

Plane RAP

IN THIS ISSUE

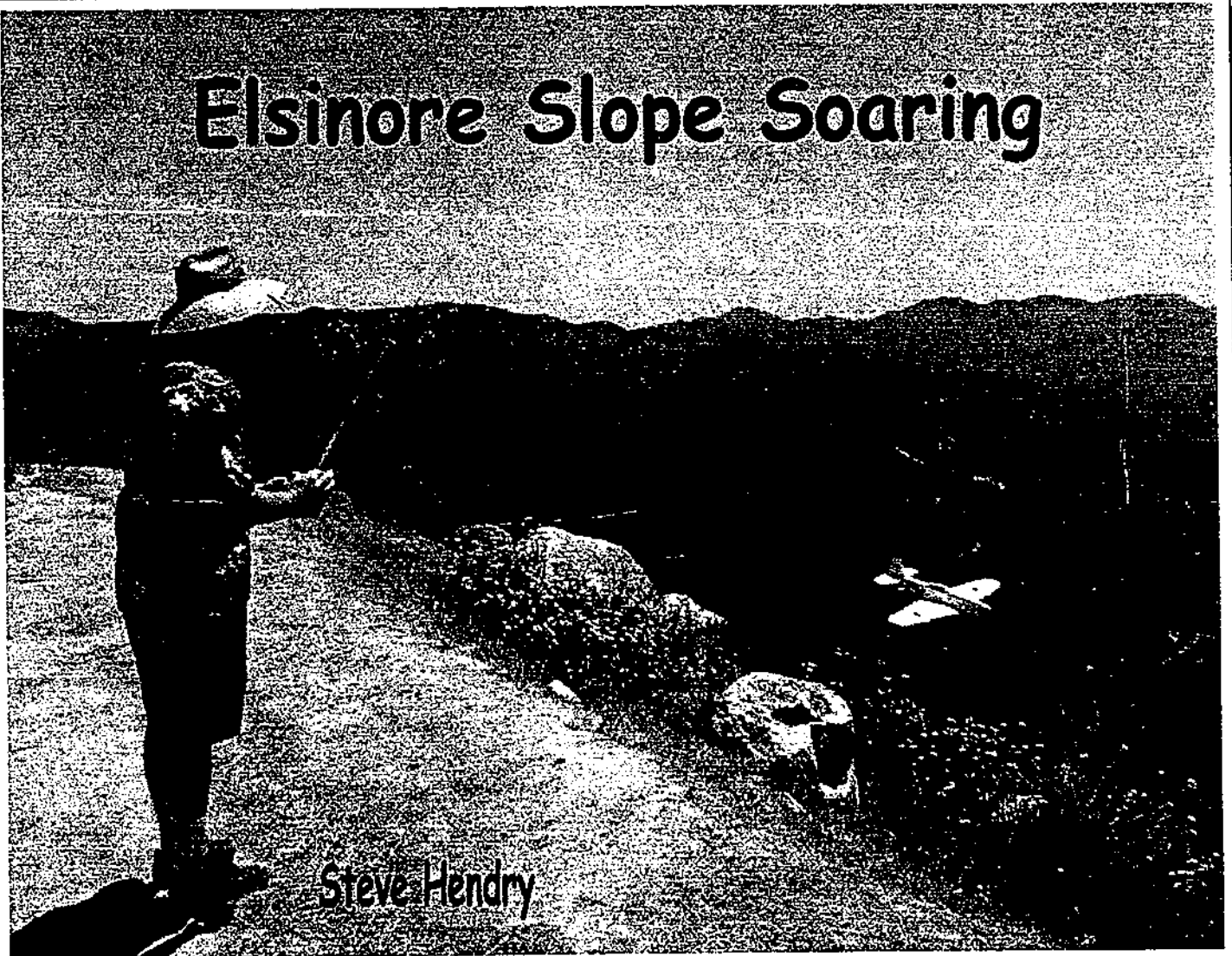
- Kenyon Chronicles
- Elsinore Slope
- New Guys in the Sky
- Contest Results
- Radio Frequencies

