

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

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



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### **Casey Adamczyk – Harbor Soaring Society's World Class Competitor**

Casey Adamczyk, age 15, shown holding the 3 meter Zenith glider with his proud father Chris. They are on their way to the F3J Worlds Canada 2004, the international competition held this August – September at Calgary. Casey will be competing in the Junior Class, against pilots from around the world.

We wish Casey and Chris loads of luck, and will continue to report the events and outcome as news reaches us.

Chris Adamczyk prepared the following special report.



I have been flying with Harbor Soaring Society for about 9 or 10 years. My son Casey expressed an interest in coming to the field with me when he was 8 years old. He will be 15 on May 14<sup>th</sup> so as you can see he has been flying for longer than a lot of our members. We both have had lots of help from members over the years and have met lots of people in contests from Visalia to Poway, Phoenix to Colorado.

About 2 yrs ago at a fun fly contest with the Laguna Niguel people, Larry Jolly asked if Casey would be interested in going to Colorado to try out for the USA F3J team. Without much thought we said yes and our adventure began. At that stage Casey had transitioned from his Sapphire to Graphite and we were having fun. We then found out that our Graphite was not the right type of plane for the launching technique and the task required.

We now have two Zeniths for light air and one Starlite for heavy air, as the ultimate task is to get back to the field after you have gone all out to get the time part of the task completed. We practice as much as we can along with school and youth group activities. We like to launch on a high start as it saves taxing the winch, especially if we are doing landing practice when we only want 1-2 minutes of airtime. It's also fun to thermal out from a 50ft launch. We practice flying 10 and 15-minute flights to push the envelope so Casey will be ready



**Casey Adamczyk – Harbor Soaring Society's World Class Competitor (continued)**

for the concentration required. Also hand launch is very important. It's fun and you get to read the air better, since generally you are flying close to yourself so your control inputs are very easy to read (You learn more from your mistakes).

We will get off to Red Deer Canada July 29<sup>th</sup> and will start with the Canada Cup on July 31 for practice. August 3-7 is the World Cup preliminary rounds, and August 8<sup>th</sup> are the fly off rounds, awards and banquet.

**New Feature on the AMA Web Site**

The Academy of Model Aeronautics has recently introduced an on-line magazine called Sport Aviator. It is designed for student pilots, advanced student pilots and instructors and is found at [www.masportaviator.com](http://www.masportaviator.com). There is no charge and you don't even have to be an AMA member. It is a great web site and features instructional help on such things as landing and take-off techniques, flight trimming, hinging control surfaces, improving ARF kits, and many other topics geared for beginners. Check it out, it is very helpful.

**May 4<sup>th</sup>, 2004 Harbor Soaring Society Meeting Minutes**

Troy Peterson opened the meeting at 7:35 PM. Three officers, 13 members, and 4 visitors were present.

Ross Thomas gave the status of our secretary, Don Ramsay, who had been in an auto accident about a week ago. Don was just brought home from the hospital where he is recuperating. He sustained some injuries from the air bag and seat belt, but the car was totaled, so it could have been worse.

Troy and Karl Hawley will try to clarify the federal and city rules concerning altitude limits when full sized aircraft are in the vicinity. Recently, a police helicopter has made numerous complaints about how high our models are flown. Strangely, there have been no complaints until recently.

Our publisher, Mike Gaczowski, sent 76 newsletters to members, 19 copies to non-members (like AMA and other clubs). He also sent 32 letters to last year's members inviting them to renew their membership. Mike also provided the executive staff with an updated membership list. This will shortly be shared with everyone on our web site.

Earth Day at Fairview Park was managed by Jim Hanson, assisted by Chris Adamczyk and Henry Smith. A booth was set up and a static display of planes was shown. Jim donated vinyl glider stickers, and the club provided a certificate for one free hour of flying lessons, awarded as a raffle prize.

Jim Parsons reminded everyone that the Lyons Park Fish Fry is to be held Saturday and Sunday June 5<sup>th</sup> and 6<sup>th</sup>. The park is located near Triangle Square (Newport and Harbor Blvd.) in Costa Mesa. HSS will have a booth on Saturday from 10 to 4 PM. Right afterward, the Miss Costa Mesa Beauty Pageant will be held. NOW, can we ask for volunteer help with the booth? Call Jim Parsons.

Jim Hanson needs between six and eight volunteers to assist with the HSS Electric Fun Fly to be held on Sunday May 23<sup>rd</sup>, at Fairview Park. The week before, we need to assemble pylons for the Slow Stick Pylon Race, Limbo Lines, anchors for the Balloon Bust, and other event planning. Call Jim Hanson.

