



THE OLDEST CHARTERED  
SOARING CLUB  
IN THE  
A.M.A.



CHARTER # 128

## JANUARY MEETING

**NOTE SPECIAL DATE: THURSDAY, JANUARY 2, 1992 AT 7:30 P.M.**

**LOCATION: CLUBHOUSE AT LAKES AT SEBRIDGE CONDOS. SEE MAP AND INSTRUCTIONS INSIDE.**

**1991 YEAR-END AWARDS PRESENTATION. INSTALLATION OF NEW OFFICERS.**



P.O. Box 1673  
Costa Mesa, CA 92628



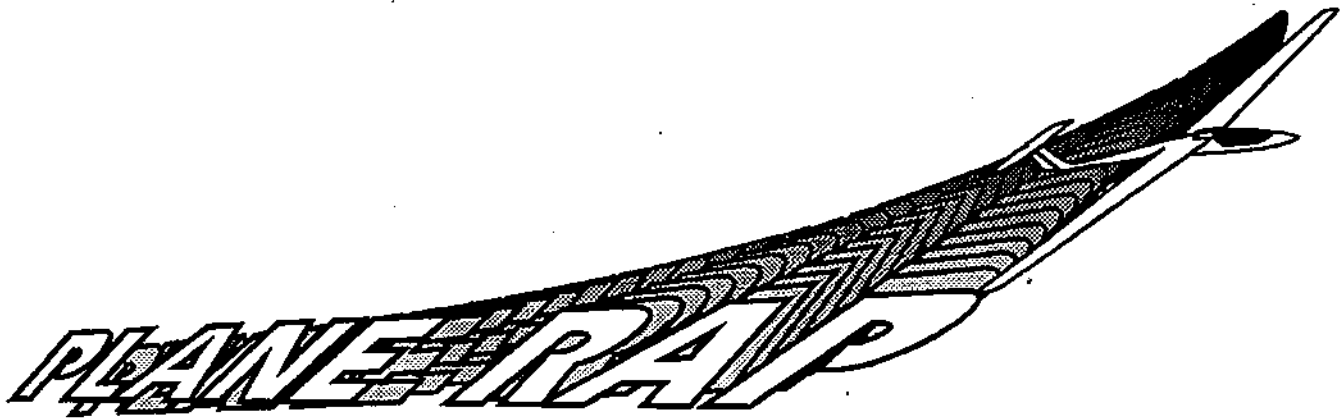
## FIRST CLASS MAIL

WILL CONRAD  
9359 SHRIKE AVE  
FOUNTAIN VALLEY, CA 92708

**1992 MEMBERSHIP RENEWAL INCLUDED**

JAN 1992

*Printing Courtesy of OCB Reprographics Irvine, 660-1150*



January, 1992

The Harbor Soaring Society Newsletter

Vol. 29 No. 1

## FROM THE PREZ

by Ben Clerx

Well, there goes another year. I hope Santa fulfilled your dreams of new kits, radios, and monokote (no new planes for me though. St. Nick was a bit disappointed that I didn't even finish last year's projects).

I would like to thank Norm Kutch and his group of very able club officers for doing such a fine job running Harbor Soaring society during the past year. I hope we can do as well this year.

A trend I would like to see continue is that of increasing participation: more people are learning to operate retriever systems, serve as officials during contests, and even direct contests. These people have done fine jobs and they've learned a lot about what it takes to run a club. The more people that get involved, the smoother things run. So get out on the weekend, learn how to operate that retriever, set up a winch, keep score, and take a load off the few members that seem to do most of the work!

As always, if you have any suggestions, comments, or complaints, don't hesitate to express them -- its your club! Have a HAPPY NEW YEAR.

**NOTE:** The January club meeting has been moved to THURSDAY, January 2, 1992 due to the New Years holiday.

**YOUR 1992 dues are due by the January meeting.**

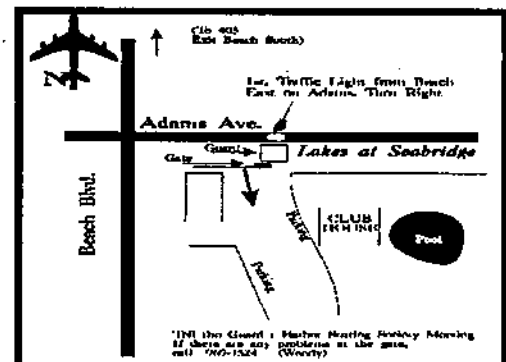
## H.S.S. BOARD MEMBERS

President: Ben Clerx	(714) 721-8848
Vice President: Dick Johnson	(714) 673-7553
Secretary: Woody Grosvenor	(714) 969-1524
Treasurer: Frank Chasteler	(714) 545-2185
Contest Coord: Ross Thomas	(714) 638-0705
General Dir: Pete Richardson	(714) 557-4782
Newsletter Ed: John Ostrowski	(714) 847-4871
Assoc. Ed.: Pete Young	(714) 892-3473

