

Plane

RAP

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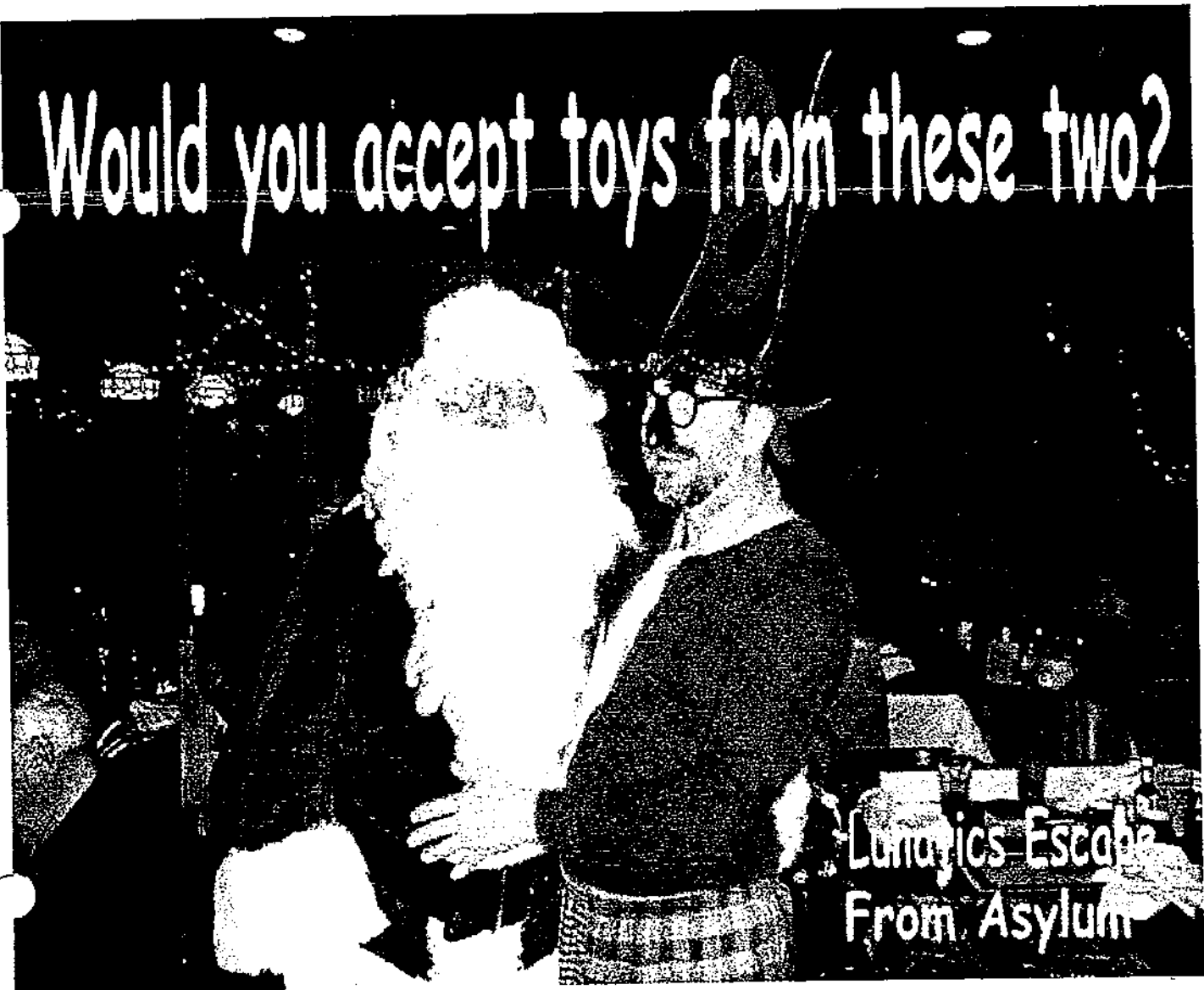
Jan 1999

Harbor Soaring Society

AMA Charter #128

Vol XXXVI Issue 1

Would you accept toys from these two?