We had four visitors, who introduced themselves. Marty Nation has been flying electrics and gliders for quite a number of years. He was accompanied by Richard Vader who was a charter member of HSS 40 years ago! Twan Lee just moved into the area, and is very enthusiastic about all forms of models. He joined HSS this evening. Gary Rotter has flown sailplanes for some time. Gary has an extensive background in electronics, and has some of the equipment (like directional receivers and spectrum analyzers) that could be used to identify radio interference at our field.

Fred Hesse gave the Adopt-A-School status report, and turned over \$43 to the club which was the proceeds from attending the OCMA swapmeet on May 1<sup>st</sup>. He then described the progress in establishing basic club



**May 4<sup>th</sup>, 2004 Harbor Soaring Society Meeting Minutes (continued)**

documents on our Internet site. Steve Hendry has established a special page with club bylaws, membership list, frequency usage, flying site rules, maps, logos, letterheads, inventory, and other club information.

This page will be made available to members (but not to the general public) soon. Other information such as club introduction, club tri-fold brochure, HSS membership application, and AMA membership application is (or will be) available presently on our web site.

**Show and Tell:**

- John Krug brought several beautiful molded glass fuselages purchased from Art Hobby in Billings, Montana ( [www.arthobby.com](http://www.arthobby.com) ). Made in Poland, the quality is superb and the prices are reasonable (\$30 to \$70). They also have large foam wings sheeted in black poplar, for 2 to 3 meter planes.
- Ross Thomas described the bent wing contest at Visalia, saying that competition was stiff.
- Troy brought his F5-D pylon racing planes. A full report on Troy's planes and his pending trip to York England for the world competition is featured elsewhere in this issue of Plane Rap.

For entertainment, Jim Parsons demonstrated Monokote application. The meeting was closed at 9 PM.

Respectfully submitted for Don Ramsay (Secretary) who was absent, - Fred Hesse

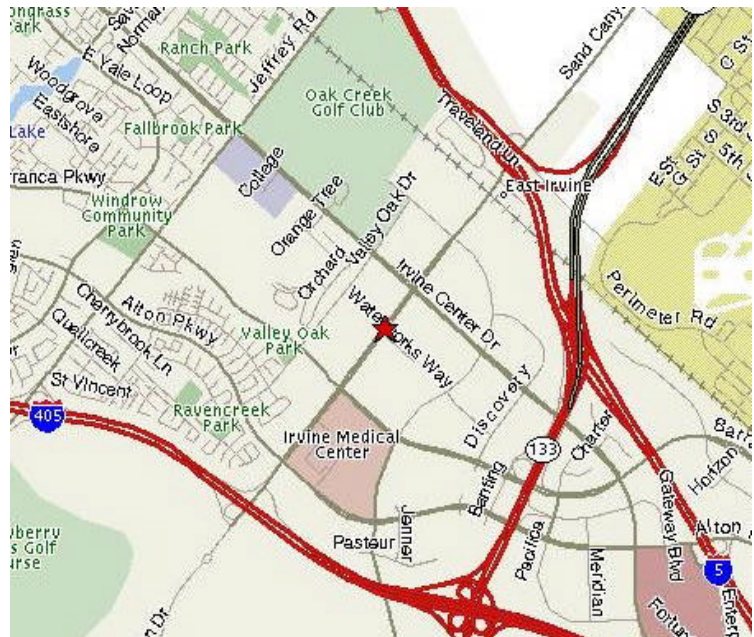
**June 1st Meeting Notice**

The next meeting will be Tuesday June 1st, 2004, 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 executive council meets at 7:00 PM, and the business meeting starts at 7:30 PM. We had 20 members present at the last meeting. There are lots of things being planned, and we need your help.

Come join the fun.

See you Tuesday!

**Coming Events For 2004**

Tuesday	June 1	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	June 6	Sixth HSS thermal duration contest for 2004. Fairview Park, Costa Mesa.
Sat-Sun	June 5-6	Lyons Park Fish Fry. HSS will have a booth and static display on Saturday.
Sunday	June 13	Be advised that Orange County Track Club has a race at Fairview, 8AM.
Saturday	June 19	Over The Edge Bent Wing thermal duration competition, sponsored by HSS. Open to all AMA members in Southern California. <a href="http://www.1hss.org">www.1hss.org</a> .
Tuesday	July 6	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	July 11	Seventh HSS thermal duration contest for 2004. Fairview Park, Costa Mesa.
Sunday	July 18	Inland Soaring Society, Inland Empire RES Challenge, Riverside CA.





