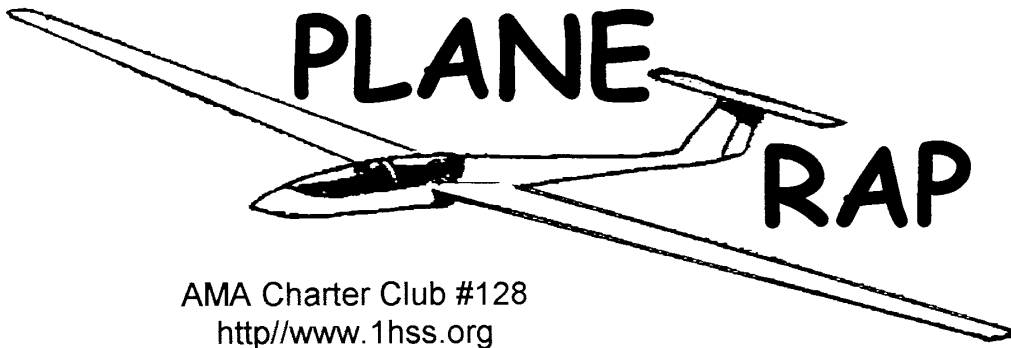


PLANE RAP



AMA Charter Club #128
<http://www.1hss.org>

HSS is the oldest AMA chartered R/C Soaring Club in the USA
Founded 1964

APRIL 2005

VOLUME 42

The Triumph

Model aviation seems to have no limits, but it is still astonishing to see what new aircraft is put in the sky. Many may have heard of or seen photos of one of the more recent phenomena's, but this is just too good not to show. Below is a spectacular model of a B-52 (Early "G" version) developed by a group in England.



Builder: Gordon Nichols

Contributing Team Members:

Lance Bell (Co-constuctor, plans)
Neil Dare (Landing Gear systems)
Dave Biddington (Engine pod)
Bob Everitt (Tail cone and armament)

B-52 Specs:

Wingspan: 23'
Length: 23'
Fueled Weight: 330lbs
Fuel Capacity: 22 litres

Engine Specs:

Make: Wren
Model: MW54
Thrust: 12Lbs (each)
Quantity: 8

A fabulous video of the second flight may be seen at www.mcgirt.net/RC/VIDEOS/Giant_B52/B52_flight2.wmv (The capital letters are important, and what appears as spaces are _ underlines). This 9 minute clip occurred in May of 2004 at Merryfield, Somerset, UK. It includes sound, and shows the crew around the plane.

APRIL 2005



PAGE 1

... And the Tragedy

Recently, this magnificent aircraft crashed shortly after takeoff during a seemingly routine flight. The following brief report with several photos was posted on the internet.

"B52 We watched with horror from the pylon race line as the 27ft wingspan 8 wren gas turbine Model appeared to tip stall into the ground. No official verdict has been released however from these video's taken by unknown source's it does appear as though the show line gossip is true and it was thumb trouble. The CAA attended the site the following day and I am sure will release further info in due course."

A short video on the balsa busters web site (URL shown below) shows the takeoff, and the turn that resulted in the crash. More photos and videos are available at <http://balsabusters2.warp0.com/b52m.html>. This one really leaves you with a hollow spot in your heart.



Thanks to Herman Hall who provided the leads to this article.

Message of the President

Hello fellow flyers. Concerning the Fairview Park User Survey...

Bill Eckles reported that he has over 80 User Surveys, but only 37 of our 103 HSS members have responded. This is somewhat shameful if two thirds of our membership does not care to express an opinion about our flying field. We really truly need your response to the survey, as the results guide the City of Costa Mesa in establishing park policy. The city specifically asked for this survey, and has approved the questions. HSS is simply assisting in collecting the information for the city. So, if you have not participated yet, please do. We have included a copy of the survey on page 11 of this newsletter. This may be sent in to our post office box or given to any officer. An easier approach is to access the survey on our new web site www.HarborSoaringSociety.org and submit your opinions electronically.

This is your club.....participate!!

Your president, Karl Hawley

March 1st, 2005 Harbor Soaring Society Meeting Minutes

President, Karl Hawley, opened the meeting at 7:35 PM. 4 Officers and 9 members were present, and 1 guest.