The Harbor Soaring Society newsletter is published monthly. Editorial comments and articles are welcomed. Please provide all material for consideration by the 15th of the month prior to publication. Wordprocessed material is appreciated (any major IBM compatible disk format and program). Handwritten material must be clear and legible. The editor reserves the right to edit all material. Submissions should be made to John Ostrowski in person or by mail to: 8902 Lawrence Ave, Westminster, CA 92683.

## MEETING LOCATION

You will need to check in at the gate. Tell the guard you are there for the HSS meeting. If there are any problems, call 969-1524



## DECEMBER MINUTES

The meeting was called to order at 7:45 p.m.. The minutes were pretty much accepted as printed. New faces include Dean Almvig from the Seattle area. Treasurer's report was accepted as read.

### OLD BUSINESS

The Lee Renaud was quite a success, and many other clubs wrote about how good a job we did in their newsletters. This is the last memorial contest that will be held. Discussion was brought up of that old topic of gold stickers. The rules concerning these stickers will now be published in the field rules. The money that was set aside for a new generator, has again been set aside until some more tests have been conducted.

### NEW BUSINESS

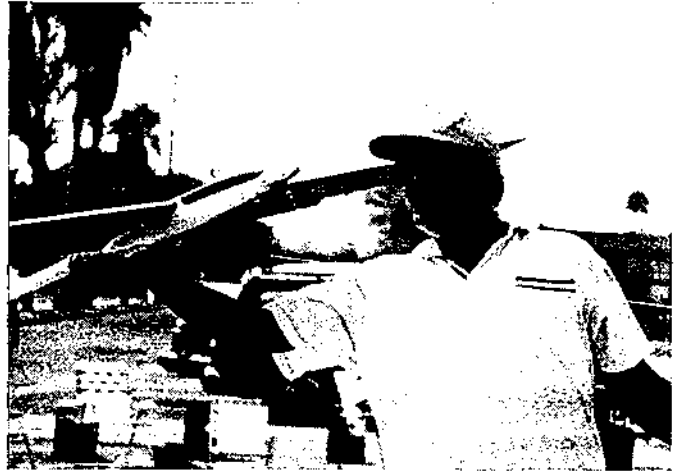
The Toy for Tots contest was described as being very destructive. Ben Clerx won, though. The raffle for the end of the year was carried out at this time by Morry and Frank. The January meeting has been moved to January 2nd. The Astro's on the 2nd and 3rd of May. HSS will be hosting this contest. George Siposs asked for help in running the December contest that he is directing.

Meeting closed at 8:42 p.m..

Brian Germane, Secretary. THE END!

## PILOT OF THE MONTH

Our first pilot of the month for 1992 is a top-ten finisher in the 1991 SC year-end standings and one of the top H.S.S. pilots. He has also had the unique experience of test-flying a Vision:



Roger Lackey

Occupation: Production manager at OCB Reprographics in Irvine.

Started flying R/C sailplanes: May 1989 at TurtleRock.

Reason for Interest: A co-worker showed us his R/C sailplane at work and it looked like fun. I was surfing in the mornings all the time and when the wind came up and ruined the surf it was good for slope flying.

