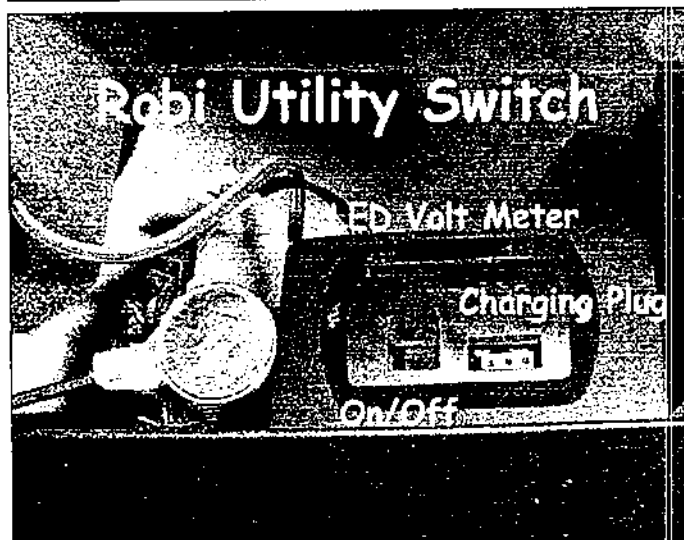
http://home.earthlink.net/~john_brown/index.htm

Interested in Multiplex products?

<http://www.multiplexrc.com/soarlinks.htm>

Take a look at Ricky Briggs Inland Soaring page, great scale shots.

<http://www.soaringissa.org/>



INTERESTING UTILITY SWITCH

Leave it to Rick Briggs to find some new gadget at the Big modelling show in Germany back in April. As you can see from this picture, the Robi Utility Switch is a three function unit. It's an On/Off switch, a simple charging plug, and an LED volt meter. Of course this won't fit in your smallest of planes, but the dime gives you a reference to the size of thing. Ricky says that if your interested in one of these, than go to your nearest hobby shop and ask if they can order you one. They cost around \$35.00.



NEW GUYS IN THE SKY

ROGER SAMILLE

Hi again! Last month I discussed what beginner gliders cost and what I recommend as the best choice for starting out. This month I wanted to describe how to get into the air and stay there. The following pointers seem to help the majority of the new comers to this hobby.

There are a few things that you should be familiar with before you ever try launching your plane. Things like balancing, correct surface movement, launching and landing.

Balancing your plane - Knowing where your center of gravity (COG) is on the plane is so important. Most kit designers have taken the hassle out of calculating where this is. Just look at the plans and make a mark on your plane under each wing. Usually this is under the main spar. A plane that is balanced will be level when supported at these marks. If you find that the plane is tail heavy, then you must add weight (lead) to the nose. Keep in mind that these are rough measurements but it's close enough to allow you to fly. As you become more experienced, your style of flying will dictate where you like your center of gravity. You will use these marks during your preflight checks so make them permanent.

Preflight checks - At the flight field do a rough check using your fingers. Place your finger tips on the COG marks and make sure the plane is level. The main spar is the balancing point for the TG-3. The range of balance is 1/8 th of an inch in either direction of the spar for the TG-3.

Surface Movement - Verify that moving the control stick right moves the rudder to the right when viewed from behind the plane. Now verify that pulling the control stick (towards you) moves the elevator up.

Launching is easier than landing. The preferred

launching method during learning is a "Low Start". A low start starts with a very large nail, surgical tubing, string, and parachute. This can be purchased from most hobby stores or easily made. A preferred size is 20 to 25 feet of surgical tubing green color 3/8 inch (Seales Medical Supply on Placentia/Victoria) String pre used launch line from winches from HSS shed. About 3 times the length of the rubber. It's called a low start because it teaches you how to land. Plus, I don't want the plane to get too far away from the pilot. This is adequate to make the launch, make a right turn and land. This method seems to work best for learning how to fly. When you feel comfortable flying with the low start than double the size of the surgical tubing and string. You'll know when you're ready to move up to a high start when you can land 8 out of 10 times within 5 steps of yourself.

Maneuvers in the air - Once you launch with your new high start the first maneuver will be learning circles in both directions. The secret is to use a little rudder to start the turn and then increase the elevator to keep it in the turn. Notice what happens when you increase the amount of elevator throw; too much elevator and you stall, too little elevator and you increase speed and fall out of the circle. Start with a large circle then a small circle while maintaining altitude. When you're comfortable with circles why not try a figure eights.

