

Plane

RAP

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- WING TIPS**
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- PRE PARTY PLANING**

NOV 1998

Harbor Soaring Society

AMA Charter #128

Volume XXXV Issue 11



Photo: Tom Vincent

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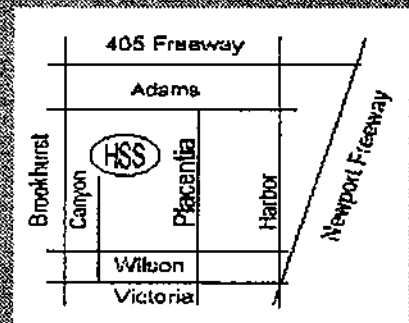
General Director

Lars Tuchino
548-7968 Larswan@aol.com

Monthly Meeting

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

Flying Site



MESSAGE FROM THE OVAL ORIFICE

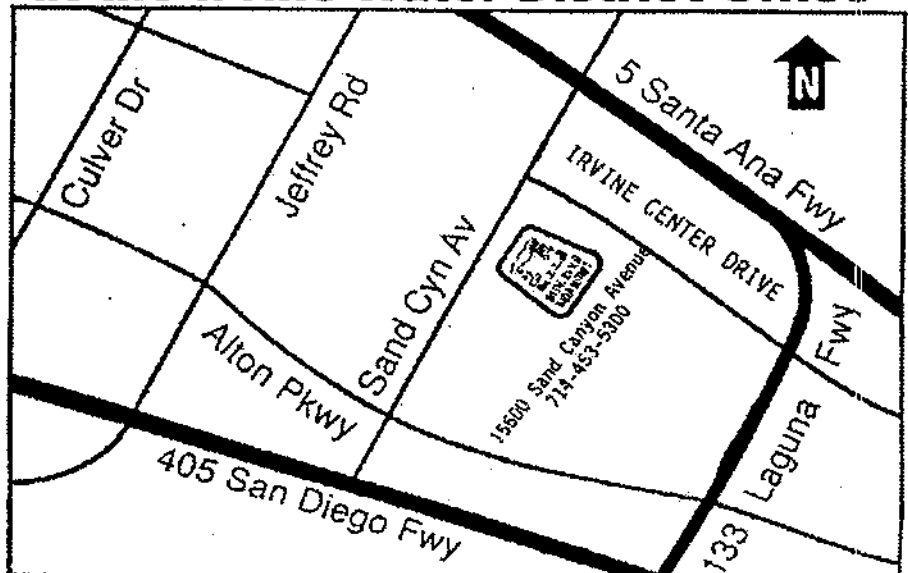
Steve Hendry

Hi Kids,

Almost the end of the year and HSS is still looking for members to propel our club next year. One of you must know Excel, with this tool you could be Treasurer. One of you must know how to arrange for someone to come to a club meeting and give a demo or presentation, you could be V President. None of the board positions are particularly time consuming. These positions are a must to keep HSS a viable club. The yearend meeting and Christmas party is next month, if you've been to the party you know that you want to go again. If you've never made one of these parties you really should go. Rumor has it Santa will return with some new and exciting models to pass out. **Free.** Not only models but other swell stuff as well!

If some one in our club is a licensed Electrician (or has a friend we can use) please get in touch with me. HSS needs to submit a plan to the city to hook up a 110 line to the storage bin.

Notice: Meeting Tuesday 11-3-98 at the Irvine Water District Office





VP of FUN

Leo Kenyon

Visalia, 25th Annual Fall Festival was everything it was advertised to be. As the Band played into sat. Evening, the Sacramento Soaring guys had their Keg of Beer and free cups. The Electric's with lights were bussing the field as the boys with their potato rocket were defending their airspace by firing on all planes that came to close. Ben Clerx took a twin electric slow mover overhead on a nice slow Sat evening run- only to loose the Starboard engine to a potato launch- Ben flew out the rest of the Batt. With one engine and wing damage. *Phoenix coming up in early Feb. Mark your calendars*

Open Class Standings

- 1 Ben Clerx 7246
- 26 Larry Jolly 7085
- 35 Dan Fink 7032
- 36 Chris Kenyon 7029
- 43 Joe Rodriguez 6990
- 60 Steve Hendry 6886
- 63 Chris Jolly 6872
- 70 Rick Briggs 6791
- 71 Tom Copp 6787
- 86 Jim Parsons 6617
- 105 Steve Addis 6439
- 113 Al Cron 6358
- 114 Mark Puchalski 6353
- 142 Norm Kutch 6004
- 149 Dennis Brandt 5908

Grey Cup- Old Guys-

- 27 Nick Buzolich 2384 (Happy 80th Nick)

Nostalgia Class

- 1 Larry Enger 6991
- 20 Bob Sliff 6044
- 24 Karl Hawley 5810

BIRDS: Caution

Several new and young Hawks have been spotted around the field, this is the fall migrating season for Raptors and we should be on the look out for Birds that we have not seen before, as they may not recognize our models. Use common sense and as always treat any Bird as if it were another plane in the same airspace.