Harbor Soaring Society

AMA Charter #128

The Western Soaring Capital

Elsinore Slope Soaring



Steve Hendry

HSS Newsletter - Costa Mesa, California

Aug/Sept 1999 Issue

Club Information

1999 Officers:

President

Les Kenyon: kenyonles@earthlink.com
714-404-3832

Vice President

Karl Hawley
714-545-4722

Secretary

Steve Hendry: hendry@access1.net
714-996-6183

Treasurer

Larry Reed: lreed@mti.com
714-838-5569

Contest Director

Ross Thomas
714-638-0705

Editor

Tom Vincent
714-792-0125: tvtom@access1.net

Training Coordinator

Roger Saville
714-549-7976: rogerhss@juno.com

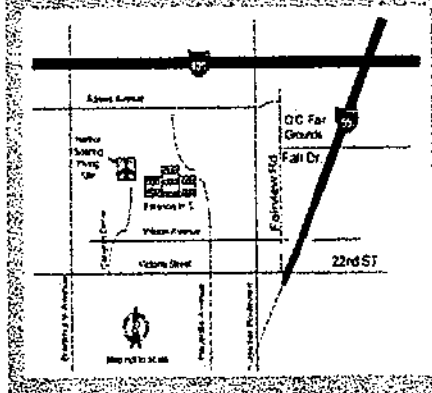
Winch Coordinator

Dick Pantzar
714-642-1380

General Director

Roger MacGregor
714-642-8830

Flying Site

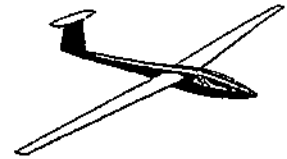


Cover - Steve Hendry from HSS fly's his Yak up off of Ortega hwy outside of Lake Elsinore. A great place for sloping those foamies.



The Kenyon Chronicles

A Message from the Pres. -

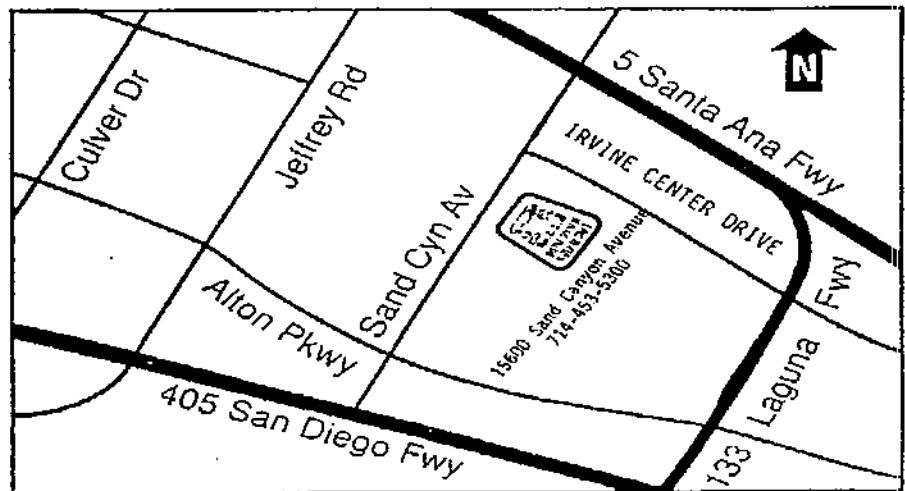


Les Kenyon

Summertime! Summertime! Summertime!

We would like to welcome all the new flyers who are joining our club since the closing of Miles Square as a flying site. *I am looking for an electric flyer to represent your needs and concerns at the field. Please contact any Board Member if you'd like to help in this area.* We have had quite a few close calls lately and a few damaged airplanes due to confusion over where to launch and land. "Members info" can be found in the storage shed and the following guidelines apply. All pilots, regardless of what they are flying, should launch from the electric winch area. Once your plane is safely up and away, pilots should step back across the walkway, behind the winch area. This is the typical flying and landing area which faces East (for reference, the slope area faces West). Hand-toss flyers should launch and fly from the right (North) side of the electric winch, between the launch and landing area, this to reduce risk of a hand toss launching into a landing

Notice: Meetings Tuesday 8-3-99 and 9-7-99 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.

