

Harbor Soaring Society
P.O. Box 1673
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FIRST CLASS MAIL

PLANE RAP

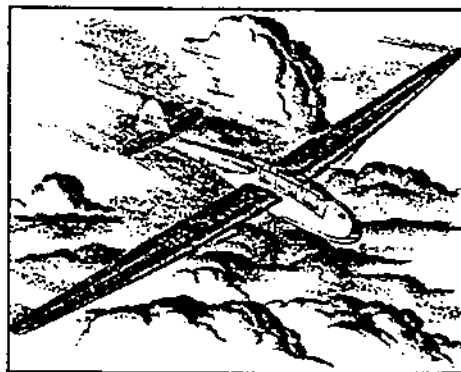
The News Letter of the Harbor Soaring Society

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

April 1997

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| Wed., April 2nd | HSS General Meeting at Hobby Shack, Fountain Valley.
Featuring: Roger Lackey glassing a wing. |
| Sun., April 6th | HSS Monthly Contest. |
| Sat., April 12th | HSS L.S.F. Picnic |

General Directions



By Lars Tuohino

HSS Calendar Update

Looking at the HSS calendar in this newsletter I was amazed at the amount of soaring activities available to us in the So.Cal area. Weekends are getting doublebooked like crazy! Hopefully this is a sign of a healthy modeling community and not a situation where each event draws away attendance at all events. Looking at some other clubs newsletters, I think only HSS's Plane Rap has attempted to group so many diverse club dates onto one page. I wonder if most clubs really don't know the level of activity that's going on!

For HSS, this month of April has the LSF Day, then in May both a "field auction" for all those unwanted items which collect in the garage (or bedroom, dining area, ...etc) and finally a possible HSS Handlaunch day (need a CD volunteer). Come on down and enjoy the great weather, flying, and fun at the field. If we don't see you out in this spring air we'll assume you suffered from a broken bottle of Zap glue in bed...

Rumor Control Gone Wild

Pete Young relates that California Soaring Products in West Covina is no longer in business. They had the stuff you wished Santa Claus would find for you so this is a loss to LA basin Soarheads. Wish Paul Ikona & Company the best in whatever new endeavors they attempt. Another industry rumor is that the Renauds are no longer a part of Airtronics...yes, times they are a'changin.

New HSS Trainer Plane Removes the Fear of Crashing

HSS's beginner program, run by Roger Saville, has a new addition to the HSS Jenny fleet...Dave Sanders of Dave's Aircraft Works has donated to HSS what may be the greatest invention for beginners since the buddy cord...the EPP trainer! Configured as a semi-scale TG-2 training glider from WW2, this concept is nothing short of revolutionary. Beginners just can not break it. *Period.* Bob Walker, Randy Beloff, and Joel Johansen this plane is for you! It's available most weekends if you give Roger a call first.

Other perhaps fuzzier rumors also have it that Ross Thomas, upon seeing Dave's creation, has gone into the glue shop to create...the first EPP Mako! *"No dude, this thermal isn't crowded...heh..heh..heh"*

Zen Soaring Series Befuddled

I had wanted to write some thoughts up on the "Zen of Soaring" this month for the column but found myself in more circular logic quicksand than I thought possible on what should be a simple subject. With a little luck I will start the series next month, any thoughts you may have to enlighten *us onto the golden path to complete soaring understanding* would be appreciated. And you guys thought I was just "a little" nuts ...just wait.

"HSS Is Orange County R/C Soaring"



HSS Minutes of March 05, 1997 General Meeting.

The March meeting was called to order by the president Roger Lackey. There were 37 members and 2 guests present. With apology for technical difficulty, the minutes were not in the news letter, so the president read the minutes.

Steve Hendry reported the expenditure of \$2,800 for our new field container. For dedication and effort to the container project, applause and appreciation were directed to Dick Panzer for coordination of the project and to Larry Tuohino for carrying the project through the maze of presentations and City approvals.

The container has need for furnishings such as tools, sun shades and a bar-b-que. Brian Buaas generously offered a bar-b-que. Donations have provided storage racks and cabinets and a work bench. The ride-able lawn mower project fund has increased to \$235 with thanks to new contributions from Bill Bradford, Tom Vincent, Fred Hartman and Dale Black.

General director Larry T. requested assistance in getting the exact latitude longitude location of the flying field for the annual paper work for the AMA license.

Contest coordinator Rick Briggs reminded the club that all planes and classes fly together in this years man on man contest format and are eligible for the year end fly off and prize. The discussion encompassed several aspects and suggestions regarding the fairness to all competitors and plane sizes. Separate prizes are awarded for each class - open, classic and 2 meter - for each contest. The issue was raised about the mix of classes in a flight group and that the top pilots in open planes could adversely affect the points of the other class planes and possibly reduce the standing of other pilots relative to their class. It was suggested that classic and 2 meter fly separately.