**Coming Events For 2004 (continued)**

Sunday	July 25	5 <sup>th</sup> SCSC thermal duration competition, HSS, Fairview Park, Costa Mesa.
Sunday	August 1	Eighth HSS thermal duration contest for 2004. Fairview Park, Costa Mesa.
Tuesday	August 3	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	August 29	6 <sup>th</sup> SCSC thermal duration competition, Thousand Oaks Soaring Society.
Sunday	Sept 5	Ninth HSS thermal duration contest for 2004. Fairview Park, Costa Mesa.
Sat-Mon	Sept 4-6	Vintage Glider Meet (Info will be provided by Larry Tuohino).
Sunday	September 26	7 <sup>th</sup> SCSC thermal duration competition, Inland Soaring Society, Riverside.
Sat-Sun	October 2-3	CVRC Fall Glider Festival, Russell Pond club field, Visalia CA.
Sunday	October 10	Tenth HSS thermal duration contest for 2004. Fairview Park, Costa Mesa.
Thurs-Sun	October 7-10	Hobby Vision Show, Sands Expo and Convention Center, Las Vegas NV.
Sat-Sun	October 16-17	CVRC 3 <sup>rd</sup> Fall Aero Tow (Giant scale), Russell Pond club field, Visalia CA.
Sunday	October 24	8 <sup>th</sup> SCSC thermal duration competition, Torrey Pines Gliders, Poway.

The 2nd. annual GAMBLERS' GALA TD contest will be held in Gardnerville, Nevada on July 17th. & 18th. All contest information can be found on the club web site at [www.sierrasilentsoarers.com](http://www.sierrasilentsoarers.com) . Contact Lee Cox CD, 1-775-267-3747, or E-mail at [lecofly@charter.net](mailto:lecofly@charter.net) .

**Big Trouble at El Dorado Park**

During the SCSC thermal duration contest held by the El Dorado Silent Flyers last April 25<sup>th</sup>, there was a problem with competitors flying their gliders in airspace that is apparently part of the approach for full sized aircraft landing at Long Beach Airport (LGB). The field was either shut down temporarily, or there are threats from the FAA and the city to curtail flying at El Dorado Park. Full details will be available soon, but in the mean time, the following comments were posted on the EDSF web site.

From John Bikle, May 6<sup>th</sup> 2004:

Our May EDSF monthly contest was scheduled for this coming Saturday, May 8, it has been canceled. Club President Bill Sorensen and I spent 2 hours with the FAA this morning and the out come was not good. Bill and I disagree on what to do next. I personally do not plan to fly above 500 feet at El Dorado until we get more information.

From John Bikle, May 7<sup>th</sup> 2004:

For those of you that are interested, Bill and I will be at the field Saturday, at about 10:00 to answer any questions about the Thursday meeting with FAA. Bottom line from the meeting, FAA does not want us flying over 400 ft AGL (above ground level) at the park. This should impact electric R/C a little and gliders a lot. They are talking about filing FAR 91.13a &#8220;Careless and Reckless &#8221; against a pilot flying well above 400 feet AGL. The penalty is a civil fine if proven.

From Steve Giron, ~May 8<sup>th</sup> 2004:

I know this is salt in the wound, but the truth. The pilot flying the (Cessna) 182 into LGB the day of the contest is a Tower Controller at LGB. I personally spoke with him and took a glider lesson with him too this past Saturday at Hemet airport. I can tell you that he was NOT HAPPY AT ALL with the situation. He said he was turning base to final at 1,200 feet and there was a gaggle of gliders very close to him. One glider left the thermal and flew towards him causing him to take "evasive action". Let's all be diligent in our flying and give right of way to the full-scale aircraft.



## F5-D Pylon Racing

Among other things, Harbor Soaring Society's President Troy Peterson is a world class F5-D pylon racer. He competed in the 2002 World Championships in Switzerland where he placed individually and as part of the USA team.

Now, Troy has participated in local selection competitions, and once again has won the opportunity to represent the USA at the 2004 World Championships in York, England in August. Troy has had to practice regularly, mainly down in San Diego because the planes require a large space with no one around.

The basic rules for F5-D competition require the pilot to fly a number of laps around a group of pylons. Spotters at each pylon indicate to the pilot that their plane has successfully rounded the pylon and that they can start their turn towards the next pylon. And all this while flying 20 feet off the deck at 175 MPH.

The planes themselves are true works of art. Troy used to build his own planes, but now they are available reasonably priced from the Ukraine, and are so well made that one can't duplicate them for anywhere near that price. The design rules limit the total weight to 425 grams and a maximum wing loading of 24 oz. per square foot. The motors are brushless and turn 35,000 RPM. When Troy began this sport, he had the very first Hacker brushless motor in the United States. The planes have been tracked at 170 to 180 MPH, and pull 20 G's in the turns.