The Kenyon Chronicles Continued

plane. By having everyone launching from the same area we will reduce confusion and mid-air. Several years ago, when the winch line was set up directly towards the slope, it was OK for electrics to launch to the left (South side) of the winch lines, in front of the parked cars. We now set the winch lines up going SouthWest in order to avoid the Vernal Pond. The Vernal pond contains tiny ferry shrimp that appear during the rainy Winter months. These little guys have become a center piece in the Fairview Park environmental Master Plan. So Please be considerate when you fly. Your cooperation is greatly appreciated.

CALLING ALL VOLUNTEERS, CALLING ALL VOLUNTEERS! HSS needs you to help with the winch batteries. Winch batteries must be charged each week then brought to the field. It seems that the same couple of guys have been doing this for several years. We all appreciate the service they provide and they need help. Recently though, we have been running short on batteries because of numerous reasons. So, there are two things that can be done. In the short term we need a few volunteers that can charge the batteries in their garage and bring them to the field on weekends. A more permanent solution is to obtain permission from the City to pull electricity from the power vault over by the winch area to our shed. This is not an expensive project, but it will take time to go through the process of getting it on the Parks Department agenda and making a presentation. If approved, permits have to be pulled and an area in the shed must be outfitted to charge our batteries. Roger MacGregor, General Director, represents HSS on the Fairview Park planning committee. Roger is working hard with the Commission but these things take time, so in the mean while, please help if you can transporting a few batteries to the field. Your effort will not go unnoticed. Contact any Board member or see Karl Hawley or Dick Panzer at the field.

If anyone has anything they would like to discuss at the club meetings, there are two ways to go about it. One is to come to our monthly meeting and discuss your issue during the New business portion of the meeting. This happens just before I turn the meeting over to Karl for our guest speaker. Once you request a discussion, the Board will recognize you and ask for a motion to Second the discussion. Secondly you can pass something along, preferably a written note to any board member and he will bring it up on your behalf.

I hope everyone is enjoying the great lift we've had recently and let's hope it keeps up.

Les

Say What! Xmas Already!

Xmas Party Location ?

The Barn in Costa Mesa is no more, due to the remodeling of the shopping center that they were located in. HSS usually has their year end Christmas and awards party sometime in the beginning of December. So, if you have any comments on were to go, bring them to the Club Meeting and let's discuss alternative locations. It's going to be a blast!

Organizer Wanted for SC2 BBQ

Our Club is hosting the inter-club SC2 contest August 29th at our field. There will be approximately 50 to 75 people standing around between flying rounds with nothing else to do but eat. If there's nothing better I like is a captured audience. So, we need you to volunteer to help coordinate things by obtaining the food, hamburgers, hot dogs and drinks. By setting up our BBQ, we get a chance to generate much needed funds for the club. After the contest, we are having our annual swap meet that could potentially bring more flyers, club members, and lookie louies alike. This is a very important event and we need a little help. Thanks To Larry Jolly's wife Carol who took charge last year and to Lars Tohino who made things happen in years past. Now it's your turn, so contact a board member if you can help organize this.

July Contest

HSS July Contest



Contest - Sun. July 11, 1999

This Sunday morning was rather unusual for Southern California. We were experiencing this stuff called "humidity" along with tropical weather. Could it possibly rain in July? Sure did look like it and some areas actually got wet. Needless to say, the lift was excellent enough for this newsletter editor to get lucky and win. The format was a straight forward 4-6-8 minutes. Landings played an important part at this month's contest.