Trainer report: A letter of thanks was read by president Roger addressed to Gyro Hobbies for their contribution of a Dave's Aircraft Works Schweizer TG-3 foamie trainer. This \$70 kit donation was supplemented by the club training coordinator for glue and covering and labor. It has been a fun event at the field, with skeptical flyers surprised at the performance and new pilots unable to do damage to the resilient foam airframe. Also, an inquiry was made about the electric powered Paragon seen at the field being used for training. Training coordinator Roger Saville has put his electric Paragon fuselage and two transmitters with buddy cord, together with the club Paragon wing to provide a sweet combination for getting "new guys" some air time.

The field container has 6 key holders - Dick Panzer, Steve Hendry, Ross Thomas, Rick Briggs, Carl Hawley and George Azvedo.

The video library was taken by Rick Briggs for the month.

The meeting was adjourned at 8:20.

Program - making a fiberglass fuselage.

VP Lyndon had a well planned presentation covering the steps of creating a fiberglass fuselage. From plug to mold to lay up, he had samples and alternate steps and tips for creating your very own design. Lyndon has books and a list of suppliers and materials for those brave enough to be an original designer.

Program for April - building composite wings.

FYI

You should have been at the field on Saturday, March 22nd. We all are aware of Ross Thomas's "lead foot" on the winch foot switch. Ross was helping Roger with a new flyer and was showing him how to launch the new "foam glider", a number of us were watching. Upon launch the glider went straight up about 50 feet and then made a hard left, straight into the ground, doing cartwheels. It was out of our view behind the parked cars. We all hurried over expecting to find a "re-kitted" foam glider. Low and behold, it was not broken. With a little dusting, it flew again---Proving that Ross's "lead foot" can not break all gliders. Success to the "lead foot"!