Find that lost Plane and Monitor your electronics!

The Blinki-mc is a new onboard monitor for your sailplane. It not only monotors battery and any HITS it also has an onboard alarm to help you find a downed plane. These are extremely Dinky and sell for about \$50 (R/C Direct 619-277-4531)

Blinki-mc is a new on-board monitor for your receiver voltage, utilizing the latest micro-processor technology. blinki-mc can be configured to special types of batteries and discharge load currents for a precise display of the receiver voltage in your special case. blinki-mc is connected to an unused receiver output or via a Y-lead (no receiver signal) directly to the battery. blinki-mc combines the following functions in one part: **Measures the receiver operating voltage under load (while the model is in flight)**, stores the value, and displays it constantly until the receiver is switched off. · Configures itself automatically to the operating voltage of your receiver battery having 4, 5 or 6 cells. · **The piezo-buzzer of the blinki-mc informs you when the battery reaches a critical state or the receiver signal is lost. The buildt-in piezo-buzzer can be used as a model-finder, i.e. helps you to laocate a lost model.** · Simultaneously displaying two voltage parameters relating to the on-board battery) the mean minimum voltage, in the form of a continuously glowing LED.) **Any momentary voltage collapse, in the form of a flashing LED at the lowest measured voltage value.** In general terms you should assume that the battery's internal resistance is excessive if the difference between the minimum voltage LED (flashing) and the mean voltage indicator (continuous light) is great. · **An integral glitch counter informs you of the number of occurrences of interference (glitches) during the flight.** It does this by counting the glitches (pulse variations) at the receiver output to which you have connected the unit. · Simplified activation of the model-finder and displaying glitch counter data via auxiliary channel. · Configuration of the 3-coloured LED voltage display (matched to your receiver battery and its load profile) by means of 2 solder patches.



Lars... At Large

Lars Tuohino

Change is only hard for the man who is in a rut. For he has scaled down his living to that which he can handle comfortably and welcomes no change - or challenge - that would lift him.

Fairview Park Report: Who Cares About Electric's?

The Costa Mesa Park rule recently posted has been on the books for years. "No motorized airplanes". What's a motor? Is a 7 year old child's rubberband wind up Guillow Skystreak illegal? Are they going to arrest Gordie for charging nubile nicads in his rumble seat without a license? That new sign sure raises some interesting questions!

Yes the restriction technically includes electric models though at the time the target of this 1962 law was probably gas controline flyers. Speaking with the City, to change the rules is not a quick n' easy task and will take multi-level approvals over time to accomplish. First the Citizens Advisory Committee, then the Park Commission, and finally the City Council must review and vote on the change. A presentation must be created with specific recommended language to be reviewed by the City Attorney and Risk Manager. Fast track with no hiccups is maybe 6 months, more likely a year.

While I've enjoyed working with the Fairview Committee/City I regret to say I'm not the one who will champion this one. After working with the City for HSS on the storage box and then on the Park Master Plan it's time for a change in personel. I've done the job I originally set out to accomplish a couple of years ago, and as I'm sure most of you now know, my hobby time commitment now lies in full-size soaring. The City have been very accommodating to HSS and I have learned the value of and developed a few "friends in high places". HSS has them, let's not lose them now!

Gentleman "special electric rules" is the job for the next new 1999 HSS General Director. Someone with electrons tingling in their veins who can in a positive way move this issue forward consistently and tactfully through the process. HSS's General Director position is really easy and just requires a bit of friendly persistence and one night a month.

Whoever cares about electric's must step forward now or everyone's nicads will gather dust.










Lars Tuohino 10/26/98



KARL THE WINCHMAN

Karl V. Hawley

Behind every able man there are always other able men. And that's all I have to say about that.










Tue: Nov 10th 6:30 PM @ the Barn

Those of you who wish to help organize and plan this annual event- We Need Your Help!!

We'll go over such things as room decoration, what kind of greeting mixer should we have, Music-Live or otherwise, fun contest or skit, door prizes, where to beg, what to budget for, Guest to invite- city officials etc, Awards-longest walk of shame , best crash , most improved etc., any club recognition's, Door prizes etc.