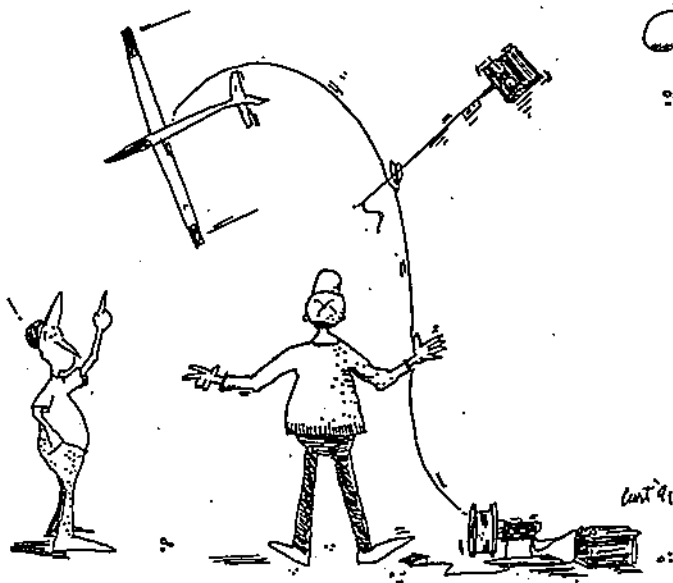
First R/C sailplane: RPM Elite ARF (I had never built a model before and didn't want to build -- just wanted to go flying.

Favorite part of the hobby: Thermal duration competition and practice. For the first 1 1/2 years I was strictly a sloper. Now I enjoy thermal more. Besides fewer crashes, I enjoy the launching, thermaling, and spot landing sequence.

Goal for 1992: Better my competition performance of 1991. find a very comfortable thermal plane and stick with it all year.

Current R/C sailplanes: Thermal Eagle, Swift 800, Falcon 800, Falcon 880, Pulsar, Chuperosa 2M, Chuperosa HLG, Ninja, CadCat pylon racer, and 10 cell F3E Electric (What about the Vision, Roger?- ed.)

Greatest flying strength: Launching (not transmitters) and smooth control inputs when flying. For as much guff as I



initially encountered for flying on two sticks (Mode III), I feel it helps me fly smoother.

**Advice for beginning pilots:** Try not to spend as much time and money on flying as I have. You'll get along better with your spouse.

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## December HSS Monthly

by Pete Young

Sunday morning dawned cool, drizzly, and gray. Rain showers had started late Saturday evening, and the weather forecast called for gradual clearing, with a slight chance of more rain, through the morning. Nevertheless, 32 fliers in Open and 17 entries in 2 Meter registered for the December HSS Monthly. CD George Siposs announced the tasking: 3/5/7 flight format with standard landing tapes - no tricks this month.

The weather stayed cool and mild throughout the contest, with slight cross and tail winds at times, but not consistently. Under the non-thermal conditions, a safe tactic was to cruise efficiently at minimum sink and set up for a high scoring landing at 3 minutes. Only a handful of 5 minute flights were recorded for the day.

With a lot of assistance from club members, the rounds moved along briskly and flying was complete shortly after 1 PM. In 2 Meter, Larry White took first with his Mesa Flier, Seattle-area visitor Dean Almvig took second with a Gnome, and Steve Fink took third with his straight-wing aileron Sagitta. In Sportsman, Brett Young took first with his Sealy Ultima, and Andy Sanders seconded with a LJMP Pantera. In Advanced, Bryan Joy took first with a Gnome, and Bill Duncan's Gnome score in Sportsman was high enough to win second place Advanced. Ben Clerx won Expert with his Falcon 880, followed closely by Bob Sliff with a 3M Gnome and Don Zink with an attractive glass-bagged Sandroni original.

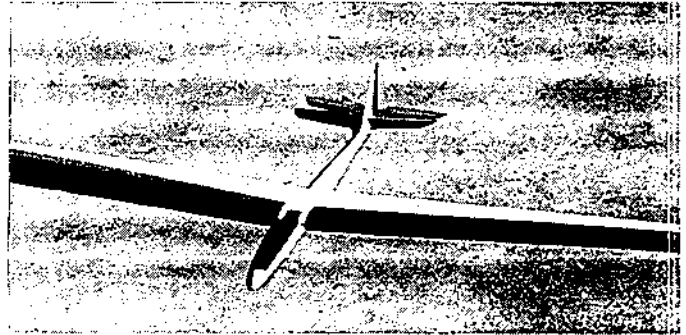
At the close of the contest, on behalf of the club George Siposs presented out-going HSS President Norm Kutch with Dave Thornburg's *Tales of the Old Buzzard* soaring anthology - and with that, the fliers departed to start their Christmas shopping. Happy Holiday to every one and in 1992 may all your flights be maxes, and all your landings on the spot!