Lunatics Escape
From Asylum

Club Information

1999 Officers:

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Les Kenyon kenyonles@aol.com
404-3832

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Karl Hawley
545-4722

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Editor

Tom Vincent
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Roger Saville
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Winch Coordinator

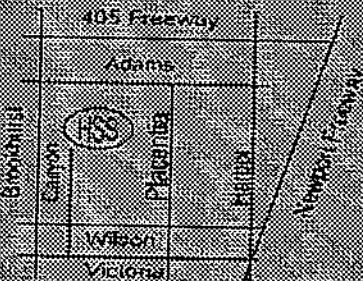
Dick Pantzar
545-4722

General Director

Roger MacGregor
642-6830 (H T)

Monthly Meeting

Held on the first TUESDAY of each month at 7:00 PM.



The Kenyon Chronicles

A Message from the Pres. -

Les Kenyon

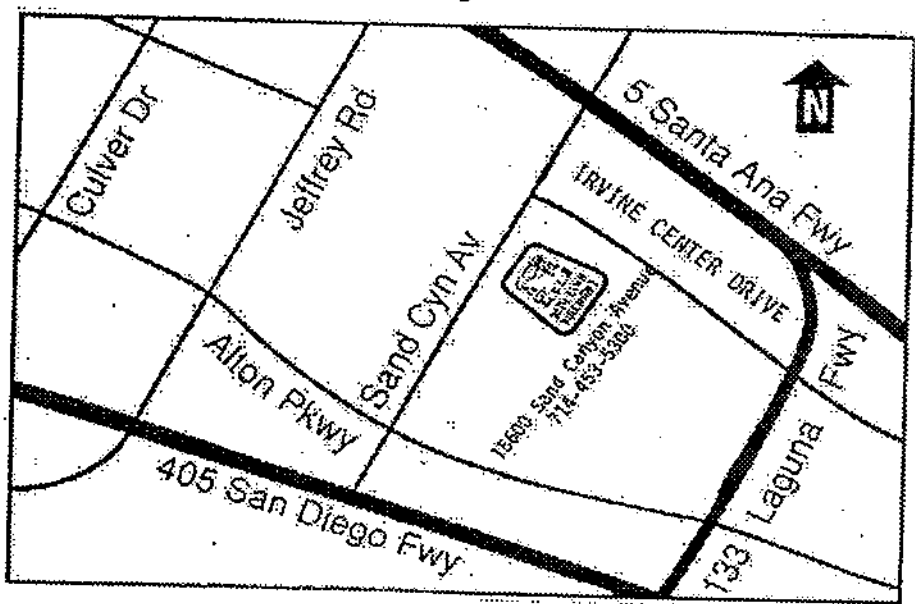
Greetings! I'm your new President

Ever wonder why we compete? I'm not just talking about aeromodeling. Think about anything else you compete in, more than likely you will see the same emotions as in aeromodeling. Consider a few of the beliefs virtually all competitors hold. If we come to understand these beliefs, we may come to understand our sport better and become a more-satisfied competitor.

Belief # 1: Winning is an indication of superior flying ability. You say "The winner deserved to win and the losers deserve to lose", Really? Then why is the satisfaction associated with winning so often fleeting? We all know that the flier who makes the fewest mistakes will more than likely win. However, winning is very dependent on the competition and how many mistakes they make in relation to yours. Few of us take notice of the other flier's performance because we are so wrapped up in worrying about our own flying. Do you feel depressed when you lose? Do you feel that you could have done better? Do you feel that your skills were lacking? If losing is so related to one's skill, then how related is winning?

Continue on page 6

Notice: Meeting Tuesday 1-5-99 at the Irvine Water District Office



Cover Story: HSS Christmas Party



"Master of Ceremony", Les Krenyon and new HSS President welcomes all to this years Christmas party.

A good turn out at "The Barn" restaurant in Costa Mesa on Tuesday December 8th made this traditional get together an evening of laughs and yummy fix'ns. This is what the hobby and club are all about - FUN. This party gets everyone together to recognize those who achieved new milestones, to thank those who help make HSS possible, and to laugh at ourselves (*and have we been laughing.*)

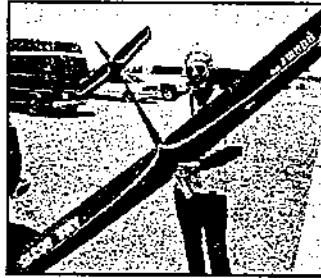
Les thanked each 1998 board member for helping HSS stay solvent, keeping the City of Costa Mesa appraised of our importance to Fairview park and to those who maintain our field. Then, Les introduced his new "Merry Band of Misfits" that will be leading HSS in 1999 (*God help us all!*).

This years top HSS flier was Steve Hendry.