The first order of old business involved formalizing the movement of the club's checking account to Wescom Credit Union of Costa Mesa. Karl said it was required to elect those authorized to sign on the account. Karl moved to put Treasurer Jim Hanson's name on the account. The membership voted 12 in favor and one abstaining vote. Jim Hanson moved to add Vice President Jim Parson's name to the account. The membership approved 12 in favor and one abstaining vote.

The next item involved closing the savings account at Downey Savings. The problem is that one signatory, Roger Lackey, has moved to San Francisco.



March 1st, 2005 Harbor Soaring Society Meeting Minutes (Continued)

Karl asked about the Fairview Park User Survey. Bill Eckles says that he has received over 60 replies. John Anderson who had collected the surveys from the free flight group commented about their feelings about the permit.

Karl brought up the Earth Day activity at Fairview Park, on April 16th. Bill Eckles is in charge and will plan a booth. He needs help staffing the booth and also volunteers for park clean up.

Karl then addressed the SCSC contest on Sunday March 20th. Jim Parsons has made some beautiful Walnut bases for the trophies. Karl will get the name plates engraved. Karl then suspended the meeting while he made several cell phone calls to arrange food for the contest.

Karl wants the membership drive to continue through the end of March.

Our newsletter Publisher, Mike Gaczkowski, reported that the March newsletter cost \$108 to print, and \$57 for mailing costs. 141 copies were sent out. We still need to increase our E-mail distribution so as to reduce this monthly expenditure. Bill Eckles has volunteered to revise our brochure to include more up to date information about the club. Bill should have this ready in the next month or two. Thanks Bill.

Karl asked about the Friends of Fairview Park meetings. Bill Eckles is our representative at these meetings. He said there were three activities planned. First is an Easter Egg Hunt on Saturday March 26th. HSS will have a booth and provide a \$10 gift. The second activity is Earth day (discussed above), and a third activities is still in the planning stages. Tom Burgess volunteered to donate 24 sling shot gliders to Bill Eckles.

Jim Hanson gave the treasurer's report. \$939 has been spent to date, since the beginning of 2005.

Karl proposed not putting any financial information on the web site. Nothing was decided. Tuan Le commented that if the club is to become a non-profit entity, that public disclosure of at least annual financial reports is required by the IRS.

Jim Parsons reported that he expects Brian Buaas of Raptor Aerosport will put on a presentation at the next meeting.

There is a recent article on the company that built the planes for the movie Aviator. (See detailed feature elsewhere in this newsletter).

John Anderson commented about interest in aerial photography from members of the River Park organization that John supports. (See details below).

John also brought up the possibility of contacting the Mile Square Park ranger concerning float flying off of one of the small lakes there. Karl suspended the meeting while he made cell phone calls to Herb about float flying.

Mike Gaczkowski who is also our representative to OCMA reports that they have renewed the permit to use El Toro for another 6 months. He may be able to provide information on other sites in the future.

Karl closed the meeting at 8:35. Subsequently Dennis Anderson presented his flight camera which he has adapted to his electric planes, all under radio control. He had some great photos of the field, and has provided extensive details which are summarized below in this newsletter, and can be seen in the Tech Tips section of our new web site www.HarborSoaringSociety.org . Jim Hanson also demonstrated his electric helicopter.

Submitted by Fred Hesse, Secretary



Final Report on the Soaring Society of America Convention

After his first trip to the 2005 National Convention of the Soaring Society of America, HSS member Bill Eckles submitted the following very delightful short report on the show. The photo below is Bill checking out a gorgeous used glider that was for sale for a tempting \$22,000.

The Big Ones

A few years ago I spent the coupon my brother had given me for a "glider" ride out in Warner Springs. It was early summer and Mt. Palomar teased us from the high desert, but remained elusive from our short lived "taste" of soaring. Still, the exhilaration of riding a rising thermal more than 10,000 feet and the sound of wind surrounding our fragile cabin provided some powerful memories. So, when Fred offered to drive to Ontario for the Soaring Association's show, I was eager to impress him with my knowledge of this fundamental sport. Boy, was I surprised!