Landing - Knowing when to land is a culmination of altitude and speed of the aircraft. At this point of our training, gravity will help guide our plane towards the ground. If the plane is moving fast (similar to launch speed), then I suggest circling again in the sky to burn off that air speed. Once the plane slows down (this is a relative term) then you should attempt a safe landing. Allow the plane to fly overhead away from you so the controls remain simple to operate. Allow gravity to do the work and gradually land.

Field Size - I can't stress this enough that the flight area you chose to fly should be many times larger than a football field. In the beginning, you need as much open area without obstacles as you can find.

Conclusion - Being able to make turns in either direction comfortably with minimal loss of altitude is the key to glider flying.

Keep'em hanging - *Roger*

Contest Flying - Setting Goals

Editors Note: I have been flying against Fred for many years and respect his flying and building abilities. He decided to write a few articles for his own club members about contest strategies which I believe you might enjoy.

by Fred Sage (Torrey Pine Gulls)

The purpose of this column is to introduce or discuss some of the finer points of contest flying. Eventually I intend to share some of the techniques, strategies, and construction tips I have found useful.

The advice offered is directed at the intermediate pilot because all pilots performing at the master's level, and most pilots operating at the expert level, already understand and employ similar techniques. However, even if you are not into competition, I hope that you read something that will further your enjoyment of this great sport of soaring. By the end of the year, hopefully the intermediate pilot will have learned enough to advance to the next level.

To be proficient in any endeavor, a competitor needs a plan. It's not by accident that the same pilots stand up to accept the awards in contest after contest. They understand what it takes to win and how to achieve that goal. In the six years I have been contest flying, my plan has been to accentuate the positive and eliminate the negative. Perhaps you've heard a song to that effect. This plan may seem trite, but if your goal is rapid improvement, eliminating your mistakes will put you on the fast track.

A competitor needs to be focused and prepared. To that end, I do three things at the start of each season:

- I establish my goals for the season;
- I review last years contest log; and,
- I prepare a new log for the upcoming season.

Your goals for the year should reflect your ability and your level of commitment. In other words, there needs to be a reality check. However, you also want to set your standard high enough to present a constant challenge.

As an intermediate flyer you should not set as your goal the winning of several contests or the winning of end of year awards in your category. Instead, your goals

should match your abilities against other pilots in your category. As an example, rank the pilots in your category, their level of commitment, the equipment they campaign and how many of them you beat last year. If there were ten pilots in your class and you beat five of them, then set your goal to be in the top three. If you were 20th overall last year out of the 45 pilots on the TPG circuit, then set a goal to improve your average score by 5% and hope to advance to 15th overall.

The importance of setting a realistic goal is to avoid frustration caused by an inevitable setback. The road to the top is not a straight line. However, with a realistic goal, you should be able to realize steady minor victories. This positive reinforcement will help convince you that you are on the right path.

I actually write my goals down in my contest log and refer to them throughout the season. If I am not tracking toward my year end goals, then I reassess and identify what the problem might be.

If you compete in more than just the TPG circuits, such as the Southern California Soaring Clubs (SC2) circuit for example, then you should have a separate goal for other contests as well. Remember however, that at the SC2 contests you will be competing against the best pilots from numerous other clubs so you should temper your expectations accordingly. If you go to a major two-day contest, like Visalia, your goal should not be too optimistic. A typical goal might be to finish in the top 50%, or on page three (of five) of the results.

Your goals should include more than just your intent to improve your club standing and your contest results. They should also include a statement of where you are now and where you want to be at the end of the year. This should include a detailed analysis of your deficiencies and how to rectify them. Address your limitations and correct them. As an intermediate pilot, your list might look similar to the following:

- Structure your practice sessions to improve your deficiencies.
- Befriend a master pilot and ask him to be your mentor
- Upgrade your equipment
- Make time available for practice
- Pair up with a dedicated partner
- Train your timer

Contest Flying - Setting Goals

- If you need glasses, get them
- Read more soaring publications on technology, such as R/CSD, OR Soartech, etc.
- Attend more contests; get used to flying in all conditions
- Fly at other fields and with other pilots (SC2 circuit)
- Attend monthly club meetings and absorb guest presentations
- Participate in more than just thermal duration. In TPG, you have a multitude of choices.
- Do what the big boys do: launch when they launch and fly what they fly

Identifying areas that need improvement is only the first step. Actual improvement **will only come with consistent follow-through**. I get a big kick out of a fellow TPG pilot that starts every year with the statement that he is "going to practice and improve this season." However, he continues to repeat the same methods with the same limitations ... namely flying only at contests. He is still flying at the same level he was three years ago.