Well you get the idea, bring your significant other and spring for a nice evening out by helping us plan a great Xmas party

Thanks in advance for your help
Les Kenyon
 VP Fun
 714-404-3832
 KenyonLes@aol.com

DAVE THORNBURG'S S RULES
Model Builder, September 1987

- 1) **Drift with the lift.** Thermals tend to blow along with the wind, so follow them.
- 2) **Stay with what you've got.** Low thermals have down air nearby.
- 3) **There ain't no zero lift.**
 - a) A weak, low thermal will almost always grow.
 - b) If you're not sinking, there's some lift.
 - c) If you're sinking, move someplace else—fast!
- 4) **Don't leave a thermal and come straight back upwind.**
 - a) Sink holes follow thermals.
 - b) Strong lift will usually have strong downs nearby—and vice versa. If some air is going up, some other air must be coming down to replace it, and vice versa. Sometimes the patch of down air (sink) is so large that you can't get out of it.
- 5) **Fuselage angle indicates rising or sinking air.**
 - a) Thermals will tend to push the plane outward, so turn back against lift-induced turn to get into the core.
 - b) Establish where the core is by making a couple of passes through the lift.
 - c) Once circling in lift, notice which side of the circle is better, and drift in that direction. The implicit rule is: Slow down in lift, and speed up in sink. Once you find a thermal, don't lose contact with it! Sometimes you find a nice thermal and think you've got your 10 minutes made. You relax. The next thing you know, you're sinking, and you're wondering where the heck the lift went!
- 6) **Develop a minute sensitivity to air quality.**
 - a) Lift comes through in cycles.
 - b) Hot spots for thermals and ridge-type lift tend to stay put for a long time.
 - c) A thermal passing through as you launch can often be overtaken downwind.
 - d) A sudden wind shift usually indicates a thermal nearby—the wind on the ground blows toward the thermal.
You need to feel small air-temperature changes—warmer means lift, colder means sink.
You need to know which way the wind is blowing without looking at your ribbon.
- 7) **Learn to use ballast.**
 - a) Wing loading translates into flying speed (the heavier the plane, the faster it must fly).
 - b) The trick is to add enough ballast to achieve good glide speed without handicapping the ship in weak lift or making it too hard to land.
 - c) If the wind is strong enough to require ballast, flying downwind is usually bad. The fast, more efficient ships benefit most from ballast. There's no point putting a pound of lead in a Windrifter for 20 mph conditions, because it won't fly faster than 20 mph anyway.
- 8) **Ways of finding lift.** There are several visible signs of lift that you should watch for: shifts in the wind or temperature, swifts chasing bugs, other sailplanes, etc. Soaring birds may be around to key off of, but they may be up too high for accurate thermal telltale. Piggybacking off another flier also works!

(SC)2 Contest Oct

1.	Reagan, Mike	TOSS
2.	Perkins, Daryl	HSS
3.	Smith, Mike	TPG
4.	Kindrick, Keith	PSS
5.	Burns, Richard	PSS
6.	Rodriguez, Joe	HSS
7.	Markiewicz, Arthur	TPG
8.	Joy, George	TPG
9.	Colton, Jon	TPG
10.	Sage, Fred	TPG
30.	Clerx, Ben	HSS
37.	Taylor, Mark	HSS
39.	Hawley, Karl	HSS
43.	Hendry, Steve	HSS

Open Class Oct

1 M	Tom Vincent
2 M	Joe Rodriguez

1 E	Ross Thomas
2 E	Mike Marjoseph
3 E	Roger Saville

Classic Oct

1	Bob Sliff
2	Larry Jolly
3	Gordon Paulsen
4	Mike Marjoseph
5	Ken Kehlet
6.	Ross Thomas
7.	Larry Enger
8.	Will Conrad
9.	Dick Pantzar

Who Is Going
To Be On Top
For 1998 ?

Some Big Toad ?