We met an array of about 25 full size, human toting, sky busting, mile covering, some fast/some float soaring machines. Wings stretched across the floor. Cockpits flipped or slid. Ailerons were integrated into the wings with nary a notch and zigzag turbulators helped control the air flow. V-tails, T-tails and "standard" showed up. Instruments helped orient the pilot (the plane did fine) and overwhelmed with information on up, down and sideways progress.

Power...many had power. Not unlike Fairview Park, motorized craft were popular and ingenious. Power pods popped from behind the pilot. Props sprung from a cowling. All folded or flopped (some pointed) to reduce drag. Landing gear generally retracted, but some produced their own aerodynamic to minimize weight. Adding to all this was a presence of silky smooth surfaces. One could sight along a surface, catch a light for reflection and see a straight line...no bumps or wiggles.

I committed to try again. Of course I bit for a "deal" offering a ride, a lesson and a book for a bargain price. I'm looking forward to another spring day when the grass is green, the sky is blue, thermals abound and a pilot at Warner Springs will take me aloft again. It seems the most difficult chore will be to resist falling in love with a much more expensive passion than my built-up polyhedral wings.



Plans for the May 2005 Meeting Speaker

To continue with the theme of full size glider flying, Larry Tuohino, Phil Caricof and possibly one more person will be making a great presentation on the Crystal Squadron, cross-country soaring, and the opportunities for HSS members to share in these adventures.

Larry has provided the following brief announcement. Be sure to attend our HSS club meeting on May 3rd.

May's HSS Meeting Speakers will be representatives from the "Crystal Squadron". Who are they? They are a group of adventurous full-size glider pilots who spend their summer Saturday's flying "straightout", ie flying as far as they can go or at least diamond distance (318 miles). Starting at Great Western Soaring in Llano, CA they often make it into Nevada or Arizona, then gather with their crews for a dinner in an old Silver mining saloon, and finally after a night in a hotel drive back to the LA basin on Sunday. And, they are looking to share these adventures with HSS members. As a special feature, food will be served at the HSS meeting! So let's have a big crowd for this one! For more info on the Crystal Squadron click on www.greatwesternsoaring.com.

The HSS Non-Profit Application Status

Tuan Le has been researching our club non-profit status with the IRS. Apparently our old status has been closed due to lack of financial and tax report submittals. Tuan has resubmitted our application in mid February, and expects information about mid April. Tuan will provide the club with the IRS requirements to maintain non-profit status. It is important to note that this status protects all members from legal suits against the club.

Membership Renewal for 2005

It's getting to be that time of the year to renew your HSS membership. The cost is the same as always, just \$20 for the year which includes your monthly newsletter, and two really great web sites. Over the past year, your leaders have worked with the city and made major efforts to maintain the image of HSS as a civic minded and safety conscious organization. We are making significant progress in both gaining city approval of our flying activities, as well as to improve our flying site and reduce risk to other park users. We appreciate your support, and encourage everyone to participate in not only flying, but also contributing ideas to methods of making Fairview Park an outstanding and safe flying site. The 2005 Membership application is found on the HSS web site. Be sure to fill it out completely to assure the personal privacy that you wish, and to show what areas of interest that the club should focus on in the future.

April 5th Meeting Notice

The next meeting will be Tuesday April 5th 2005, at the Irvine Water District. The address is 15600 Sand Canyon Drive. There are exits for Sand Canyon Drive on both the 5 and 405 freeways.

The business meeting starts at 7:30 PM. Come find out how you can support our club.

New Club T-Shirts

Karl Hawley has received the new shipment of HSS T-shirts.

They have the club logo on the back in full color, and a small sailplane on the front. These high quality shirts are priced as follows: T-Shirt, no pocket, \$5; T-Shirt with pocket, \$7; Golf shirt with a polo collar and a front pocket, \$13. These are available to all members. Contact Karl and get yours before they are all sold out.



'Aviator' and All Those Beautiful Models

By RICHARD CHANG of The Orange County Register Reprint from Sunday, February 27, 2005

If you've seen "The Aviator" or even clips from the movie, you've probably wondered about those high-speed flying scenes.

Billionaire Howard Hughes, played by Leonardo DiCaprio, maneuvers some pretty rare planes - the XF-11, the H-1B Racer, the H-4, also known as the Spruce Goose.