OPEN CLASS

E	Tom Vincent	1000 1st Masters
S	Jonathan Alpert	998 1st Expert
E	Mark Navarre	989 2nd Expert
M	Larry Jolly	985
E	John Roe	975 3rd Expert
E	Curt Nehring	942
M	Steve Hendry	927
E	Ross Thomas	913
E	John Brown	912
S	Scott Southall	906 1st Advanced
E	Dennis Brandt	879
M	Joe Rodriguez	863
E	Jim Parsons	845
A	Chris Kenyon	800
E	Tom Harbin	761
E	Roger Saville	698

CLASSIC CLASS

	Will Conrad	1000
	Chris Adamczyk	947
	Ross Thomas	882

July Minutes

July 6 1999

- Meeting was opened by Les Kenyan at 7:01 PM
- Karl Hawley asked for suggestions for the X-mas party (i.e. a place, prizes and a theme.)
- Karl says Larry Jolly will be the guest speaker for the August Meeting.
- Roger MacGregor presented all our wants and wishes to the Costa Mesa City Council. The Council has taken it under advisement.
- Ross Thomas has asked Will Conrad and Gordon Ritcke to handle check in and radio impound. Karl Hawley is to be winch master. Roger Saville will be landing judge for Harbors August (SC)2. Need a volunteer for running the BBQ.
- These guys are overseeing these tasks and will need a bunch of help. We need a club effort to make this work.
- Board Meeting adjourned 7:39PM
- Karl turned the meeting over to Don Edberg who presented a really cool video on hi-tech aircraft. Thanks Don.....

1999 HLG TRIATHALON

ISS - SULA - TPG

SECOND LEG : SOARING UNION OF LOS ANGELES

DATE: September 19, 1999 - PILOTS MEETING AT 8:45 AM

REGISTRATION: 7:30 am - ENTRY FEE: \$5.00

4 ROUNDS QUALIFYING - 1 ROUND CHAMPIONSHIP

CD: BROWNE GOODWIN

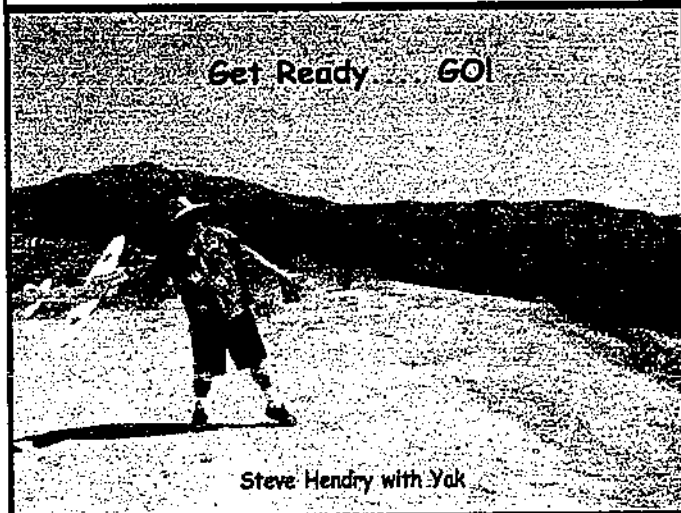
TASKS

- Round 1 - Five longest flights, one minute max per flight, 5 minute window, unlimited throws
- Round 2 - Most flight time from increasing flights, 1st flight to count at least 15 seconds, 8 minute window, at least 3 throws
- Round 3 - Three longest flights, 3 minute max, 10 minute window, unlimited throws
- Round 4 - Five longest flights, 2 minute max, 10 minute window, 7 throws max
- Championship - Two longest flights, 2 minute max, and two longest flights, 4 minute max, 12 minute window, 4 throws