## Sailplane Review

John Ostrowski

(Ed. note: Beginning this month we will be reviewing a new sailplane each month. If you have a plane that you have recently completed and flown, please write up a review following the format below. We also need a photo.)

The sailplane reviewed this month is a new Open class ship from Culpepper models:



ALCYONE

### SPECIFICATIONS:

**Size:** Open class, 121 in. wingspan, fuse 54 in.  
**Weight:** 60-66 oz. (per plan) 78 oz. (review model)  
**Airfoil:** Selig-Donovan 7032 transitioning to 7037 at tip break.  
**Aspect ratio:** Approx. 17-1 (according to plan specs.)  
**Wing area:** Approx. 970 sq. in.  
**Construction:** Fiberglass or built-up fuse, foam-core sheeted wings, built-up stab.  
**Control surfaces:** Ailerons, flaps, stabilator, rudder.  
**Manufacturer:** Culpepper Models. Distributed by Northeast Sailplane Products (802) 658-9482  
**Price:** \$149.95 (wood fuse), \$199.95 (glass fuse)  
**Availability:** Immediate (wood fuse) Glass fuse will be available in January, 1992.

Alcyone (al-C-yon) is a new large sailplane from the manufacturers of the Chuperosa. The similarity in the planform of the 2-meter Chup. and the Alcyone is striking. Designed as a full-house control Open-class competition sailplane, the Alcyone is also a very docile ship well-suited as a first aileron plane. When my Paragon folded up for the 3rd. time last July, I went in search of a stronger, higher performing replacement. In a conversation with Sal DeFrancesco of Northeast Sailplane Products about craft such as the Falcon 880 and Pulsar, Sal recommended the Alcyone as a better intermediate ship. Having built a 2-meter Chuperosa, I was impressed enough with the kit to order it. My only reservation was the built-up fuse, given the rock-strewn nature of our landing

field (the new glass fuse fixes that).

In early October I received one of the first kits. Aside from a few early-production kit problems such as some missing wood for the stab, the kit was of a uniformly high-quality nature. There is one page of full-size plans and an extensive photo-illustrated building instruction booklet. The kit also contains a very comprehensive array of hardware. Building the Alcyone is relatively straightforward although I did make several modifications that I felt would be more appropriate for our flying conditions. I used extensive carbon-fiber laminate in the wings to insure enough strength for winch launches. Instead of the semi-open trusswork boom, I sheeted and glassed the entire fuse. I also followed Sal's advice and used 6 servos (4 in the wing) instead of the kit recommended 3 servos and mechanical mixing. It took me approximately one month to build the kit. No doubt my over-built wings and glassed fuse account for the 78 oz. all-up weight. One suggestion I would make to builders is to replace the braided control cables for the stab & rudder with something more substantial.

Flying the Alcyone was something of a pleasant shock. My experience with other aileron ships has been that significant attention must be paid to coordinating turns and that the flier must always be well ahead of the plane to control it. While not a floater, the Alcyone is a very easy plane to fly. The flipped-up wing tips are very effective in helping to ease turn control and the plane seems to have a very wide speed range. Essentially, this means it can be flown at almost floater speeds. With the tow hook moved back to the CG, the Alcyone winches up very nicely with about 15 degrees of flap. Slowing to thermal is a matter of a little flap while the ship has a very nice L/D that allows a very broad area to be covered in thermal hunting. Landings with crow can be very slow, although the wing planform discourages really slow approaches in any side wind. Overall, I've had more 15-30 minute flights with the Alcyone in the month I've been flying it than in the entire previous year. As far as landings go, well, lets say I'm still learning.

I called Sal at NSP to ask him about any changes that were planned for the kit. As noted in the specifications, a fiberglass fuse (made locally by Mark Hambelton at DCU) will be available shortly. Running changes to the kit include a 2-bolt system for wing attachment. NSP also plans to offer a foam stab kit (8020). And a carbon fiber option for the wing (\$12.00). At \$200 for a glass fuse and foam wings, this has got to be one of the best bargains on the market. For you 2-meter fans, a small Alcyone (600 sq. in.) is planned for later this year.

Overall, I would say that I am very impressed with the quality and performance of the Alcyone. I would not hesitate to recommend it to the flier ready to transition to an aileron ship or one who marches to a different beat from the (Legend) crowd.