A few of those planes don't exist anymore. The Spruce Goose is in a museum in McMinnville, Ore. So how did they make their way onto the silver screen?

That's where Joe Bock comes in.

Bock owns a business called Aero Telemetry in Huntington Beach. He builds unmanned and radio-controlled planes for the military and, now, for the movies. His work can be seen throughout "The Aviator," and in trailers and commercials for the blockbuster.

"There's something special about seeing your work on film," said Bock, 40, a friendly, husky fellow who once played inside linebacker for the University of Southern California. He got his bachelor's in aerospace engineering and a master's in engineering management, both from USC.

"There's an overwhelming feeling of satisfaction and pride. The flying sequences are just stunning," he said. Because the real planes were difficult or impossible to acquire, producers of "The Aviator" hired Bock and his company to recreate some of the movie's key machines. The filmmakers determined that if Bock's intricate models could fly, they could shoot them against the sky using a scale at which audiences couldn't tell the difference.

Facing intense deadlines, Bock and his staff worked 18- to 20-hour days to build high-tech replicas of planes originally crafted by the Hughes Aircraft Co. in the 1930s and '40s.

Bock's team used carbon fiber for the bodies, Kevlar for the wings, complex computer systems for remote control and high-pressure hydraulic systems for retractable landing gear.

The cost of building the planes? About \$250,000. The room for failure? Zero.

"With our military experience, we understand 'mission critical,'" Bock said. "If one of those planes got loose, it's really dangerous, especially if there are people around. You can't screw up when somebody's life is at stake." Aero Telemetry's models were hardly toy-size. The company built a half-scale H-1B Racer, the sleek, snub-nosed plane that broke the world speed record in 1935; a 648-pound, one-quarter scale (gas powered) XF-11, the 1946 twin-engine craft that Hughes crashed into a Beverly Hills neighborhood; and a 1/16th scale H-4, or "Spruce Goose," the largest aircraft of its time and perhaps Hughes' most infamous creation.

"Aviator" filmmakers shot Bock's H-1B at Mystery Mesa in Santa Clarita. The XF-11 model was filmed off Catalina Island, and the Spruce Goose was captured in Long Beach Harbor, at almost the same location where the original wooden seaplane took its only flight Nov. 2, 1947.

Officials shut down Long Beach Harbor to all outside boats and aircraft during the day of the shoot.

"The clever use of forced-perspective photography and the radio-controlled airplanes saved us millions on the cost of doing CGI (computer-generated imagery)-only flying sequences," said Rob Legato, director of visual effects for "The Aviator."

"The background at Long Beach Harbor provided a very realistic and historically accurate picture of the way the area would have looked in 1947."



First-time success

In the editing room, filmmakers combined the footage of Bock's planes with computer graphics and scenes shot in a studio with DiCaprio in a cockpit, backed by a "green screen."

The result: action-packed sequences in the air, and most audience members cannot distinguish fiction from reality. "It turned out to be phenomenal," said Bock, whose father encouraged him to pursue aviation at an early age. "They really made an effort to make it look as real as they could. The amazing thing is, they've never done anything like that in Hollywood before. It's turned out much better than they imagined."

Bock, too, hadn't worked with the film industry before. But now, with the success of "The Aviator" and the knowledge that millions have seen and enjoyed his work, he's been bitten by the bug.

Word has apparently gotten out: Michael Bay, director of "Pearl Harbor" and "Armageddon," recently paid him a visit for a future project.

"I believe our planes contributed to the overall success" of "The Aviator," Bock said. "These flying scenes blow everything else away. Down the road, this is going to be the way that films are shot from an aerial standpoint. These things save a ton of money."

Bock won't say how much "The Aviator" paid him for his work, but he will concede it was somewhere in the six-figure range. Miramax bought his planes, used them for the premiere and promotions, and may give or sell them to a museum.

"This is the highlight of my career," he said. "It's the culmination of everything, from business to technical to show business. I'll be on pins and needles watching the whole thing."