Elsinore Slope Soaring

By TV

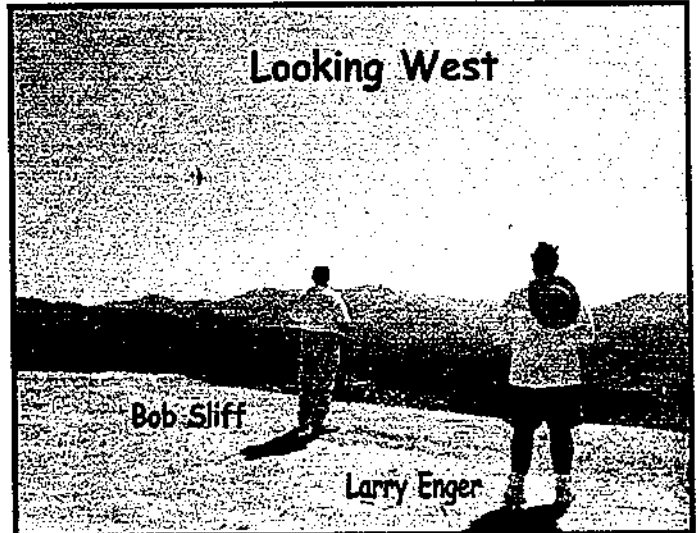
What a fun day this Saturday in July was when a group of us from HSS took a road trip to the hills surrounding Lake Elsinore to corrupt the locals and to eat Larry Enger out of house and home. Larry made the mistake of showing us this new spot and to offer us a BBQ at the end of the day. What was this guy thinking? We



Get Ready GO!

Steve Hendry with Yak

are all uncivilized slugs and he will now have to suffer with the likes of other HSS members once they discover this spot. All I can say was that the lift and eats were great. The thing that made this site unusual was that the lift band exploded as you got further away

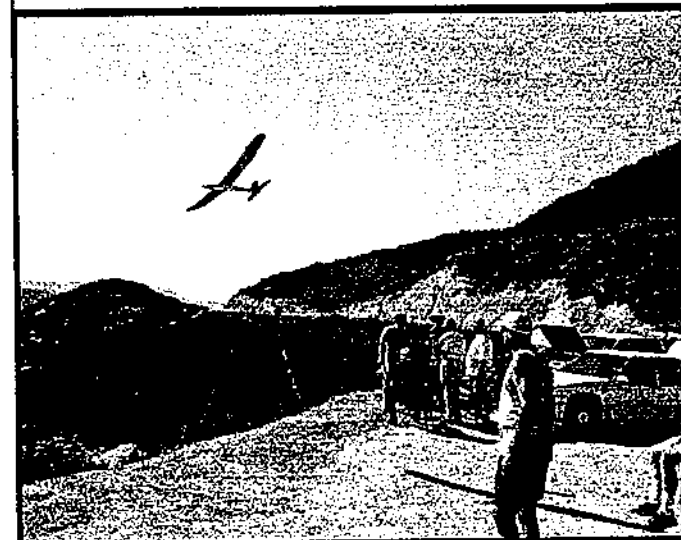


Looking West

Bob Sliff

Larry Enger

from the slope. This is contrary to normal sloping. Oh Ya, by the way, getting there was easy. Just sit in Larry's car and watch him drive to the site. It's only 1/2 hour from his house. If Larry doesn't want to play with you then travel East over Ortega Hwy and before dropping down into Lake Elsinore, you will make a right turn on Main St towards the campground. About a mile on the right side of the road, pull over and prepare yourself for some sloping fun in the sun. The winds come straight in from the coast. Thanks to Larry for inviting us out to this place. You missed a good time!



Yak takes to the sky



NEW GUYS IN THE SKY

ROGER SAMMIE

Hi again! Last month I discussed the basic principals of balancing your plane, pre-flight checks and maneuvers to be thinking about while in the air. This month I wanted to discuss further about Radio selections and building that new kit.

Radio Selection

New pilots also want to know which radio is the best to start off with. Since radio equipment is expensive. It is recommended that you start off with a good 4-channel system. Do not purchase a 2 channel - 2-stick radio! Recommended 4 channel radios include the Futaba Conquest (FP-4TNL). The Hobby Shack Cirrus Wave 5 (RC-5JK) and the Airtronics Vanguard (VG4R-AM). These radios generally cost under \$150 and include the transmitter, receiver, transmitter and receiver battery packs, battery recharger, servos, frequency flags and various minor components. Both companies have repair facilities in the local area. Futaba is located in Irvine and Airtronics in Irvine. For a few extra bucks, it is recommended that you purchase one of the entry-level computer radios, such as the Airtronics Radiant. These radios will serve you latter as you advance to simple flat wing models, such as a slope type ship. The extra \$50 or so may save you from buying a whole new radio latter.