## HSS Contest Report

There was no club competition on May 2, 2004, as most everyone was involved with the CVRC Bent Wing contest in Visalia that same weekend.

## SCSC Contest April 25, 2004 at El Dorado

The following are the results of the SCSC thermal duration contest sponsored by El Dorado Silent Flyers.

SC-2 / EDSF Contest April 25, 2004																					
Tasks: 5 Min., 10 Min., 10 Min. Triathlon					Round #1				Round #2				Round #3				Score by Class		Score by Bed		
Place	Last	First	Clas	Freq	Club	Min	Sec	Land	Total	Min	Sec	Land	Total	Min	Sec	Land	Total	Total	Norm	Norm	Pl.
Expert																					
1	Smith	Mike	1	48	TPG	5	2.0	47.0	990.7	10	0.0	48.0	998.0	10	0.0	49.5	999.5	2988.2	1000.0	1000.0	1
2	Vera	Edgar	1	13	SWSA	4	59.0	49.0	995.8	10	0.0	49.5	999.5	9	59.0	45.0	991.4	2986.8	999.5	999.5	2
3	Browning	Mark	1	51	HSS	5	2.0	47.0	990.7	10	1.0	40.0	988.4	10	3.0	42.5	989.9	2949.0	986.9	986.9	6
4	Sage	Fred	1	2	TPG	5	1.0	0.0	945.8	9	59.0	49.0	997.4	9	57.0	41.5	976.1	2920.3	977.3	977.3	8
5	Adams	Steve	1	57	EDSF	4	59.0	32.5	979.3	10	1.0	3.0	961.4	9	58.0	48.5	989.0	2919.8	977.1	977.1	9
6	Sneed	Jim	1	39	HSS	5	0.0	45.0	995.0	10	1.0	19.5	967.9	10	3.0	25.0	953.4	2915.4	975.0	975.0	10
7	Gomez	Manny	1	50	HSS	5	1.0	48.0	994.8	9	57.0	46.5	991.8	8	33.0	40.5	649.7	2636.3	882.2	882.2	14
8	Jolly	Larry	1	60	EDSF	4	59.0	50.0	996.8	6	31.0	0.0	619.1	10	0.0	48.5	998.5	2614.4	874.9	874.9	15
9	Markiewicz	Arthur	1	6	TPG	4	59.0	44.5	991.3	9	59.0	49.5	997.9	8	25.0	0.0	611.6	2600.8	870.4	870.4	16
10	Copp	Tom	1	45	HSS	4	59.0	41.5	988.3	10	2.0	8.5	965.3	8	47.0	0.0	625.8	2569.5	859.9	859.9	18
11	Lee	Mike	1	2	HSS	5	1.0	43.5	990.3	10	3.0	43.0	988.3	6	41.0	47.5	523.7	2502.3	837.4	837.4	20
12	Spitzer	George	1	20	SWSA	5	1.0	45.5	992.3	5	11.0	44.0	536.4	10	8.0	43.0	893.3	2422.0	810.5	810.5	25
13	Reagan	Mike	1	26	TOSS	5	0.0	39.0	989.0	10	1.0	32.0	980.4	3	20.0	0.0	237.5	2206.9	738.6	738.6	36
14	Rodriguez	Joe	1	36	HSS	4	59.0	38.5	982.2	6	28.0	0.0	614.3	5	41.0	0.0	440.6	2037.1	681.7	681.7	41
15	Fink	Dan	1	49	HSS	4	59.0	38.0	984.8	6	48.0	0.0	646.0	4	48.0	38.0	380.0	2010.8	672.9	672.9	42
16	Adamczyk	Casey	1	31	HSS	4	59.0	37.5	971.7	3	12.0	0.0	304.0	7	0.0	46.0	544.8	1820.4	609.2	609.2	44
17	Gatti	Mark	1	46	SWSA	5	3.0	36.0	976.5	2	53.0	0.0	273.9	3	59.0	38.5	557.4	1807.9	605.0	605.0	45
Intermediate																					
1	Throop	Terry	2	42	TPG	5	0.0	46.0	995.0	10	0.0	43.5	993.5	9	59.0	48.5	994.9	2984.4	1000.0	998.8	3
2	Mierop	Lex	2	8	TOSS	5	2.0	45.5	999.2	10	4.0	38.5	982.2	10	1.0	35.5	979.6	2950.9	998.8	987.5	5
3	Olsen	Pete	2	58	SWSA	5	0.0	34.0	984.0	10	1.0	45.0	993.4	10	3.0	28.5	955.9	2933.4	982.9	981.7	7
4	Millett	Keith	2	33	EDSF	5	0.0	37.0	987.0	10	1.0	17.0	965.4	10	2.0	0.0	936.8	2888.2	967.7	965.5	11
5	Morjoseph	Mike	2	38	SWSA	5	2.0	45.0	998.7	10	1.0	47.5	995.9	7	59.0	39.0	842.9	2827.5	947.4	946.2	12
6	Fllice	Gary	2	55	TOSS	4	59.0	46.5	990.2	10	2.0	35.5	982.3	5	56.0	43.5	680.0	2652.5	888.8	887.7	13
7	Graham	Eber	2	43	SWSA	4	59.0	48.0	991.7	6	40.0	0.0	633.3	9	57.0	38.5	973.1	2598.1	870.5	869.5	17
8	Luduc	Peter	2	19		4	59.0	20.0	966.8	9	58.0	2.5	949.3	7	0.0	0.0	498.8	2414.9	809.2	808.2	26
9	Stalls	Jared	2	28	EDSF	5	0.0	0.0	950.0	10	1.0	31.5	979.9	6	34.0	0.0	467.9	2397.8	803.4	802.4	27
10	Howell	Ronald	2	23	EDSF	5	1.0	23.5	970.3	10	2.0	36.0	982.8	5	38.0	0.0	420.4	2373.5	795.3	794.3	28
11	Townsend	Craig	2	56	SULA	5	2.0	39.0	982.7	4	19.0	0.0	410.1	4	36.0	0.0	327.8	1720.5	576.5	575.8	47
12	Butkovich	Dave	2	24	TOSS	4	59.0	42.0	988.8	3	3.0	0.0	289.8					1278.6	428.4	427.9	49
13	Helmstadter	Bret	2	22	DUST	0	45.0	0.0	142.5	2	24.0	26.5	254.5					397.0	133.0	132.9	53