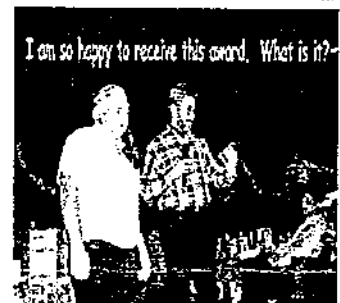


HSS Newsletter

The top bent wing flyer for HSS in 1998 was Ross Thomas. The top Nostalgia flyer for (SC)2 is Karl Hawley. In 1999, Ross is HSS Contest Director and Karl is Vice-President.



Of course the best scorer award went to Maxine Thomas. Maxine has relentless dedication in helping HSS, we all Thank-You. Maxine is shown helping Santa hand out some of the cool door prizes to the various winners.



A special Thanks went to Lars Tuchino for being the "Voice Box" of HSS at the city council meetings in Costa Mesa. Without his service, it's a good possibility that Fairview park might have ended up being one big soccer field. Following in Lars footsteps will be Roger MacGregor.

The door prizes were plenty this year from Santa. Enough, in fact for just about every person who attended. Prizes ranged from epoxy to certificates for "Ready to Fly" aircraft from DAW.

HSS wants to thank every Vendor and Member who helped make this gathering a fun evening.

Especially:

- Dave's Aircraft Works
- Hobby Shack
- Steve Hendry
- Lyndon Johansen and Sage
- Will Conrad

Editors Note: Since I'm blind and deaf, there is a good chance that I forgot to mention all the vendors and individuals that gave their time and products to this evening. This was not done intentionally. Oh yes, did I mention that my memory is short also. We appreciate each and every one of you even if you were not listed.

Contest Results

HSS Open Class - 1998 Final Results

- 1- Steve Hendry
- 2- Ross Thomas
- 3- Jim Parsons
- 4- Tom Vincent
- 5- Roger Saville
- 6- Larry Jolly
- 7- Karl Hawley
- 8- Roger MacGregor
- 9- Steve Schupeck
- 10- Mike Marjoseph

HSS Classic - 1998 Final Results

- 1 Ross Thomas
- 2 Will Conrad
- 3 Dick Pantzar
- 4 Mike Marjoseph

(SC)2 Contest - Final Open Results

1	Dioniso, Patrick	TPG	6 of 8 contests
2	Lugo, Brendan	TPG	6 of 8 contests
3	Kindrick, Keith	PSS	6 of 8 contests
4	Sage, Fred	TPG	6 of 8 contests
5	Joy, George	TPG	6 of 8 contests
6	Smith, Mike	TPG	6 of 8 contests
7	Lee, Mike	ISS	6 of 8 contests
8	Colton, J	TPG	6 of 8 contests
9	Markiewicz, Art	TPG	6 of 8 contests
10	Faulkenham, R	ISS	6 of 8 contests
18	Hawley, Karl	HSS	6 of 8 contests
22	Hendry, Steve	HSS	6 of 8 contests
25	Rodriguez, Joe	HSS	5 of 8 contests
31	Perkins, D	HSS	4 of 8 contests
41	Morjoseph, M	HSS	4 of 8 contests
42	Buzolick, Nick	HSS	4 of 8 contests
43	Vincent, Tom	HSS	3 of 8 contests
49	Clerx, Ben	HSS	3 of 8 contests
50	Thomas, Ross	HSS	4 of 8 contests
51	Sliff, Bob	HSS	3 of 8 contests
55	Enger, Larry	HSS	3 of 8 contests
62	Jolly, Larry	HSS	2 of 8 contests
70	Kenyon, Chris	HSS	2 of 8 contests
71	Fink, Dan	HSS	2 of 8 contests
74	Jolly, Chris	HSS	2 of 8 contests
77	Briggs, Rick	HSS	2 of 8 contests
78	Taylor, M	HSS	2 of 8 contests
107	Addis, Steve	HSS	1 of 8 contests
110	Parsons, Jim	HSS	1 of 8 contests
119	Brandt, Dennis	HSS	1 of 8 contests
120	Cron, Al	HSS	1 of 8 contests
136	Sanders, Dave	HSS	1 of 8 contests
137	MacGregor, R	HSS	1 of 8 contests