The purposes of the goals I have mentioned is provide you with a methodology for monitoring **and tracking your performance**. If you have set your **goals properly**, you should receive constant **feedback and positive reinforcement**.

I have already mentioned a contest log several times. The purpose of the contest log is to allow you to prepare, review, reflect and hopefully learn. I typically fly in about 35 contests per year. When you fly in that many contests, it's hard to remember how you did several weeks ago, much less how you did at a specific field with a similar task several years ago. I arrange my log in a loose leaf binder with a page for each contest. At a minimum, I note the location, the contest director's name and phone number, the date, the tasks, round by round, the weather and any unusual conditions. My comments are narrative and reflect round by round what I did right and what I did wrong. I also make note of my round by round score, my total score, the winner's score and the number of participants.

Organized in this fashion, a contest log can be helpful on many different levels. For those that participate in the League of Silent Flight, having this information at your fingertips will help to determine and verify contest

points required for the various levels. I have also used my contest log to identify scoring errors. Any competitor who still thinks that all contest results are correct has not flown enough contests. On another level, if I am flying at an unfamiliar site or an unusual task appears, a quick review of my log **will** tell me how I have done in the past. My log serves as a reminder of the road to victory or at least the mistakes to avoid. Finally, a review of my log will assist in comparing expected weather, lift patterns and cycles.

To summarize, we have discussed setting goals and establishing a contest log as the framework around which you plan your season. This procedure allows you take the opportunity to review your previous successful strategies and, even more important, avoid your mistakes. You can monitor how the season is going and make changes as necessary to continue improving.

Always remember, Luck may be defined as "When opportunity meets preparation". Be prepared for the opportunity and you will, on a more frequent basis, find your name being called when they hand out the hardware. Start now!

HSS Radio Frequency Usage

LastName	FirstName	Frequency
ADDIS	STEVE	57, 59, 51
AGUIRRE	MIKE	15,16,17
AMIES	JOHN	44
ANDERSON	JOHN	32
APUZZO	FRED	24
AZVEDO	GEORGE	50, 57
BARRY	BOB	52, 22
BLACK	DALE H.	59
BOTHELL	RICHARD	25
BRIGGS	RICK	60,58
BROWN	JOHN	40
BUZOLICH	NICK	47, 59
CARRICO	MIKE	13
CLARK	WILLIAM	57,18
CLERX	BEN	3
CONRAD	WILL	27,44, 46
CRAIG	CHUCK	22,23
CRON	ALVIN	48,20
DELISLE	HENRY	18
EDBERG	DON	44,18,07,02
EGGERS	JOHN	52, 54
ENGER	LARRY L.	35, 57
FINK	DANIEL W.	14,49,26,47
HALL	HERMAN	32
HAMILTON	BLAIR	27,34,37
HARBIN	THOMAS	56,20
HAWLEY	KARL V.	37
HAWLEY	ED	56
HENDRY	STEVE	49, 47
HILDRETH	KENNETH	50,53
HILTON	DANNY	35
HOFFMAN	FRANK	42
HOLLODAY	RICHARD	45
JAMES	RONALD	49
JOLLY	LARRY	40, 60
JONES	JOSEPH A.	28, 55
KAHAN	DEL	13,26
KEATING	RICK	20,40
KENYON	LES	13, 34, 23
KENYON	CHRIS	34,13,23
KOHLMANN	MARK	11,48,51,58
LA RUE	FRANK	56
LAKE	JOHN	39
LAWRENCE	DONALD	11
LOWE	ALLEN	28