**SCSC Contest April 25, 2004 at El Dorado (continued)**

The following are the results of the SCSC thermal duration contest sponsored by El Dorado Silent Flyers.

Sportsman																					
1	Brooks	Tony	3	53	SWSA	4	59.0	40.0	986.8	10	0.0	38.0	988.0	5	44.0	41.5	521.3	2496.1	1000.0	835.3	21
2	Sallenbach	Steve	3	47	SWSA	4	58.0	42.0	985.7	10	0.0	39.0	989.0	6	32.0	28.0	491.5	2466.2	988.0	825.3	22
3	Gomez	George	3	37	ISS	4	58.0	32.5	976.2	10	6.0	41.0	981.5	6	35.0	0.0	469.1	2426.7	972.2	812.1	24
4	Underwood	Steve	3	30	EDSF	5	2.0	41.0	984.7	9	50.0	35.0	989.2	5	11.0	39.0	408.3	2362.1	946.3	790.5	29
5	Millett	Jerry	3	19	EDSF	5	2.0	26.5	970.2	10	1.0	23.0	971.4	5	37.0	0.0	416.8	2358.4	944.8	789.2	30
6	Romero	Chico	3	20	ISS	4	53.0	36.0	983.8	10	2.0	29.5	976.3	5	19.0	0.0	378.8	2319.0	929.0	776.1	34
7	Thonet	Andy	3	59	EDSF	4	58.0	36.0	979.7	5	1.0	0.0	476.6	8	0.0	0.0	807.5	2263.8	906.9	757.6	35
8	Corsaro	Frank	3	4	SWSA	4	57.0	0.0	940.5	10	4.0	26.5	970.2	3	27.0	0.0	245.8	2156.5	863.9	721.7	37
9	Hollingworth	Clay	3	37	EDSF	5	3.0	30.5	971.0	3	1.0	46.5	333.1	3	31.0	34.5	287.4	1591.5	637.6	532.6	48
10	Hasiroglu	Ya	3	19	HSS									5	41.0	0.0	440.6	440.6	176.5	147.4	52
11	Loreda	Javier	3	60	DUST	1	36.0	0.0	304.0								304.0	121.8	101.7		54
RES																					
1	Jolly	Larry	4	14	EDSF	4	58.0	48.0	991.7	9	58.0	44.5	991.3	9	59.0	41.0	987.4	2970.4	1000.0	994.1	4
2	Fink	Dan	4	26	HSS	5	0.0	19.0	989.0	10	0.0	28.0	978.0	5	50.0	41.0	599.1	2546.1	857.2	852.1	19
3	Krug	John	4	2	HSS	5	6.0	24.0	955.0	10	1.0	0.0	948.4	5	48.0	0.0	532.0	2435.4	819.9	815.0	23
4	Adamczyk	Chris	4	44	HSS	5	9.0	0.0	921.5	9	56.0	0.0	943.7	3	51.0	46.0	474.7	2339.9	787.7	783.0	31
5	Thomas	Ross	4	43	HSS	5	1.0	42.5	989.3	9	58.0	25.0	971.8	4	38.0	48.0	378.1	2339.3	787.5	782.9	32
6	Tatayama	TakRES	4	23	SWSA	5	0.0	40.0	990.0	8	24.0	31.0	829.0	7	8.0	0.0	508.3	2327.3	783.5	778.8	33
7	Hays	Gene	4	35	SWSA	4	57.0	37.5	978.0	5	3.0	0.0	479.8	6	0.0	30.5	695.5	2153.3	724.9	720.6	38
8	Alberto	Dona	4	16	ISS	4	15.0	9.0	816.5	9	49.0	0.0	932.6	5	2.0	43.5	402.1	2151.2	724.2	719.9	39
9	Hawley	KarlRES	4	56	HSS	4	58.0	26.5	970.2	8	53.0	21.5	865.4	3	9.0	30.0	254.4	2090.0	703.6	699.4	40
10	Lee	Mike	4	16	ISS	5	0.0	49.0	999.0					9	59.0	39.5	985.9	1984.9	668.2	664.3	43
11	Corrales	Tony	4	36	ISS	3	48.0	0.0	722.0	5	21.0	0.0	508.3	3	59.0	0.0	518.9	1749.2	588.9	585.4	46
12	Smith	Jim	4	14	SWSA	2	52.0	0.0	544.7	3	59.0	0.0	378.4	3	11.0	0.0	226.8	1149.9	387.1	384.8	50
13	Kohfeld	Jeff	4	27	DUST	5	5.0	0.0	934.2								934.2	314.5	312.6		51