(SC)2 Contest - Final Classic Results

- 1 Hawley, Karl HSS 6 of 8 contests

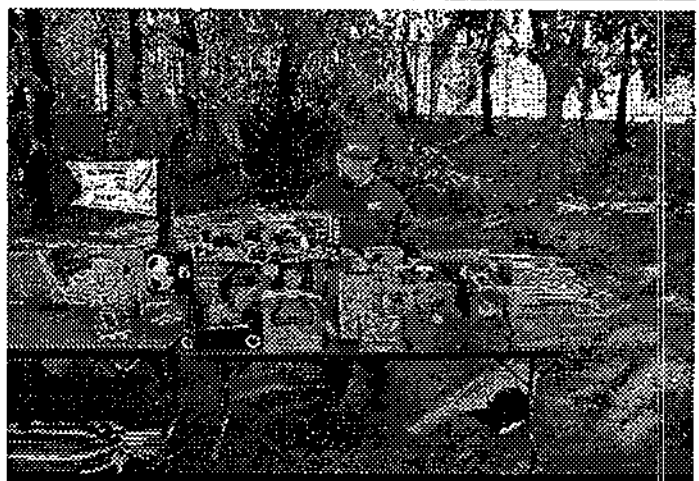
Toys For Tots



Toys for Tots - Sat. Dec 5, 1998

This annual contest is flown for under privileged kids. Entry is an unwrapped toy worth at least \$10. This years conditions were tricky. Rain and wind from the night before resulted in a light turn out for this contest.

The early flights experienced strong downwind launches until it was decided to turn them around. Once this happened, all recorded flights were erased and everyone started fresh to make it fair. The contest consisted of the best 4 out of 5 flights with all flights at 5 minutes. Gusty winds remained throughout the contest making landings unpredictable. All in all, a fine selection of toys were gathered and distributed to the US Marines. The true winners of



Karl Hawley eyes over the toys

WING TIDBITS

How To Set Your CG Dynamically

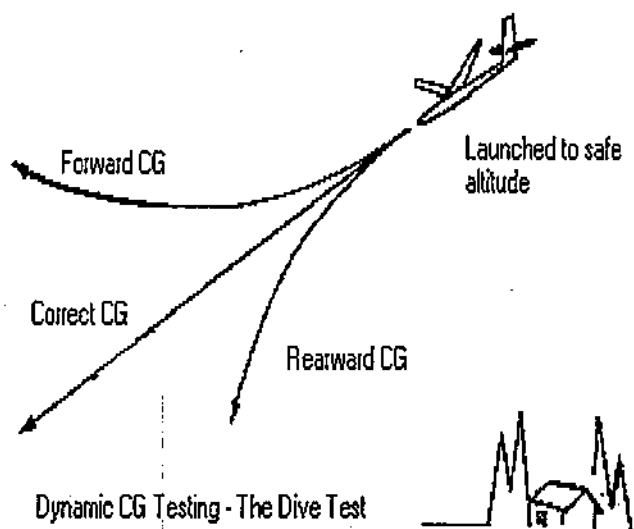
by Tom Vincent

After spending all those hours building, installing the electronics, and testing the surface movements of your new plane, setting up for the Center of Gravity (CG) is probably the most important aspect of the project.

Most planes these days are built from kits. The manufacturer saves you allot of time and aggravation by providing you the recommended CG location on the kit plans. Assuming you build your kit according to the manufacturer, the CG mark is the "Static" balancing point.

Setting the static balance provides you with enough confidence to test fly your plane. There are different ways to balance a plane on the workbench but I prefer the two stick approach drilled into a block of wood. Once your plane is seating level on the sticks, the CG is now what I consider "In the ball park". Keep in mind that this is still a rough measurement and a few dive tests will help you fine tune the CG point for your type of flying style (I strongly recommend measuring the amount of nose weight you used to find the static CG so can return to this point if you over correct.)

The following diagram highlights the method of establishing the dynamic CG.



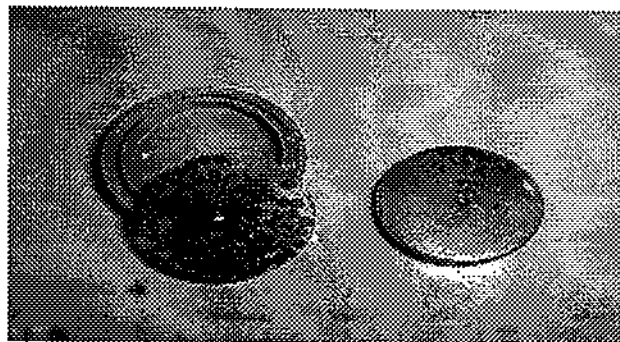
After launching your plane to a safe altitude (500 feet or more), trim the plane to level flight. Slowly, dive the plane at a 45 degree angle for a second or two. Without adjusting the elevator during the dive, notice the projectory of the plane. **If the plane tends to tuck under then more nose weight is needed.** Land the plane then add a 0.25 ounce of lead and try this test again. You should notice an improvement. If the plane still tucks, then add another 0.25 ounce and test again. Continue this method until the planes stops tucking and slowing recovers.