## CONTEST CALENDAR

DATE	CONTEST
January 5	H.S.S. Monthly contest
February 9	H.S.S. Monthly contest

NOTE: A full listing of H.S.S. and SC<sup>2</sup> contest will appear in the February newsletter.

## VIDEO LIBRARY

RC Video Magazine (Vol. 7 - 1986)  
Striking Back \*\*\*\*  
Foam, Fiberglass, Flight \*\*\*\*  
Tournament of Champions (1988)  
Monokote 1&2, Interesting \*\*\*  
MIG Killers \*\*\*  
Hook Down, Wheels Down, Naval Aviation history \*\*\*\*  
F3E Bridgeman's Plane  
Electric Flight  
Dawn Patrol, WWI movie \*\*\*\*  
Thunderbolt, Fight for the Skys, WWI air combat \*\*\*\*\*  
F3E USA Finals, June 22, 1988

Number of \* indicates reviewer's opinion of the tape. More tapes are being added all the time (and would be published if the Editor was ever informed of them). All tapes are VHS format. Ask at the club meeting for information on borrowing a tape.

## JANUARY CONTEST

C.D.: Ross Thomas

Date: January 5, 1992

Format: Standard 3-5-7 flight option. Flight order will be determined by the CD at the contest. Landings will be runway-centerline scored.

Time: Pilot's meeting at 8:45 A.M. First round at 9:00 A.M.

## BASIC TECH TALK -- PART V UPWIND AND DOWNWIND TURNS

By George Siposs

You are at your favorite slope. The wind is blowing straight into your face at 12 mph. Your plane's gliding speed in still air is 12 mph. (you may have measured its speed by hand launching, it covered 70 ft. in 4 seconds). When you toss the plane into the air it just seems to hang in there motionless, it seems suspended in midair. It is because the two opposing speeds cancel out, ie.  $12-12=0$ . Now you turn towards the slope and the plane drops out of the sky like a stone, why?

Even though the plane was standing still relative to you, it was flying at 12 mph. As it had no ground speed, ie. no speed of its own, when the plane turns around the air flows past the wing from trailing edge toward the front, there is no airflow past the airfoil and it loses lift.

To prevent this, drop the nose to create some forward motion, then turn gently and fly parallel to the hill to build up speed before you turn back towards you. The plane should have a flying speed sufficient so that as it starts to fly parallel with the tail wind, it has excess speed over the tailwind speed. In this case the ground speed will be the total of the wind speed and the flying speed, ie.  $12 + 12 = 24$  mph! If you were a Monocote molecule on the wing, you would only sense air movement of 12 mph. and would not know that you are flying in a tailwind. A *tailwind* is a point of reference relative to the pilot, the plane does not know it. All it senses is the immediate molecules flying past the airfoil.

The opposite of this situation exists when you are flying the downwind leg prior to landing and then make a turn into the wind. Your flying speed (airspeed) is 12 mph. Now you turn and find that the wind is blowing into the nose of the plane at 12 mph. This results in airflow of 24 mph. past the airfoil which increases its lift. The visible effect is that the plane balloons up. Be prepared for this and put the nose down, especially if you want to penetrate into the wind. Remember: the airspeed and flying speed will soon cancel each other and the plane will be short of the landing site! be prepared for this and don't let the downwind leg speed influence you. The actual speed will be the result of the actual wind speed, your plane's speed, trim, flight direction, flying weight and ... your flying skill.

Think before you turn and understand what is going on, especially on windy days. In still air, you can fly in any direction because air-speed and ground speed will be the same.

## Timer? I Need a TIMER!

by John Vennerholm

Originally printed in the July-August 1988 issue of *Sailplane*, the journal of the National Soaring Society. Slight updates and editing by Pete Young, 12/91.

The cry *TIMER* is heard constantly at sailplane contests and most of you have responded to that plaintive cry at one time or another. It seems to be a simple task, but maybe it would be a good idea to review just what support you really can give when you answer: I can time for you.

One of the beautiful things about RC soaring is the degree of sportsmanship and honesty that prevails in our sport. This is especially evident when a timer joins the pilot in what can be a team effort to help the pilot maximize his flight effort. Some might say that the timer has no other duty than running the stopwatch and measuring landing points. Well, I have been involved in this sport for a lot of years and, to me, there should be much more than just being a human clock. Even though the pilot and his timer may be two competitors in a fierce race for first place, there is no reason why a good timer should not do his best to assist the pilot in any way he can. There is no place in any soaring contest for a contestant who thinks he can improve his position by doing a sloppy job of timing for another pilot. If you offer to time for a pilot, do a good job!