148-9. MARCH CONTEST

SOUTHERN CALIFORNIA SOARING CI
RESULTS BY SULA (SCT) CONTESTS OF 1
CONTEST DIRECTOR - DAN CAPPS

PLAC	NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY	Contestants	Jan	Feb	Mar	TOTAL
1	JOY, GEORGE	TPG	MASTER	2903.8	1000.0	8	OVER ALL BEST 9 OF 12 "OPEN CLASS"				
2	SHILO, MIKE	TPG	EXPERT	2692.4	946.1	E-1	Rick Briggs	00	2622	2486	5170
3	BOSS, GEORGE	SULA	EXPERT	2682.0	945.2	M-2	Mike Aguirre	15	3000	2288	5288
4	BADLES, AARON	TPG	MASTER	2670.1	934.1	1-2	Steve Hensley	49	2278	9000	5278
5	FEST, PAUL	PSS	EXPERT	2669.4	930.0	1-3	Tom Vincent	8	2406	2720	5209
6	JOHNS, GREG	PSS	MASTER	2664.4	929.3	M-3	Larry Jolly	40	2978	2223	5201
7	KEAGAN, MIKE	PSS	MASTER	2663.8	928.3		Joe Rodriguez	98	2895	2475	5040
8	STROBEL, RICH	TPG	EXPERT	2663.4	927.8		Roger Lucky	52	2887	2000	4667
9	LEVOE, MARK	PSS	EXPERT	2658.2	927.8		Art Forquet	55	2858	1983	4641
10	ZIASKAS, MIKE	TPG	EXPERT	2658.1	926.4		Don Felt	14	2543	2217	4760
11	RODRIGUEZ, JOE	SWSA	EXPERT	2652.0	926.2		Doreta Branch	25	2253	1989	4122
12	DILSEN, PETER	SWSA	EXPERT	2652.0	924.5		Art Hensley	58	1583	2424	4017
13	SPEICER, FAMOY	EDSF	EXPERT	2647.8	924.2		Steve Scharupak	24	1464	2114	3518
14	SKINNER, JIM	PSS	EXPERT	2627.4	914.1		Rick Burdick	47	1618	1810	3528
15	KINDRICK, KEITH	PSS	EXPERT	2627.4	911.4		Tom Clapp	26	2862	0	2862
16	IRIGGS, RICK	HSS	EXPERT	2623.0	909.9		Tom Hoopes	41	2878	0	2878
17	SHRILING, CURT	SWSA	EXPERT	2622.4	907.2		Norman Kutch	52	2874	0	2874
18	EDBERG, DON	HAS	EXPERT	2621.6	870.5		Ede Hartsuska	26	2847	0	2847
19	JOYCE, KEVIN	EDSF	EXPERT	2621.6	847.6		Al Chan	48	2741	0	2741
20	AYLSON, BRECE	SWSA	SPORTSMAN	2621.2	839.9		Larry Tschiro	51	2581	0	2581
21	BURKE, JOHN	EDSF	EXPERT	2620.6	839.9		Bob Sliff	5	2623	0	2623
22	JOLLY, LARRY	SULA	EXPERT	2616.2	809.6		Bill Duncan	57	0	2383	2383
23	RICHMOND, DON	TPG	EXPERT	2616.2	809.6		Mike Johnson	26	0	2887	2887
24	THOMAS, ROSS	HSS	EXPERT	2616.2	809.6		Jim Parsons	28	0	2278	2278
25	VINCENT, TOM	HSS	EXPERT	2616.2	809.6		Roger Seville	17	0	2114	2114
26	RODGERS, JOHN	PSS	EXPERT	2616.2	809.6		Ross Thomas	43	0	1897	1897
27	LACY, RICK	SWSA	EXPERT	2616.2	809.6		Clara Kemper	29	0	963	963
28	POPE, BOB	SWSA	EXPERT	2616.2	809.6		CLASSIC Best of 5				
29	AGUIRE, MIKE	HSS	EXPERT	2616.2	809.6		Dick Parizer	50	0	2853	2853
30	FISKENBINDER, KEITH	TPG	EXPERT	2616.2	809.6		Bill Curved	48	0	2413	2413
31	SAVARE, MARK	SULA	EXPERT	2616.2	809.6		Ross Thomas	24	0	2764	2764
32	CLERY, BEN	HSS	EXPERT	2616.2	809.6		Larry Enger	36	0	2398	2398
33	MARKWICZ, ARTHUR	TPG	EXPERT	2616.2	809.6		Bob Sliff	5	0	2541	2541
34	FORQUER, MATT	HSS	EXPERT	2616.2	809.6		Mark Puchalski	12	0	1471	1471
35	LOGG, BRENDAN	TPG	EXPERT	2616.2	809.6		2 METER Best of 9				
36	WOLFE, KOHRT	SULA	EXPERT	2616.2	809.6		Larry Jolly	40	0	2693	2693
37	STRICKLETT, STEVEN	TPG	EXPERT	2616.2	809.6		Joe Rodriguez	90	0	2533	2533
38	SWEET, BOB	TPGS	EXPERT	2616.2	809.6		Fors Thomas	28	0	1986	1986
39	CHRISTLER, FRANK	ACTS	EXPERT	2616.2	809.6						
40	FRASER, ROGER	TPG	EXPERT	2616.2	809.6						
41	DIONISIO, PATRICK	TPG	EXPERT	2616.2	809.6						
42	FRANK, ROGER	TPG	EXPERT	2616.2	809.6						
43	RAYMOND, KER	TPG	EXPERT	2616.2	809.6						
44	BEANOT, PENNIS	SULA	EXPERT	2616.2	809.6						
45	SCHARK, RON	TPG	EXPERT	2616.2	809.6						
46	MAJES, STEVE	HSS	EXPERT	2616.2	809.6						
47	GULTON, JON	TPG	EXPERT	2616.2	809.6						
48	BROWN, ROBERT	HSS	EXPERT	2616.2	809.6						
49	LOWSEND, CRAIG	SULA	EXPERT	2616.2	809.6						
50	MARSEN, KEVIN	SULA	EXPERT	2616.2	809.6						
51	GUNBY, DON	TPG	EXPERT	2616.2	809.6						
52	HENDERY, STEVE	HSS	EXPERT	2616.2	809.6						
53	WELSMAN, EDGAR	UDSS	EXPERT	2616.2	809.6						
54	HAWLEY, KARL	HSS	EXPERT	2616.2	809.6						
55	JINK, DAN	SULA	EXPERT	2616.2	809.6						
56	SMITH, JIM	EDSF	EXPERT	2616.2	809.6						
57	DUNCAN, BILL	TPG	EXPERT	2616.2	809.6						
58	MARKLE, JIM	TPG	EXPERT	2616.2	809.6						
59	SAGE, FRED	TPGS	EXPERT	2616.2	809.6						
60	MCNAMEE, ART	TPG	EXPERT	2616.2	809.6						
61	HOWELL, RONALD	TPG	EXPERT	2616.2	809.6						
62	KOR, JOHN	EDSF	EXPERT	2616.2	809.6						
63	STOKER, PAT	HSS	EXPERT	2616.2	809.6						
64	BAINSHARGER, GARY	ISS	EXPERT	2616.2	809.6						
	FAULKENHAM, RON	ISS	EXPERT	2616.2	809.6						