If the plane quickly recovers and rockets upward after placing the plane into a dive, then it's a good bet that there is too much nose weight. If you can remove a 0.25 ounce from the nose, do so. However, if nose weight can't be removed, weight must be added to the tail area. You don't need to add much weight to the tail because tail weight has more of an affect to the location of the CG. So for example you add 0.25 ounces to the tail, it will require about 0.75 ounces added to the nose to counter balance the weight you just added to the tail. How you add weight to the tail is up to you. Some methods I've seen include using lead tape, a nail or even modeling clay.

Whether you add or remove weight to fine tune your CG, do it in small increments then test fly your plane after every adjustment. Always measure the amount of weight you add or remove so you can go back to the previous setup if you don't like the new results.

Simple Weight Wafers

This is a great idea that I learned from Ben Clerx a few years ago. Ever wonder what to do with that extra epoxy at the bottom of the cup? Why not gather up those Grey covers from 35 mm film canisters you usually throw away and pour some # 8 bird shot lead in. Then mix the shot with that extra epoxy and place on the side. When the epoxy sets, you pop out a nice 0.5 ounce wafer you can use for setting up your CG. The nice part of this is that the Grey cover is re-usable. I have made numerous wafers from 0.25 to 0.5 ounces for all my planes. It's a quick way to know how much lead you added or deleted at the field.





Winch Corner

Dick Pantzar

I have been asked to be Winchmaster this year. This pain in the butt job has to be done, so give a hand when you can. We need all the help we can get when setting up and tearing down the winches. If you want to pitch in and don't know what to do, please ask me.

One thing I would like to point out when repairing the winch lines, please pick up any excess line left on the ground. It never seems to fail that those loose pieces of string get picked up by the retriever line and get tangled in the winches. The next thing you know, we have a rats nest that takes forever to repair. Usually I have to cut away the mess and reload new string. This is time consuming and expensive, especially when we can do the little things to avoid these problems. Be alert!

WINCH TIP: New retriever operators sometime get confused when to start the retriever. They wonder "Should I wait until the pilot tells me they are off the line or do I start retrieving when I think it's time?" Well, I have a simple solution to this problem. Just look at the pilot's foot that is controlling the winch. When the pilot lifts their foot off the controller, start the retriever. It's that simple.

Until next month, please remember to pick up all those loose pieces of string before you leave the field.



KARL THE VICE-PRESIDENT

Karl V. Hawley

I've been told that the duties of Vice-President require me to be the social chairman. So I've gone out and gathered up some interesting presenters for the next few club meetings. Folks like Larry Jolly in January, Jerry Bridgeman in February and Mr. Foamie - Dave Sanders in March. Please try to make it to the club meetings to listen to these guys. They know a hell of a lot more about flying than I do.

And that's all I have to say about that.

The Kenyon Chronicles Continued

Belief #2 - Winners know more than the losers do.

Ever ask someone who had just won a contest why they won? If you did, I doubt you would get much of an answer. Ask a loser why they lost, and you will get a litany of reasons. Most winners are flying by pure instinct. They have the will to win and will accept nothing less. Most of us who lose learn by our mistakes and try to correct these mistakes for the next contest, only to find out that we have managed to come up with new mistakes. At times it seems like an endless cycle, but persistence will eventually pay off.

Belief #3 - Only winning is fun. Then why do most of us who lose still fly? The object of the game is to win, but the biggest reason for playing the game is to "*Participate.*" If the scores were posted prior to the beginning of the contest, would you still fly? **We compete because we want to be challenged.** If you won every time, or knew the outcome prior to the start of the contest, that funny feeling in the pit of your stomach that I call "the challenge factor" would be missing. In a short time, you probably would lose that desire to compete. We are happiest when we perform well — regardless of our final standing. Flying is fun, in part, because of the unpredictable nature. If you are going to play the game, you must learn to accept the variations in the outcome of the contest because of things like equipment, other competitors, and weather. These are all unpredictable variables that you must make adjustments for in order to survive the contest. If you do this better than anyone else, than you might win.