**Flight School****GAGGLE FLYING by Mike Deckman**

A gaggle, as defined by the soaring community, is more than one sailplane flying in the same thermal. Flying in a gaggle can be nerve racking at times! How many midair collisions have you witnessed or been part of? I certainly have seen plenty during my soaring career and I have been involved in two midair collisions. In both cases, I was thermaling by myself. Each time, a plane entered the thermal and immediately flew into my plane, not realizing I was already in the thermal at their altitude. The following are some simple rules, which can aid in the prevention of near misses and collisions:

- The first sailplane to circle in a thermal determines the direction of turn for all who follow. This is a full-size sailplane rule, which I believe should be followed by the RC soaring community!
- A pilot joining a gaggle should do so in such a manner so as not to obstruct the sailplanes already in the thermal. Work your way in slowly.
- Changing position within a thermal should be done so not to obstruct other planes in their original turning pattern.
- A sailplane which is climbing faster than other planes should not interfere with those that are being out climbed.
- Keep a watchful eye out for new planes entering the gaggle. They may not be as aware of their position or altitude as you are.
- Always try to keep your plane visible to others.
- Never fly close under another sailplane. This takes away one means of taking evasive action should it be required by the other plane.



**Flight School (continued)**

- When more than one plane is circling at the same altitude, the planes should be flown using the same bank angle and speed.
- During a contest, use your timer. An extra brain and pair of eyes can be very beneficial.
- Always remember that the size of the plane only indicates its altitude, if you know the size (wing span) of the plane who's altitude you are judging. At your home field, this may be easy, but It's usually impossible to know who you are in a gaggle with in contests like SC2 or Visalia! At best, your ability to judge altitude differences between your plane and others is not very good!

In conclusion: Beginners should always keep a safe distance from other sailplanes in a gaggle. Gaggle flying requires mastery of one's sailplane and the ability to perceive where other sailplane's movement in space will intersect. Proper gaggle flying requires practice!

**More Flight School**

Thermal Entry, Escape, and Recognition. Taken from Miss Information, Norm Sorensen - editor, Michigan International Soaring Society, Detroit MI. As published in the AMA National Newsletter, March 2004.

You know a thermal is basically rising air. To take advantage of this knowledge, you first need to have an airplane that flies reasonably well "hands off." Good thermal recognition requires you to detect the slightest rise or fall in our sailplanes. Many a thermal has been missed by pilots who are too heavy-handed on the stick in search of a thermal. Also, an airplane with a tendency to fly in a shallow left or right bank makes recognition more difficult. I'm not talking about the ability to find a "boomer" thermal but the ability to find the hint of one. Anyone can find the "boomers," but the Sailplane bloodhound can catch the slightest whiff. This often is the difference between first and third place. The edges of thermals are not well defined. If you can find the edge, you can find maximum lift.