Our soaring fraternity grows because of this kind of cooperation; so, let's take a look at the many ways a good timer can help the pilot have a safe and productive flight.

### GETTING READY:

1. When you tell a pilot that you will time for him, be sure that you have sufficient free time before you will be called to fly. Few things will delay a contest more than having pilots called to fly and finding them out at the landing circle with a watch in their hand.
2. Do you have a working stopwatch? Check it out now. If you are using an unfamiliar stopwatch, BE SURE that you know how to start, stop and reset it - it's your responsibility, but the pilot will be penalized if the timer does not know how to operate the stopwatch!
3. Find out how soon the pilot will be called to fly. Get with him several minutes before his launch and study the sky together for signs of lift. Find out what his plans are.
4. Talk over how the pilot wants his flight time to be called out. If he wants a downcount to landing, i.e. *time to go*, and you are uncomfortable with the mental math required, tell him NOW.

5. Ask if he has his scorecard and frequency pin. If not, offer to get them for him.
6. Get a pencil or pen. It is embarrassing to have to ask the pilot what his landing score was when you get back to the scoring table. After all, YOU are the timer, aren't you?

#### THE LAUNCH:

1. When the launch line is retrieved, go out and get the launch bridle and bring it back to the pilot. Be sure the tow line is clear and not fouled with the retriever wicket and that the swivels and slide rings are not tangled. If you have any doubts about the integrity of the launch/retrieval hookups, notify the winch operator immediately. Failure to do so might result in a launch malfunction, a crash, or worse yet, injury to a bystander.
2. When the pilot is ready, hold out the ring and be sure you are holding all the line tension and giving the pilot a slack tow line. When the pilot hooks on, release the line slowly so that any tension remaining in the line doesn't jerk the plane out of the pilot's hand.
3. Look around the immediate area and ask anyone close by to step back if there is a chance that they might be in the way, or might be bothering the pilot.
4. Start, stop, and reset your watch one last time. Say *timer ready*.
5. If you haven't seen any signs of control movement, it is a good idea to ask the pilot if he has *wiggles*. There are very few pilots out there who can honestly say that they haven't launched or seen a launch with the radio off.
6. Take a quick look at the pilot's transmitter antenna to see that it isn't entangled in the retriever line. I recently saw the new altitude and distance record for transmitter launch at a local contest by a very experienced pilot. It was truly impressive and should stand as a record for a long, long time!
7. Look at the winch operator and ask him if the winch is clear. Do not let the pilot release the aircraft until the winch operator says he is clear and ready! Double check to make sure that another flier doesn't launch on an adjacent winch.
8. Scan the launch path and warn the pilot if there are any aircraft that might be in or near his launch path.
9. Stand behind and to one side of the airplane at launch. Be sure that you and the pilot can converse easily for any last pre-launch updates. Do not engage the pilot, winch operator, or any bystanders in any non-essential conver-

sation.

10. Keep your eyes on the plane for the entire launch. You will be expected to start your watch at the instant you see the flag or chute drop away from the plane. At the moment of release, yell *OFF* and look at your watch to see if you got a start. Say *clock running* or something similar so that the pilot will know that the watch has started.
11. Have the pilot move away from the winch area as soon as he is comfortable with the airplane. Guide him quickly to the landing area if necessary.

End of Part 1. Part 2: The flight and the landing will appear next month.

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#### SWAP SHOP

Two Airtronics Vanguard 6 channel FM transmitters (1991 gold) with dual-rate settings. Includes matching receiver crystals. No receivers or servos. \$65 each O.B.O. Call John (714) 847-4871.

For Sale: foam and glass Legend wings, built to order \$200 and up. Call Phil, 589-9136

Synergy III, includes 4 servos in the wings, wire harness for Airtronics receiver. \$475. Legionair 100, polyhedral \$30. Call Pete at 557-4782, evenings.

Magic by Weston Aerodesign. 138" span with FX 60-100 airfoil. All glass, kevlar and grey foam construction. Flap servos installed. 72 oz. flying weight. \$450 o.b.o. Merlin by Roland Summer. 3.3 meter span FX 60-126 airfoil, molded glass wings and full flying V-tail stabs, glass fuse with slip-on nose cone. All 4 servos installed. Rare German glider, \$475 o.b.o. Contact Manny at (714) 778-5254.