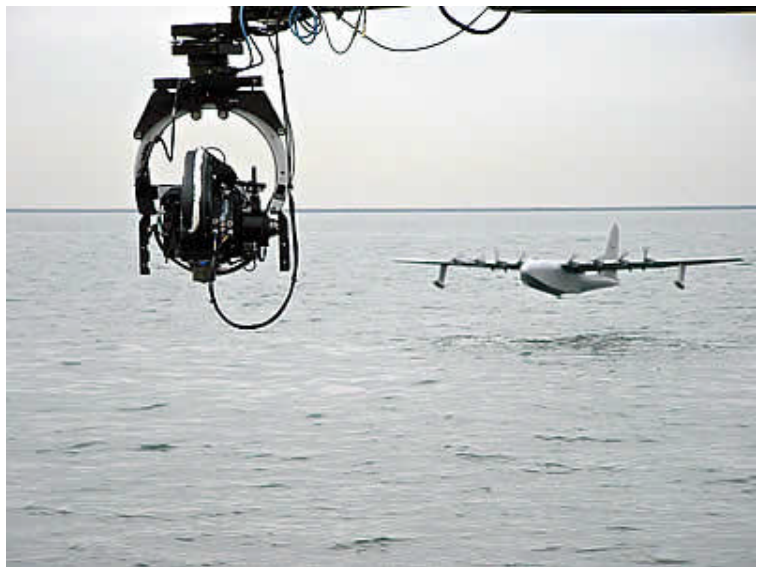
(End of Orange County Register Article. – Ed.)

There is More to Tell

Our very own Walt Cloer, assisted by George Peters, played a big part in the success of this adventure. Walt designed the electric power for the "Spruce Goose". Walt installed 8 AXI 4120 motors driving three-bladed 16 x 10 props with 1.5:1 gears, with a speed control and 20 3.3 AHr NiMH cells for each motor. The first flight was perfect, but unbeknownst to every one was a crack in the hull that allowed 10 to 15 gallons of sea water to enter the fuselage. On the next flight, the sloshing water made the plane almost uncontrollable. The pilot saved the plane which was patched with duct tape while the entire 300 person movie crew waited. The final flights were successful, and the plane was able to cruise for nearly 20 minutes on a set of batteries.



SIZE MATTERS: Crew members prepare a one-quarter-scale model of Howard Hughes' XF-11, in which Hughes nearly died. Photo: Eugene Garcia, The OC Register



SIZE MATTERS II: A 1/16-scale model of Howard Hughes' "Spruce Goose" is filmed in Long Beach Harbor.



Aerial Photography

The following report on aerial photography was received from Dennis B. Anderson, a newer and most enthusiastic member of HSS.

"I purchased a refurbished Aiptek PenCam SD camera for \$49.99. Aiptek web site is: <http://www.aiptek.com/> I use the aircraft receiver battery to power this camera. "

(Information on converting a Aiptek Pencam is available at: <http://www.rc-cam.com/> . The author of this website is Mr. RC-Cam. To get to the specific information, select Special Projects along the left border. Next select the CamMan Special Projects button, then the CamMan-SD Special Projects button. This gives detailed instructions and photos on adapting the Aiptek PenCam SD, the MicroChip Technologies PIC12C508 microcontroller, how to download the software for the microcontroller, and the delicate interconnection to the camera. – Ed.) Dennis continues:

"I purchased the microprocessor chip already programmed from Mr. RC-Cam. I do not believe he sells this chip any longer. The website has the code for programming the microprocessor. Since I did not program the chip, I cannot comment on programming.

I followed the above instructions and installed the microprocessor chip inside the camera. I plugged channel 5 in the receiver, which is operated by the retract switch. I just flip the retract switch down, wait 3 seconds, and switch it back up to take the picture. The camera is slow so you have to wait about 5 seconds between pictures.

On small airplanes, I built a box that points the camera straight down. This box weighs only $\frac{3}{4}$ ounces. The camera weighs $2\frac{1}{4}$ ounces.

On larger aircraft, I have a box that has a servo that rotates the box from straight down to straight out to the horizon. This servo is connected to channel 8 on the receiver. I have a knob on my transmitter that can rotate this box. I use foam packed boxes to hold the camera to protect it from hard landings."

The details of this project are posted on our club web site at www.HarborSoaringSociety.org , in the Tech Tips department. Several very clear photos that Dennis took are also included on the web site.