Don't search for thermals constantly. Don't panic if you're in some sinking air. Better pilots will resist the temptation to turn the airplane every four or five seconds. When you come off the line, allow the airplane to fly straight for at least 15 seconds unless you launch right into a thermal. This allows the airplane to cover ground away from you. You launch into the wind anyway. After four or five circles, you don't want the airplane so far downwind that it takes a lot of work to get it back. Thermals are easier to work with if you work them upwind. I have seen airplanes do several things when they encounter a thermal but will only mention a few of the important ones. A big thermal needs no explanation. Even if you're a new pilot, believe me, you'll know when you're in one.

- 1) Watch the horizontal stabilizer. It rises when encountering a thermal, more so than the wing, and especially in weak or edge thermals.
- 2) Watch the wing tips. They often will bobble. The airplane goes through a series of rapid, but small, left and right roll gyrations.
- 3) Watch for an unexplained turn. Often a thermal will pull an aircraft toward it. This is further evidence of the rotating nature of a thermal.

So when do you launch? Don't launch when the wind is picking up. You probably just missed a thermal. Wait until the wind subsides a little and let the airplane go. Be observant to subtle changes in air temperature. Sometimes, you'll notice a puff of cool air. This is thermal wind. When or if you feel a cool puff, launch the airplane. Be patient! I have a tendency to release my airplane as soon as possible, especially when using a hi-start. If you can, wait a minute; it can really pay off. Look down field. If you're lucky, your field has trees at the far end. Optimally, a thermal will generate upwind of you. Those downwind at launch time are useless. The trees often will swirl. Straight-line wind is one thing, but when the trees swirl or move haphazardly, they are probably in the midst of a thermal. If that's the case, launch your airplane.



**More Flight School (continued)****Entry**

When you encounter a thermal using what you just learned, ask yourself this: "Is the thermal to your left or right and do you feel lucky?" Here's what you do. Turn left and begin a nice large arc. If the airplane does not climb, one of two things has occurred: You missed it entirely or it's on the other side. Continue your turn, straighten it out after 270° and begin a right-hand turn. The 270° is important. If you complete the turn and then initiate the right turn, the thermal has probably blown past your airplane and is now behind it. This basic pattern is based on a wind of about 7-12 mph. The maneuver looks like a figure eight. You also have made efficient use of time and energy. Your first entry into a thermal should be smooth with the wings banked no more than 30°. Entering a thermal is a multi-staged event. The early stages must be smooth and controlled. Once you establish the strength of the thermal, you begin to work it. Recognition, entry, and establishment should take about 30 seconds to one minute depending on thermal strength.

**Escape**

Sometimes, no matter how hard you try, you can't stay in the thermal. It happens to the best of us. Don't panic and don't sweat it. Some veteran pilots feel that escaping from a dead thermal is more important than finding one. Here's what you do. Decide when to get out. This is subjective. I've seen thermal recovery from as little as 20 feet off the ground. Turn the airplane into the wind and fly hands off, as though you were starting from the launch release. I determine a thermal is dead when I cannot gain altitude and have been losing it steadily for 30 seconds. Your mileage may vary.

There is no substitute for practice. Most Sailplane pilots require two to four seasons before they master those techniques. Don't get discouraged. I jokingly called this sport "The Hiking and Sailing Club." You do a lot of walking. Sometimes the thermals are just bad. I have no formula for that; it all depends if you're happy just gliding around or not. This is usually when I quit and go home. Keep the nose clean and your wings level!

**Adopt-A-School Status Report for April 2004**

(As Delivered at the 4 May 2004 HSS Meeting)

The Thursday classes at the Boys and Girls Club of Huntington Valley are continuing, but a two-week vacation break interrupted flying in mid April. At present, no other classes are planned until fall. Support is still going to those students who have planes donated to them or had purchased their own. This support is actually the third phase of our Adopt-A-School program. As a reminder, the first phase was ground school; the second phase was learn to fly; the third phase was build and fly which must be done on a one-on-one basis.

With our YES Grant from the AMA came the requirement for progress reports. The mid year financial report to the AMA is being prepared. This shows the expenditures to date, as well as the extensive inventory resulting from donations. This inventory is over three pages and not worth printing in the newsletter as had been originally planned. Members will be able to view this inventory on our web site.

A few of the donations (while much appreciated) are not quite appropriate for our students. Because of this, we are taking advantage of local swap meets and E-bay to turn these planes into cash which will be used to purchase more basic training planes and expendables like props, batteries and electronics. A balsa, rubber powered kit and an indoor electric plane were sold at the recent OCMA swap meet, which brought in \$43. These funds will be turned over to the HSS treasurer.

**Donations to HSS Adopt-A-School Program**

In order to run the RealFlight G2 Simulator which we intend to purchase, a personal computer is needed. If any one has an old PC that is not being used, and it meets the following requirements, we would be delighted to take it off your hands.