LastName	FirstName	Frequency
MAC GREGOR	ROGER	29
MAGIDSON	PHRED	19
McLellan	Keith	37,38
MCPHEE	CHARLES	30
MORJOSEPH	MIKE	38, 11
NAVARRE	MARK	24,25,34,44
NEMECEK	DAVID P.	51
PANTZAR	DICK	46, 50, 43
PARSONS	JIM	27,29,39,38
PATTERSON	GENE	13
POULSEN	GORDON	31
REED	LARRY	33
RITSCHKE	GORDON	23, 40, 30
ROE	JOHN	33,57, 25
ROSENBERG	FRANKLIN	17
SAVILLE	ROGER	17,23, 31,38
SCHROEDER	DARRELL	23,31
SCHUPAK	STEVE	24
THOMAS	ROSS	43, 28,50
THORNTON	ERIC	41
TUOHINO	LARRY	51
VINCENT	TOM	08, 09,32
VINCENT	WILLIAM	13
WALKER	BOB	57,39
WRIGHT	ROBERT A.	26, 27
ZAWICKI	BILL	32



HARBOR SOARING SOCIETY
 WOULD LIKE TO INVITE YOU
 TO OUR **SC²** CONTEST!

WHEN: SUNDAY, AUGUST 29th. 9AM

WHERE: HSS FLYING FIELD, COSTA MESA, CA.

VISIT OUR WEBSITE @
www.access1.net/hendry/index.htm

TASKS: 3 ROUNDS, 10 MIN EACH
RUNWAY LANDING WITH A BONUS

CONTACTS: ROSS THOMAS @ 714 638 0705
 LES KENYON @ 949 640 4022



STANDARD SC2 RULES APPLY
 IN ADDITION TO AMA RULES.

TRANSMITTERS & RECIEVERS:
 MUST MEET 1991 AMA RULES

ENTRY FEE: \$8.00, AMA Jr. \$4.00

EQUIPMENT: 12 VOLT WINCHES
 WITH RETRIEVERS

TROPHIES: 1st-3rd MASTERS
 1st-3rd EXPERT
 1st-3rd SPORTSMAN
 1st & 2nd 3-FUNCTION



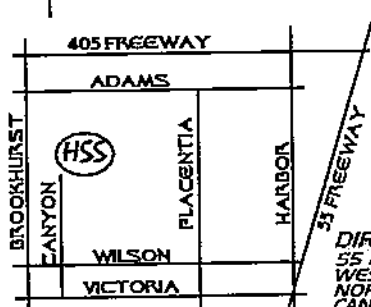
SIGN UP: 8:00 AM

BRIEFING: 8:30 AM

START TIME: 9:00 AM

FLIGHT ORDER: OPEN

FIELD: MOWED FIELD
 PUBLIC RESTROOM
 600' TO 700' TURN AROUNDS



ANNUAL SWAPMEET!

BRING YOUR HANGER QUEENS
 OUT TO OUR ANNUAL SWAPMEET
 HELD AFTER THE CONTEST!



DIRECTIONS:
 SS FWY SOUTH PAST 405 FWY TO VICTORIA.
 WEST (RIGHT) ON VICTORIA TO CANYON.
 NORTH (RIGHT) ON CANYON
 CANYON DEADENDS INTO HSS. FIELD

Calendar Of Events

HSS Swap Meet	Sun Jul 4
HSS Club Meeting 7:00 Irvine Wtr Dst. Larry Jolly talks about the hobby show in Germany	Tues. Jul 6
HSS T.D. Contest	Sun Jul 11
SC2 T.D. Contest -	None
HSS Club Meeting 7:00 Irvine Wtr Dst.	Tues. Aug 3
TOSS Bent Wing Contest	Sun Aug 8
HSS T.D. Contest	Sun Aug 15
SC2 T.D. Contest - HSS	Sun Aug 29
HSS Club Meeting 7:00 Irvine Wtr Dst.	Tues. Sep 7
HSS T.D. Contest	Sun Sep 12
SC2 T.D. Contest - SWSA	Sun Sep 26
HSS Club Meeting 7:00 Irvine Wtr Dst.	Tues. Oct 5
HSS T.D. Contest	Sun Oct 10
SC2 T.D. Contest -	Sun

Please keep an eye of the Calendar of Events. They may change from one month to another.

HSS SPY REPORT



Bob, forgetting to turn on the plane is not an option here.

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



www.access1.net/hendry/index.htm

WILL CONRAD
 9359 SHRIKE AVE
 FOUNTAIN VALLEY, CA 92708



**Notice: Meeting Tuesday 7-6-99
 at the Irvine Water District Office.**

**The July HSS monthly contest
 date is Sunday 7-11.
 Contest format is 4-6-8 minutes**