Thank you Dennis for your presentation at our March meeting, and for sharing the information.

Special Steering Committee Meeting Minutes for 21 March 2005

The steering committee meeting was held at Sweet Basil Restaurant, at Bristol and Redhill. It began at 7:25.

First order of business was a review of the March 27th SCSC competition costs. \$520 was collected. The costs became obscured in a vigorous discussion. Profit could not be determined.

Karl suggested that club dues be raised. The process to do this is defined in our club Bylaws. Suggestions included: Not raising dues for anyone receiving E-mail newsletter; Including Park flying permit (if required in future) with HSS membership. This topic will be continued at the next club meeting.

Bill Eckles reported that he has received over 80 survey responses. Unfortunately of the 103 HSS club members, only 37 have filled out the survey. The survey is to be attached to this newsletter.

E-mailing of the HSS newsletter will be handled by Tuan Le. Of our 103 members, 83 have E-mail, but only 48 want to receive the newsletter by E-mail.

Tuan Le proposed a charging station design. He will bring drawings and cost estimates to the next meeting. Karl does not want an official club introductory hand out, yet. Suggestions include putting the information on the web site. This topic will receive further review.

Meeting minutes submitted by Fred Hesse - Secretary.



Coming Events For 2005

Sunday	April 3	Third HSS monthly club thermal duration competitions at Fairview Park.
Tuesday	April 5	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices.
Saturday	April 9	7th Annual SSJSS RES Bent Wing, Bakersfield, CA.
Fri-Sun	April 15-17	CVRC Spring Aero tow, giant scale gliders. Russell Pond club field, Visalia CA.
Saturday	April 16	Fairview Park Earth Day, 9 AM to Noon. HSS R/C plane demos, park clean up, Free coffee & donuts, HSS will have a booth.
Sunday	April 24	Third SCSC thermal duration contest at SWSA.
Sunday	May 1	Fourth HSS monthly club thermal duration competitions at Fairview Park.
Tuesday	May 3	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices.
Sat-Sun	May 7-8	CVRC Spring Bent Wing glider contest. Russell Pond club field, Visalia CA.
Sunday	May 15	HSS 2 nd Annual Electric Fun Fly. Fairview Park, Costa Mesa. See new web site at www.harborsoaringsociety.org for details and application.
Sat-Sun	May 21-22	RCX 2005 Radio Control Expo, Anaheim Convention Center. Info: www.rcx.com
Sunday	May 22	Fourth SCSC thermal duration contest run by EDSF at HSS Fairview Park.
Sunday	June 5	Fifth HSS monthly club thermal duration competitions at Fairview Park.
Tuesday	June 7	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices.
Saturday	June 18	HSS Bent Wing glider competition. Fairview Park, Costa Mesa.
Sunday	June 26	Fifth SCSC thermal duration contest at ISS, Reid Park Community Center, on Orange St. between Chase Rd. and Center St. Riverside, CA.
Sunday	July 3	Sixth HSS monthly club thermal duration competitions at Fairview Park.
Tuesday	July 5	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices.
Sunday	July 17	Inland Soaring Society's (ISS) 3 rd Annual RES Challenge. Reid Park Community Center, on Orange St. between Chase Rd. and Center St. Riverside, CA.
Sunday	July 31?	Sixth SCSC thermal duration contest at ?
Tuesday	August 2	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices.
Sunday	August 7	Seventh HSS monthly club thermal duration competitions at Fairview Park.
Sunday	August 28	Seventh SCSC thermal duration contest at TOSS,
Sunday	September 4	Eighth HSS monthly club thermal duration competitions at Fairview Park.
Tuesday	September 6	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	September 25	Eighth SCSC thermal duration contest at ISS, Reid Park Community Center, on Orange St. between Chase Rd. and Center St. Riverside, CA.
Sunday	October 2	Ninth HSS monthly club thermal duration competitions at Fairview Park.
Tuesday	October 4	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices.
Sunday	October 30	Ninth SCSC thermal duration contest at TPG, San Diego, CA.
Tuesday	November 1	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices.
Sunday	November 6	Tenth HSS monthly club thermal duration competitions at Fairview Park.
Sunday	November 20	Tentative tenth SCSC thermal duration contest by SULA at (TBS).
Sunday	December 4	Eleventh HSS monthly club thermal duration competitions at Fairview Park.