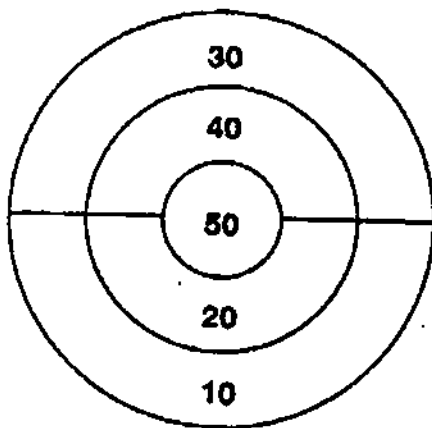
NAME		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD
OPEN														
Hendry, Steve	M	869	891	1000	991	1000	938	977		1000	990			8656
Thomas, Ross	E	715	915	965	825	335	861	929	1000	980	935			8460
Parsons, Jim	E	916	916		820	986	847	907	842	957	715			7906
Vincent, Tom	E		975		903	993	1000	906		981	1000			6758
Saville, Roger	E	798	846	787	743	301	717	902	705		904			6703
Jolly, Larry	M	1000		991	1000	993				982	895			5861
Hawley, Karl	E	654	748		535	993	717		707	978	511			5843
MacGregor, Roger	E		838	957	729	479		764	824	961				5552
Schupak, Steve	E	916	529		660	630	79	666	877	969				5326
Marjoseph, Mike	A				643		845	884	807	942	906			5027
Fink, Dan	E	890		965			954			977	861			4647
Rodriguez, Joe	M			993					913	930	997			3833
Roe, John	E		940	917	973		937							3767
Buzolich, Nick	A	834	765		804	418	730							3551
Kenyon, Chris	A					252	750	870	542					2414
Brandt, Dennis	E	995		979										1975
Lackey, Roger	M			979				958						1937
Taylor, Mark	E		1000	904										1904
Jolly, Chris	A				874	991								1865
Copp, Tom	E							1000	809					1809
Addis, Steve	E			810						970				1780
Bathell, Rick	E	989					696							1685
Tuohino, Larry	E	991		400										1391
Puchalski, Mark	A						622				766			1388
Briggs, Rick	E	792		228										1020
Clerx, Ben	M					995								995
Perkins, Daryl	M			992										992
Enger, Larry										937				937
Jolly, Emmett	A			922										922
Navarre, Mark	E				919									919
Kutch, Norm	A		708											708
Anderson, Kevin	E			688										688
Pope, Bob	E			548										548
Zink, Don	A						542							542
CLASSIC														
Thomas, Ross	1	928	906	738	946	901	714	1000	1000	1000	732			8865
Conrad, Will	1	622	760	812	590	72	1000	893	689	802	655			6896
Pantzar, Dick	1		681	804	730	707		778	940	820	208			5668
Sliff, Bob	1	860	1000	910	867	489					1000			5126
Enger, Larry	1	896			926	565			876	922	681			4866
Jolly, Larry	1				1000	1000				798	954			3752
Marjoseph, Mike	1			571			566	778			784			2899
MacGreger, Roger	1		219		436	767				889				2311
Brown, John	1	1000		1000										2000
Saville, Roger	1			637										637
Adamcztk, Chris	1						597							597
Puchalski, Mark	1	530												530
Addis, Steve	1					371								371
Barry, B	1								338					338
Paulsen, Gordon	1										888			888
Kehlet, Ken											750			750

Inland Soaring Society



SO² 1998

November 22, 1998



Landings are in a 10 ft. circle with a 1 ft. bulls eye in the center. All landings must have the nose of the plane clearly in the circle. On the painted line will be counted towards the lower score.

Round 1: 4 min. 900/50

Round 2: 7 min. 900/50

Round 3: 10 min. 900/50

Entry: \$8.00 3 Function Entry: \$5.00

Contest Director: Vince Botkin

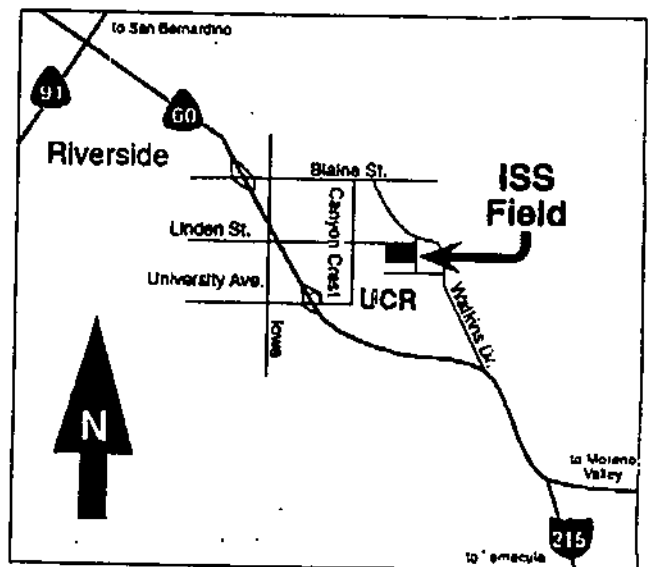
Phone: (909) 928-0956

Sign-ups: 7:30 a.m.