**Donations to HSS Adopt-A-School Program (continued)**

Minimum Requirements: Intel Pentium 300 MHz, Windows 95/98/2000/ME, DirectX 8.0 compatible video and sound card, 3D accelerated video card with 8 MB RAM, 32 MB RAM, 500 MB hard drive space, 4X CD-ROM drive, 15 pin game port, 15 inch monitor.

Preferred Requirements: Pentium 600 MHz, 3D accelerated video card with 16 MB (or more) RAM, 64 MB RAM (or more), USB interface, 17 inch monitor.

The components need to be in working condition. We can't afford to fix it. This computer would be used at any of the schools or boys and girls clubs that cannot afford a copy of RealFlight Simulator or a computer on which to run the program. It would also be set up in our shed for use by adults and children who would like to practice before operating the controls of a real model.

**Used Equipment for Adopt-A-School**

Anyone wishing to sell used radio or aircraft that are too valuable to give away should contact Fred Hesse (Adopt-A-School instructor). We have a steady market of young students that would appreciate purchasing used planes and equipment for a reasonable price.

**The Soaring Spirit**

I believe what I am after is not a perfect model or a perfect score or a perfect flying buddy... but a relationship with the sky. I seek a model that dances with me, a partner in understanding... one who can help me grow and enjoy this fascination with the air and its effects. Reading air, sensing its mood and enjoying the changing rhythms of the dance keeps me coming back for more air time.

I want a capable dance partner that challenges me and works with me to create an ever changing routine in the sky.

When I connect with a model and the sky, all else fades away and a great joy settles in. - Guy Russo

Copied from the April 2004 Northwest Soaring Society newsletter Moscow ID. Amy Pool, Editor.

**Plane Rap Classified Ads**

Planes for sale: Contact Rudy Calvo AMA 97707, 24 Summerwind, Irvine, CA 92614 Phone (949)786-9783.

#1. Elipsoid electric glider. 110 inch span, rudder, elevator, ailerons. Receiver and servos in place. Flown several times. Excellent shape. Red transparent wing and tail feathers. Install your own motor (was a Phasor 15-4) or add nose ballast for slope or hi-start. Asking \$400 OBO.

#2. XL3200 electric glider, 3.2 meter span, rudder, elevator, ailerons, flaps. Receiver and servos in place. Flown several times. Excellent shape. Red transparent wing and tail feathers. Install your own motor (was a Phasor 30-3) or add nose ballast for slope or hi-start. Asking \$550 OBO.

#3. Great Planes Spirit Elite electric glider for Astrflight 020 planetary motor or equal, rudder, elevator, ailerons, flaps. All servos in place. Factory white fiberglass fuselage. Multi-color wing and tail feathers. Looks great. Need motor, BEC, battery, receiver. Never flown. Add motor or add nose ballast for slope or winch.

---

**It's time to spring clean and thin out your excess hobby equipment!!**

And make money besides..(so you can buy more stuff).

Place your own add in the PlaneRap. Contact Fred Hesse.



**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.

Wireless Video Cameras.com is a recent sponsor who has some neat airborne video systems designed specifically for radio controlled planes. Check out their products at [www.wirelessvideocameras.com](http://www.wirelessvideocameras.com).

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As a courtesy to HSS members, 10% will be taken off regularly priced items. Special price adjustments will be made on sale items. Mention HSS club affiliation prior to ring up.

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## The 40 Items Of June Sale!!!

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Vice President	Jim Parsons	(714) 636-9867	<a href="mailto:ipspectra@sbcglobal.net">ipspectra@sbcglobal.net</a>
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Assist. C/C	Jim Hanson	(949) 646-3603	<a href="mailto:tog4rc@pacbell.net">tog4rc@pacbell.net</a>
Editor	Fred Hesse	(714) 963-5838	<a href="mailto:fhesse@socal.rr.com">fhesse@socal.rr.com</a>
Publisher	Mike Gaczowski	(949) 582-9390	<a href="mailto:mgaczowski@cox.net">mgaczowski@cox.net</a>
Winch Engineer	Karl Hawley	(949) 574-9379	<a href="http://www.1hss.org">www.1hss.org</a>
Webmaster	Steve Hendry	(714) 996-6183	<a href="mailto:4hendry@adelphia.net">4hendry@adelphia.net</a>
General Director	Troy Peterson	(714) 540-2441	<a href="mailto:troyflyboy@aol.com">troyflyboy@aol.com</a>
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See our web site at [www.1hss.org](http://www.1hss.org) for news, the color issue of Plane Rap, activities, pictures, and more. Now over 112,000 visitors.

**NEXT MEETING AT IRVINE WATER DISTRICT, TUESDAY 1 JUNE, 2004  
(SEE MAP ON PAGE 3)**