Items for Sale

- For Sale: \$100 Feather Cut foam system. Two bows, 28" and 42", transformer, weights and extra cutting wire. Bonus of a 24"X60" flat door working surface plus several sheets of white and blue foam. Also a few EPP/foam Red Herring wing blanks.
- Best Offer over a buck. Sears floor model scroll saw. Used only a couple of times and gathering dust since. This thing is heavy with a cast iron flat working surface.
- Free: 9 Seven foot glass poles with Pep Boys orange flags on top. Designed to mount on a bicycle or such for visibility but intended to be used by me for laying out a hand launch glider golf.
- Contact Larry Enger, Ph: (951) 245-2521 if you are interested in any of these items.




HSS Sponsors

The following companies are the proud sponsors of Harbor Soaring Society. They give us special offers, and make contributions to our Adopt-A-School program. In return, please support them, and mention that you saw them advertised in the HSS Plane Rap newsletter.

COMPOSITE SPECIALTIES
F3X.COM
 IMPORTERS OF WORLD CLASS
 F3B/F3F/F3J COMPETITION
 SOARING MACHINES
 Tom Copp (949) 645-7032 tom@f3x.com

Decals
 Vinyl letters
 Labels
 Business cards
 Flyers
 Create or Scan art



Graphics Hill
 Jim Hanson
 331 Hamilton St.
 Costa Mesa, CA 92627
 (949) 646-3603
 E-mail
 tog4rc@pacbell.net

(949) 631-2982



www.innerdemon.com

- 4 Types to choose from For 120 to 3000 watt systems, park flyers to 1/3 scale.
- No Prop adapters needed.
- All 4 gear drives come with our exclusive EZ mount system.
- New MMS gear drive for direct drive motors like the Jet Phasor & AXI outer runner type motors.
- Motors, Speed Controls and Batteries (nimh & Li-poly)
- Discounted prices on complete power systems.

Performance gear drives and complete electric power systems



Manufactured in the U.S.A. by Model Machining Service
 1816 Monrovia Ave. Costa Mesa, CA. 92627

Shop on line 24 hours a day, 7 days a week! Click on www.hobbypeople.net!

NOW 21 STORES In So. Calif. & Nevada!

Hobby People® Nobody beats our prices. **NOBODY!**™

DISCOUNT HOBBY STORES

CALIFORNIA	ESCONDIDO 368 W. El Norte Parkway 760-739-6888	WEST LOS ANGELES 10815 W. Pico Blvd. Pico at Westwood 310-234-2425	ENCINO 5541 Balboa Balboa at Burbank 818-995-1162	FOUNTAIN VALLEY 18475 Pacific Street 405 Fwy, Euclid exit 714-964-8846	SANTA CLARITA 20855 Soledad Can.#41 Between I-5 & I-14 661-298-3300	RANCHO CUCAMONGA 12459 Foothill Blvd. Foothill at 15 Fwy. 909-463-0557	
	SAN DIEGO 4344 Conroy St. South of Balboa 858-268-7897	LA HABRA 1401 S. Beach Blvd. Near Imperial 952-947-2574 714-994-6721	ORANGE 311 E. Katella Ave. Near Glassell St. 714-288-8170	LAKWOOD 5449 South Street South at Bellflower 562-804-2515	CHINO HILLS 2971 Chino Ave. In Rolling Ridge Plaza 909-364-0187	MURRIETA 26755 Jefferson Ave. Between Mumeta & Winchester 951-677-5818	NV
	EL CAJON 489 Broadway At Ballantyne 619-444-6135	PASADENA 270 North Hill Ave. North Hill at Locust 626-568-0883	LAWNDALE 16725 Hawthorne Hawthorne & 168th 310-214-0244	CAMARILLO 1775 E. Daily Drive, H near Carmen Drive 805-445-1305	RIVERSIDE 10128 Indiana Ave. Tyler Village Center 951-785-6773	REDLANDS 835 Tri City Center Drive I-10 at Alabama 909-307-1185	LA
	HOBBY PEOPLE STORE HOURS: Monday-Friday: 10a.m.-9p.m., Saturday: 10a.m.-6p.m., Sunday: 10a.m.-5p.m.						NEVADA



Survey of Fairview Park Flying Field Users

In anticipation of some structural and procedural changes, the Costa Mesa City Council requests information from users of Fairview Park flying field. Please take a moment to provide the following information to assure that the City of Costa Mesa is aware of your usage and your opinions of the flying site. This will greatly help to improve our position as Model Aircraft Flyers at Fairview Park within the City of Costa Mesa. The city has requested members of Harbor Soaring Society to assist in collecting this information. All information submitted will be kept in strict confidence and shall be used only for this purpose.