Glider Preparation

Now that you have built your glider and purchased a radio, the next step is to install the radio equipment, balance the glider, charge the transmitter & receiver batteries, test the controls, conduct a radio check and hand launch (test fly) the airplane. So, mount the servos, receiver and battery in the glider fuselage according to the model plans. Be sure to wrap the receiver and the battery in foam padding to protect the equipment from crashes or hard landings. Connect the pushrods to the servos and check the movement of the control surfaces (elevator and rudder) by turning on the transmitter and the receiver. Stand behind the airplane and move the control stick on the transmitter up and down, left and right. Both the rudder and elevator should operate off of the same stick -generally the stick on the right side of the radio. The rudder should move to the right when the stick is pushed to the right and to the left when the

stick is pushed to the left. The elevator should move up (nose up) when the stick is pushed down (toward you) and down (nose down) when the stick is pushed up (away from you). If any of the controls are opposite, you will either have to use the servo reserving feature of your radio to correct the problem or, if your radio lacks this feature, you will have to remount your control rod(s) on the opposite side of the servo(s). After you satisfy yourself that the control surfaces are moving in the proper direction, it is important to set your trim to ensure that the rudder is in line with the centerline of the fuselage and the elevator is level with the horizontal stabilizer (neutral trim). Moving the trim tabs on the radio a number of "clicks" in the direction that you want the control surface to move does this. You may have to adjust the pushrod linkage to ensure that the trim tabs are in the center position once the trim is properly set.

Conduct the radio check by placing the glider on the ground, collapsing or removing your antenna (IMPORTANT- check your radio owners manual to determine if the range check should be conducted with the antenna collapsed or removed) and move the radio stick right and left while you walk about 100 feet from your plane checking for proper movement of the rudder. If control is lost at any point in time during this test, you have a radio problem that must be checked out prior to attempting to fly your airplane.

Balancing your airplane is critical. A glider will not fly properly unless it is balanced. Start off by checking the balance of the wings. Add small amounts of lead shot to the lighter wing tip as necessary. Then check the plans for the center of gravity (CG) which is usually on or slightly behind the wing spar. Test the balance of the plane by placing a finger on the wing spar on each side of the plans. If the tail drops then you need to add lead weight to the nose as far forward as possible or take weight out of the nose, if the nose drops. Gradually adjust the weight in the nose until the plane balances level. Glue the lead weights into place to prevent any possibility of the weight shifting while in flight as it will effect the CG with possible disastrous results. Once you are satisfied with the airplane's balance, attached the wing to the fuselage (use at least six rubber bands) and are sure that the control surfaces are properly aligned and move in the proper direction in response to the radio input, you are ready to test glide the airplane. Make sure your radio and receiver are on. Put in a couple of clicks of down trim. Hold you glider above your head and gently, but firmly, throw the plane straight out in front of you. Release the plane in an attitude parallel with the ground. Do not throw the plane upward. A properly trimmed airplane should glide at a slightly downward angle and land about 50 to 75 feet away. Do not try to over control the plane; just let it gently glide to a smooth landing. Avoid putting in too much up elevator as you may stall out and end up crashing the plane. From here you can fine-tune the trim adjustments until you achieve a straight and level flight. It is possible to conduct these tests successfully by yourself. However, it is strongly recommended that you bring your plane out to the field and have an experienced pilot check it out and test fly it for you.