FOR SALE

I have just completed a short run of 2 meter Gnome kits, namely 25 kits. Club member price is \$40.00 each, while they last. I also have a good stock on the HLG Gnome kit, namely some 40+ kits. Club member price is \$30.00 each. You can catch me at the field, or give me a call (I have an answering machine on when not at home.) Or e-mail me at BSLI40@aol.com For the electric flyers, I will be making a short run of Electric Playboy kits sometime around the end of March, as I have a contract with AVEOX to make some electric kits for them. I will also be offering mods for the Gnome's to make them electric (\$400 for the HLG, and 7 cell for the 2 meter).
Bob Sliff (714) 893-2337 (phone or fax) e-mail BSLI40@aol.com

MIKE SMITH } MOVE TO "MASTER"
GEORGE BOSS }
PAUL TRIST }
RICK LACY } MOVES TO "EXPERT"

the young seedlings of the slower-growing forest giants. By the time the seedlings are established enough to take care of themselves, the balsa tree is beginning to die. Undoubtedly, the balsa tree's rapid growth, fast spreading crown of first very large and gradually smaller leaves, and its relatively short life span were intended to make it the "perfect nurse" in the jungle ecosystem.

HOW ARE BALSA TREES HARVESTED?

While nature intended the balsa tree to be a short lived nursemaid, mankind eventually discovered that it was an extremely useful resource. The real start of the balsa business was during World War I, when the allies were in need of a plentiful substitute for cork. The only drawback to using balsa was, and still is, the back breaking work that is necessary to get it out of the jungle. Because of the way the individual balsa trees are scattered throughout the jungles, it has never been possible to use mass production logging procedures and equipment. The best way to log balsa trees is to go back to the methods of Paul Bunyan -- chop them down with an ax, haul them to the nearest river by ox team, tie them together into rafts, and then float the rafts of balsa logs down the river to the saw mill. The logging team usually consists of two native Ecuadorians, each armed with a broad Spanish ax, a machete, and a long pole sharpened like a chisel on one end for removing the bark from the downed trees. Because of the hilly terrain, an ox team may only be able to drag two logs to the river per day. At the saw mill the raw balsa is first rough cut into large boards, the carefully kiln dried, and finally packed into bales for shipment to the U.S. via ocean freighter. Final cutting and finishing of our model aircraft balsa is done right here at the SIG factory. As a result of the balsa tree's fast growth cycle, both the quality and lightness of the lumber obtained from a balsa tree can vary enormously depending upon the tree's age at the time of cutting.

WHY IS BALSA WOOD SO LIGHT?

The secret to balsa wood's lightness can only be seen with a microscope. The cells are big and very thin walled, so that the ratio of solid matter to open space is as small as possible. Most woods have gobs of heavy, plastic-like cement, called lignin, holding the cells together. In balsa, lignin is at a minimum. Only about 40% of the volume of a piece of balsa is solid substance. To give a balsa tree the strength it needs to stand in the jungle, nature pumps each balsa cell full of water until they become rigid - like a car tire full of

air. Green balsa wood typically contains five times as much water by weight as it has actual wood substance, compared to most hardwoods which contain very little water in relation to wood substance. Green balsa wood must therefore be carefully kiln dried to remove most of the water before it can be sold. Kiln drying is a tedious two week process that carefully removes the excess water until the moisture content is only 6%. Kiln drying also kills any bacteria, fungi, and insects that may have been in the raw balsa wood.

HOW LIGHT IS KILN DRIED BALSA WOOD?

Finished balsa wood, like you find in model airplane kits, varies widely in weight. Balsa is occasionally found weighing as little as 4 lb. per cu. ft. On the other hand, you can also find balsa which will weigh 24 lb. Or more per cu. ft. However, the general run of commercial balsa for model airplanes will weigh between 6 and 18 pounds per cu. ft. Eight to twelve pound balsa is considered medium or average weight, and is the most plentiful. Six pound or less is considered "contest grade", which is very rare and sometimes even impossible to obtain.

IS BALSA THE LIGHTEST WOOD IN THE WORLD?

No! Most people are surprised to hear that balsa wood is only about the third or fourth lightest wood in the world. However, all the woods which are lighter than balsa are terribly weak and unsuitable for any practical use. The very lightest varieties don't really resemble wood at all, as we commonly think of it, but are more like a tree-like vegetable that grows in rings, similar in texture to an onion. It is not until balsa is reached that there is any sign of real strength combined with lightness. In fact, balsa wood is often considered the strongest wood for its weight in the world. Pound for pound it is stronger in some respects than pine, hickory, or even oak.

SELECTING BALSA FOR MODEL BUILDING

Most hobby shops have a large rack of balsa sheets, sticks, and blocks that you can choose from if you are going to build a model airplane from scratch. Undoubtedly, because of the nature of balsa, the actual weight of each piece of wood of the same size can vary slightly. When you select the pieces you want to buy you should keep their final use in mind. Logically one should select the lightest grades for the lightly stressed model parts (nose blocks, wing-tip blocks, fill-ins, etc.) and the heavier grades for