Please submit 1 survey per Modeler.

Name: _____

Street Address: _____ City: _____ Zip: _____

1. About how many times in an average month do you use this field in Costa Mesa? _____

2. Are you an AMA member? _____ If so, membership Number: _____

3. Are you a member of the Harbor Soaring Society? Yes () No ()

Other flying club (please specify)? _____

4. What types of flying do you do? (Please indicate all that apply)

Soaring () Motorized Soaring () Hand Launch Glider () Slope () Winch launch () Free Flight ()

Motorized Acrobat () Motorized Speed () Tow Line Glider ()

5. What is your skill level for your principal flying interest? Beginner () Skilled () Expert ()

6. Do you participate in competitions? Yes () No ()

7. What is the earliest time you fly at the park? _____ AM

8. How many model aircraft do you own and fly on a regular basis? _____

9. How many model planes do you believe can be safely flown at once at the park? _____

10. Are you aware of any ecologically sensitive areas within Fairview Park? Yes () No ()

11. Do you have liability insurance to protect you in case of a model flying accident?

Yes () (Amount) _____ No ()

Source: AMA () Homeowner's Policy () Other () _____

12. How satisfied are you with the facilities at this field as they stand?

Access: Great () Just OK () Dissatisfied ()

Safety: Great () Just OK () Dissatisfied ()

Maintenance: Great () Just OK () Dissatisfied ()

13. What is your reaction to a City of Costa Mesa "permit" system, requiring all pilots to prove adequate liability insurance before being allowed to fly at Fairview Park? (A \$10 to \$20 annual fee may be required to by the city to process and maintain your permit.)

Good, let's do it! () Neutral () Negative, Liability insurance is not necessary ()

14. What suggestions do you have to improve the conditions at this flying facility?

Thank you very much for your help. We are trying to make this site an exceptional one and value your opinions. Please fly safely!!! Date _____



HARBOR SOARING SOCIETY OFFICERS FOR 2005

President	Karl Hawley	(949) 574-9379	www.1hss.org
Vice President	Jim Parsons	(714) 636-9867	jpspectra@sbcglobal.net
Treasurer	Jim Hanson	(949) 646-3603	tog4rc@pacbell.net
Secretary	Fred Hesse	(714) 963-5838	fhesse@socal.rr.com
Contest Coordinator	Tom Copp	(949) 645-7032	tom@f3x.com
Assist. C/C	Jim Hanson	(949) 646-3603	tog4rc@pacbell.net
Editor	Fred Hesse	(714) 963-5838	fhesse@socal.rr.com
Publisher	Mike Gaczowski	(949) 582-9390	mgaczowski@cox.net
Winch Engineer	Karl Hawley	(949) 574-9379	www.1hss.org
Webmaster	Steve Hendry	(714) 996-6183	4hendry@adelphia.net
Assist. Webmaster	Tuan Le	(630) 886-2845	fnnwizard@earthlink.net
General Director	Bill Eckles	(949) 725-0050	tunabiker@cox.net
Field Marshal	George Azvedo	(714) 832-7819	No E-mail address

See our NEW web site at www.HarborSoaringSociety.org for a bright new club image. Our other web site can still be viewed at www.1hss.org . Both will feature the latest news, the color issue of Plane Rap, activities, pictures, and more.

MEETING AT IRVINE WATER DISTRICT, TUESDAY, 5 APRIL, 2005.

DON'T FORGET TO RENEW YOUR MEMBERSHIP Application on the web site.

PLEASE FILL OUT THE PARK USER SURVEY ON PAGE 11 OR ON THE WEB SITE.