Well, that's enough for this month. So keep'em flying. Roger



F3J TEAM SELECTIONS

Larry Jolly

If you saw last months newsletter you know that Ben Clerx, Mark Taylor, Joe Rodriguez, Tom Copp, my son Chris, and I traveled to Long Island, New York over the 4th of July weekend to attend the US team qualifications for F3J. We were joined by my other son Emmett, Jim McCarthy, Tom Hoopes, Tom Kallevang, and Seth Baker. The contest was hosted by the Long Island Silent Flyers with Fritz Bien taking the job of Contest Director. It would be real easy to remember this contest as the one where my glider melted, and my brain fried. Yes!, it was HOT, unbearably hot and humid. The field was small by California standards, surrounded by tall trees. The contest was also well organized and well run. There was a minimum of reflights and in general there was challenging soaring conditions for everyone. The contest was run in two parts, the first 2 days we flew 12 ten minute qualifying flights with two throw outs. There were 27 Open contestants and 4 Junior contestants. After the qualifiers, the top 10 contestants move on to the flyoffs. At this point the contest started over and we were to fly 8 fifteen minute flights with one throw out. The juniors kept their scores and commenced the 15 minute flights. Tom Copp and I were the two members of our team to make the cut. On Monday which was the flyoff Day, turn out to be the hottest of the weekend with temperatures in the 105 degree area and humidity greater than 90%. I also forgot to tell you that the wind was blowing 15mph. We were already dead tired from the previous days flying. On this last day in the oven, lift went from strong to spotty, to bad sink and the wind took you way down wind much faster than you wanted to go. For 15 minutes you

had to climb quick and work your way back up wind to snag the next thermal, or in many cases grab the next thermal part way home, work it quick and dash for the circle. There were very few give-me rounds, and all 10 finalists and teams worked their tails off to make the Team. In the end top 3 Seniors and Juniors were named as the USA Soaring Team to represent the US in Corfu Greece next July 2-9, 2000. I would like to mention that you should be proud of all the guys that were on our team. The timers got rotated around, I guess they didn't want any one guy getting all our bribe money. Any way each timer we had reminded us that we were the best prepared, professional, group there, and we seemed to be having a really good time. From a personal note I would like to thank the Red team for all their support. I have never flown with a better bunch of guys.

2000 Worlds F3J Finals Senior Scores

Joe Wurts 6990
 Larry Jolly 6849
 John Roe 6834
 Darrell Zaballos 6763 (Did he get a deal on consonants or what?)
 Skip Miller 6758
 Daryl Perkins 6631
 Tom Copp 6544
 Josh Glaab 6452
 Mike Lachowski 6451
 John Hauff 5994

Junior Team

Paul Griebenow 8359
 Chris Jolly 8075
 Dusty Miller 7899
 Richard Waters 7022

Mark Taylor has volunteered to take on the duties of Junior Team Manager. This looks to be the best worlds yet. If you are interesting in attending as a supporter, or just for a vacation, let Mark or I know and we can get you the information. Larry

26TH ANNUAL C.V.R.C FALL SOARING FESTIVAL 1999

LOCATION ; C.V.R.C FIELD, PLAZA DRIVE AND FERGUSON .
DATE ; OCTOBER 2 , 3 , 1999
CLASSES ; OPEN , 2-METER , NOSTALGIA , GREY-CUP , (62 & OVER) .
LIMITATIONS ; THE FIRST 280 ENTRIES RECEIVED , AND POSTMARKED
AUGUST 1ST , AND RECEIVED NO LATER THAN AUGUST
15TH .
LANDINGS ; CIRCLES , POINTS , 20 , 40 , 80 .
TASKS ; SATURDAY , 3 , 5 , 7 , 6 , SUNDAY , 3 , 8 , 4 , MIN .
PILOTS MEETING ; 7:30 AM , BOTH DAYS .
AWARDS ; OPEN , 1ST - 10TH , 2-METER , 1ST - 3RD , NOST. , 1ST - 3RD
GREY-CUP , 1ST - 3RD .
HAND TOSS ; TO BE ANNOUNCED .
RAFFLE ; ALWAYS THE BEST !!!!
BAR-B-QUE ; SATURDAY NIGHT , \$ 10.00 PER PERSON .
T-SHIRTS ; S , M , L , XL , XXL , \$ 16.00 , LIMITED STOCK AT THE FIELD .
RV PARKING ; FREE , FIRST COME , FIRST SERVED . AT THE SOUTH END
OF THE FIELD . TO SAVE SPACE , PARK CLOSE AND BE
FRIENDLY . TOW VEHICLES SHOULD BE UNHOOKED .
THANKS , C.V.R.C STAFF .