Place your ad in Swap Shop for the low, low price of FREE to H.S.S. members. Send your written ad to the editor at 8902 Lawrence Ave. Westminster, CA 92683 by the 15th. of the month. Ads must be renewed on a monthly basis.

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#### SAFETY NOTE:

Club rules require ALL transmitters used at the H.S.S. field at Fairview Park to conform to current A.M.A. regulations. This means a **GOLD STICKER**, narrow-band transmitter. This rule applies during BOTH contests and free-flying days. Violation of this rule voids your A.M.A. insurance coverage.

**HSS MONTHLY CONTEST DECEMBER, 1991  
OPEN CLASS**

PLACE	NAME	CLASS	SCORE	NORMALIZED	TROPHY
1	CLERX BEN	EXPERT	2925.0	1000.0	1ST. EXP.
2	SLIFF BOB	EXPERT	2880.0	984.6	2ND. EXP.
3	ZINK DON	EXPERT	2867.0	980.2	3RD. EXP.
4	MARKLE JIM	GUEST	2849.0	974.0	
5	KUTCH NORM	EXPERT	2779.0	950.1	
6	GARNER RICH	EXPERT	2776.0	949.1	
7	HENDRY STEVE	EXPERT	2753.0	941.2	
8	FINK STEVE	EXPERT	2720.0	929.9	
9	JOY BRYAN	ADVANCED	2698.0	922.4	1ST. ADV.
10	POULSEN GORDON	EXPERT	2693.0	920.7	
11	JOY GEORGE	EXPERT	2676.0	914.9	
12	CRON AL	EXPERT	2674.0	914.2	
13	RICHARDSON PETE	EXPERT	2637.0	901.5	
14	DUNCAN** BILL	SPORTSMAN	2526.0	863.6	2ND. ADV.
15	YOUNG BRETT	SPORTSMAN	2524.0	862.9	1ST. SPTS.
16	RITSCHKE GORDON	EXPERT	2510.0	858.1	
17	PANTZAR DICK	EXPERT	2488.0	850.6	
18	LACKEY ROGER	EXPERT	2462.0	841.7	
19	WHITE LARRY	EXPERT	2391.0	817.4	
20	DANRICH DAN	ADVANCED	2364.0	808.2	
21	THOMAS ROSS	EXPERT	2273.0	777.1	
22	SANDERS ANDY	SPORTSMAN	2190.0	748.7	2ND. SPTS.
23	RESETAR EDWARD	SPORTSMAN	2175.0	743.6	
24	LONG DICK	ADVANCED	2112.0	722.1	
25	GIBBS DUANE	ADVANCED	2096.0	716.6	
26	GROSVENOR WOODY	SPORTSMAN	1756.0	600.3	
27	SIPOSS GEORGE	SPORTSMAN	1700.0	581.2	
28	MILLS ARCHIE	SPORTSMAN	1694.0	579.1	
29	KIELTYKA MAC	SPORTSMAN	1447.0	494.7	
30	BUZOLICH NICK	SPORTSMAN	1368.0	467.7	
31	COLLETT MATT	SPORTSMAN	1332.0	455.4	
32	NEHRING CURT	SPORTSMAN	664.0	227.0	

\*\*BILL DUNCAN MOVES TO ADVANCED

**TWO-METER CLASS**

PLACE	NAME	SCORE	NORMALIZED	TROPHY
1	WHITE LARRY	2891.0	1000.0	1ST.
2	ALMVG DEAN	2833.0	979.9	2ND.
3	FINK STEVE	2799.0	968.2	3RD.
4	SLIFF BOB	2742.0	948.5	
5	RICHARDSON PETE	2651.0	917.0	
6	LACKEY ROGER	2634.0	911.1	
7	JOY GEORGE	2593.0	896.9	
8	THOMAS ROSS	2282.0	789.3	
9	YOUNG PETER	2264.0	783.1	
10	CONRAD WILL	2186.0	756.1	
11	JOY BRYAN	2105.0	728.1	
12	DUNCAN BILL	2061.0	712.9	
13	KUTCH NORM	2025.0	700.4	
14	LONG DICK	1708.0	590.8	
15	KIELTYKA MAC	1223.0	423.0	
16	NEHRING CURT	1200.0	415.1	
17	BUZOLICH NICK	1158.0	400.6	