Pilot's Meeting: 8:30 a.m.

First Flight: 9:00 a.m.

There will be a BBQ Hamburger Lunch at the field and cold drinks.



**TAKE LINDEN ALL THE WAY THRU UCR
WHEN IT ENDS (AT ROADBLOCK)
THE FLYING FIELD IS TO THE RIGHT.
FOLLOW DIRT ROAD WHICH GOES AROUND
OUTSIDE OF FIELD**

Happy Holidays to All Orange County R/C Glider Guiders Past and Present!

Harbor Soaring Society Cordially Invites You to Our...

**TUESDAY DEC. 8TH.
7-10PM**

TICKETS \$16 PER PERSON INCLUDES FULL MEAL WITH CHOICE OF STEAK OR TERIYAKI CHICKEN, DRINK, TAX, AND TIP

BANQUET WILL BE HELD AT 'THE BARN STEAKHOUSE' AT THE CORNER OF WILSON AND HARBOR, COSTA MESA, BEHIND THE OLD JC PENNY'S STORE

DOOR PRIZES! FUN! FOOD! MUSIC!

Make check out to HSS and mail to: HSS, P.O. Box 1673, Costa Mesa, Calif. 92626

Name (s)

Address.....

City State.....

Zip Code..... Phone Number.....

of Tickets @ \$16.00 ea..... Total Enclosed.....

Steak.....

Chicken.....

Last year was sold out so respond no later than 12/2/98! Available tickets will be mailed back to you based on postmark date. Tickets also available from any HSS Board Member.

"HSS Is Orange County RIC Soaring"

Ninth Annual
SULA AND EDSF

TOYS FOR TOTS

CHARITY SOARING CONTEST

AT SULA
SATURDAY, DECEMBER 5th, 1998

ENTRY FEE IS A NEW TOY
WORTH \$10 OR MORE
FOR AGES 5-13

TOYS WILL BE COLLECTED
BY THE U.S. MARINES

LOTS OF NICE PRIZES,
INCLUDING TRADITIONAL
TOYS-FOR-TOTS TEDDY
BEARS.

PILOTS MEETING AT 9 A.M.

5 ROUNDS,
5 MINUTES EACH
ONE THROW OUT

ALL FLIGHTS ARE 900
FLIGHT POINTS AND 100
LANDING POINTS IN A 25
FT CIRCLE



THE SULA FLYING FIELD, AT THE WEST END OF
THE OLYMPIC VELODROME ON THE CAL STATE
DOMINGUEZ HILLS CAMPUS, IS MOVING A FEW
HUNDRED FEET TO THE SOUTH. LOOK FOR SIGNS
TO THE NEW LAUNCH AREA.

COFFEE, SODAS, AND BAGELS WILL
BE AVAILABLE AT THE FIELD

CALL CRAIG TOWNSEND FOR MORE
INFORMATION 310-835-2523

WE WILL HAVE A PORTA-POTTI ON SITE

Calendar Of Events

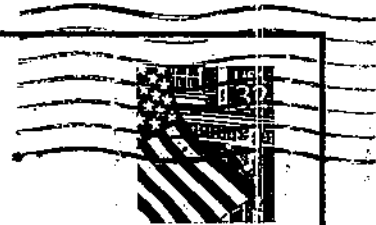
HSS Club Contest 7:00 IWD Office	Nov 3,1998
HSS T.D. Contest	Nov 8,1998
SC2 T.D. Contest @ ISS	Nov 22,1998
HSS T.D. Contest	Dec 6,1998
HSS HOLIDAY PARTY	Dec 8,1998
Newsletter Editor Retirement Party	Jan 1,1999
Party Continues	Jan 2,1999
Party Continues	Jan 3,1999
Party Continues	Jan 4,1999
Party Continues	Jan 5,1999
Party Continues	Jan 6,1999
The Seventh Day Is For Rest	Jan 7,1999

HSS SPY REPORT



Emmett Jolly continues the tradition.....
 "Grillin' and Chillin'." It's comforting to know
 that Lars has the foresight to groom
 replacements for all the important STUFF!

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



WILL CONRAD
 9359 SHRIKE AVE
 FOUNTAIN VALLEY 92708



**Notice: Meeting Tuesday 11-3-98
 at the Irvine Water District Office**

**Don Edberg will be hosting an
 aerodynamic discussion at the
 November HSS meeting.**