Belief #4 - Competitions are fair. The regulations that govern our contests attempt to do so. However, at every chance we get we do our best to obtain an unfair advantage. We purchase professionally built aircraft and buy radio systems that give us an even greater edge (how many of you would like to enter a soaring contest with a radio that had no mixing, rates or programmability of any kind?) We do all this to assure that we are better prepared than the competition. We try to have the best, most powerful equipment that money can buy. We do all this to assure that we can compete equally with the competition and maybe have an advantage. If competitions were fair, all competitors would be flying the same plane, using the same transmitter, and each round all fliers would be flying "man on man" type formats. However, this is not the case and it will never be. Flying is a state of mind. Fliers who consistently win do so because their state of mind is positive and confident. They look for reasons to win rather than to lose. They have dispelled these beliefs; now it's your turn. Lets see as many of you as possible come out and enter in our HSS contest and get involved in the competition spirit. Who knows, soon you may be betting \$ Dollars on landings with Joe and Larry.

See you all at our monthly contest Sunday Jan 10th.

MEMBERSHIP APPLICATION 1999,

*Harbor Soaring Society
AMA Chartered Club # 128
P.O. Box 1673
Costa Mesa, CA 92628
AMA's Oldest Chartered Soaring Club*

I understand that by applying for membership in the Harbor Soaring Society, I must be a current member of the AMA.

Please Print

NAME _____ Home Ph # _____

ADDRESS _____ Work Ph # _____

CITY _____ STATE _____ Zip _____ E-Mail _____

AMA # _____ (PROOF OF STATUS REQUIRED)

DATE OF BIRTH _____ Frequency channels used _____

NEW APPLICANTS. (W/Name Tag)---(17 years and older) = \$25.00

SENIOR MEMBER (Renewal W/O NameTag)(17 years and older) = \$20.00 NEW/RENEWAL (circle one)

JUNIOR MEMBER -----(16 years and under), = \$10.00

FAMILY MEMBER -----(At same address) = \$ 5.00

Extra HSS Name tag----- = \$5.00

Applicants making application for senior membership between July 1st and October 31st pay a reduced rate of \$10.00. New applicants making application between November 1st and December 31st will pay the annual rate indicated above and such dues will make the new member paid in full for the following year. A signature is required by all Harbor Soaring Society members, agreeing to comply with the current AMA Safety Code and the current HSS General Field Rules and Field Safety Rules

The undersigned attests that: I will operate my model using only radio control frequencies currently allowed by the FCC. Further, any transmitter that I use at any designated HSS flying field must have a certified R/CMA-AMA gold sticker affixed indicating that it was manufactured or modified for operations at 20 Khz frequency separation. I understand that my failure to comply with the above restrictions will result in nullification of liability coverage for damages caused or claimed

SIGNATURE: _____ DATE _____

Total Dues Owed and attached: \$ _____

SIGNATURE OF CLUB OFFICER RECEIVING APPLICATION _____

Calendar Of Events

HSS Club Meeting 7:00 Irvine Wtr Dst. Jan 5, 1999
Presenter - Larry Jolly (Hollywood Modeling)
HSS T.D. Contest Jan 10, 1999

HSS Club Meeting 7:00 Irvine Wtr Dst. Feb 2, 1999
Presenter - Jerry Bridgeman (USA Electric Champ)
CASL Contest in Arizona Feb 6 & 7, 1999
HSS T.D. Contest Feb 14, 1999

HSS Club Meeting 7:00 Irvine Wtr Dst. Mar 2, 1999
Presenter - Dave Sanders (Combat Foamies)
HSS T.D. Contest Mar 7, 1999

HSS Club Contest 7:00 Irvine Wtr Dst. Apr 6, 1999
HSS T.D. Contest Apr 11, 1999
SC2 T.D. Contest

At the time of this publication, the dates listed have not been reviewed by the board. They may change so keep an eye out.

More Dates will be provided once schedules become available.

HSS SPY REPORT

Pardon Me - Do you have any Grey Poupon?



LUNATIC FOUND EATING AT FINE RESTAURANT

Restaurant owners of "The Barn" in Costa Mesa called in the Police when this suspected Grinch member was found loitering around and harassing the HSS patrons. Be warned that if you see this individual at the slope, take cover because he is believe to be extremely dangerous.

30 DEC
1999

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



WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708

**Notice: Meeting Tuesday 1-5-99
at the Irvine Water District Office.**

**The January HSS monthly contest
date is Sunday 1-10-99**