MAIL THIS ENTRY TO THE ADDRESS BELOW ON AUGUST 1ST , AND
REMEMBER ,
NO LATER THAN AUGUST 15TH . AFTER THESE DATES , YOUR ENTRY WILL
NOT BE ACCEPTED .

CD. MIKE FARNESI

776 SUNSET DRIVE

DINUBA CA 93618

(559)-595-9845 AFTER 5:00 PM

ASST. PHIL HILL

(559)-686-8867

AFTER 5:00 PM

NAME _____	CLASS	OPEN	2-METER	NOSTALGIA
ADDRESS _____				GREY-CUP
CITY _____	STATE _____	ZIP _____		CLUB _____
PHONE # () _____				AMA # _____
FREQUENCY	1ST	2ND	3RD	4TH
		T-SHIRT, S	M	L
			XL	XXL
				\$ 16.00 EA.
		BAR-B-QUE	X	\$10.00
		ENTRY	\$40.00	

PLEASE MAKE CHECKS PAYABLE TO C.V.R.C.

TOTAL _____

******* CONFIRMATIONS WILL BE MAILED THE LAST WEEK IN AUGUST *******



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: CD/ ROSS THOMAS @ 714-638-0705
 PREZ/ 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



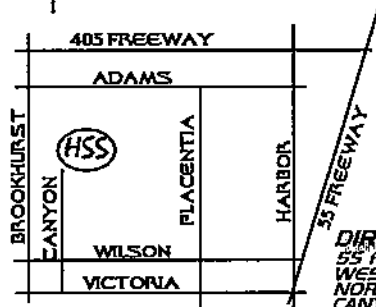
SIGN UP: 8:00 AM

BRIEFING: 8:30 AM

FLIGHT ORDER: OPEN

START TIME: 9:00 AM

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

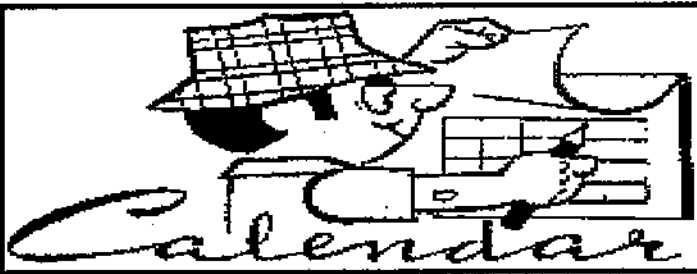


ANNUAL SWAPMEET!

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



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



HSS Club Meeting 7:00 Irvine Wtr Dst. Tues. Aug 3
 Larry Jolly talks about the F3J USA team trials in NY
 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

Visalia Fall Soaring Contest Sat/Sun Oct 2/3
 HSS Club Meeting 7:00 Irvine Wtr Dst. Tues. Oct 5
 HSS T.D. Contest Sun Oct 10
 SC2 T.D. Contest - PSS Sun Oct 31

HSS Club Meeting 7:00 Irvine Wtr Dst. Tues. Nov 2
 HSS T.D. Contest Sun Nov 7

This issue is combined for both August and September so that your Editor can go fishing. Your next newsletter will not arrive at your mailbox till the end of September. Happy vacation!

HSS SPY REPORT

Elsinore Chain Gang



This motley crew checks out the flying accommodations around Lake Elsinore. The locals don't want us back.

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

<http://www.1hss.org>



WILL CONRAD
 9359 SHRIKE AVE
 FOUNTAIN VALLEY, CA 92708



Notice: Meetings Tuesday 8-3-99 and 9-7-99 at the Irvine Water District Office.

The August and September HSS monthly contest dates are Sunday 8-15 and 9-12.