# HARBOR SOARING SOCIETY

P.O. Box 1673  
Costa Mesa, CA 92628

A.M.A. Chartered Club #128  
"The Oldest A.M.A. Chartered Soaring Club  
in the World"

## APPLICATION FOR MEMBERSHIP IN THE HARBOR SOARING SOCIETY FOR 1992 JANUARY to DECEMBER

I understand that by applying for membership in the Harbor Soaring Society, I must be a current member of the A.M.A. (Please Print)

NAME \_\_\_\_\_ HOME PH. ( ) \_\_\_\_\_  
ADDRESS \_\_\_\_\_ WORK PH. ( ) \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
A.M.A. NUMBER \_\_\_\_\_ (PROOF OF STATUS REQUIRED)  
DATE OF BIRTH \_\_\_\_\_

NEW APPLICANTS - (17 years or older) = \$25.00  
SENIOR MEMBER - (17 years or older) = \$20.00

JUNIOR MEMBER - (16 years or younger) = \$ 6.00  
(renewal or new)

FAMILY MEMBER - (For each additional renewal or new  
member at the same address) = \$ 5.00  
(Separate applications required)

New applicants making application for senior membership between July 1st. and October 31st. pay a reduced rate of \$15.00

New applicants making application between November 1st. and December 31st. will pay the annual rate indicated above. Such dues will makes the new member paid in full for the following year.

A signature is required by all Harbor Soaring Society members, agreeing to comply with the current A.M.A. Safety Code and the current HSS General Field Rules and Field Safety Rules.

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

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_  
TOTAL DUES OWED AND ATTACHED \$ \_\_\_\_\_  
SIGNATURE OF CLUB OFFICER RECEIVING APPLICATION \_\_\_\_\_

## RADIO IMPOUND RULES

1. Place transmitter in the impound area (under HSS sign) by channel # in rows on channel number tapes (if available.) Each transmitter will have a Channel # on the antenna or the top of the transmitter in accordance with AMA specifications.
2. It is required that you have your name on or over your transmitter so that other flyers will know who is up next. (G. Joy has a labeler.)
3. Your position in the row of transmitters determines your turn to fly. Your transmitter coming to the front and the frequency pin coming back in, you may fly.
4. Never turn on your transmitter without a frequency pin.
5. As an extra precaution, always call out your channel numbers as you walk out to fly and as you turn on your transmitter.

6. Upon landing, be sure to collapse your antenna before you walk out to pick up your plane.
7. After flying, return the frequency pin to the pin board, make sure your transmitter is switched off, and return your transmitter, with the antenna collapsed, to impound behind the other transmitters in your row. Do not remove your transmitter from impound unless you are going to fly or are leaving for the day.
8. After flying of Electric models, make sure your airborne pack is turned off and make sure the motor arming switch is off or the airborne pack is disconnected.
9. Make double sure that your transmitter power switch is off.

## GENERAL FIELD RULES AND FIELD SAFETY RULES

1. Do not fly at low altitude over the pit area.
2. All winch launching shall be in a Westerly direction from the launch area. Electric powered models will be launched/ROG'd to the North of the winch launch area in a Westerly, Northerly, or Easterly direction.

### EXCEPTIONS:

- a) Relocation of the pits and launch area to the Western end of the field.
- b) Electric powered models, in the event of South winds, may be launched to the South or East provided launching is not over the pit area and is clear of people.
3. All pilots shall fly standing in the area "B" (between the bike path and the landing area,) or in area "C" well clear of the winches; and not East of area "D" (the landing area.) In order to minimize intermodulation possibilities, pilots should not stand in tight groups.
4. All Electric power planes (planes other than pure soaring types) shall be flown only to the North of the launching and standing area "C" when operating at low altitudes. F3E models doing laps should operate in the area between the winches and the bluff "E" so that the landing approach area is kept clear for landing models. A flight assistant should accompany the flyer during operation of the model for safety guidance.
5. Hand launching of models either for test gliding or for thermal hunting shall take place to the North of the winch launch and pilot standing area "C & D". (Obviously a pilot hand launching does not have to stand in the normal pilot standing area.)
6. All intentional low level approaches to landing shall be from the North and East. All high speed approaches shall be to the North of the winch launch and pilot standing area C & D, and shall not carry into the launching or standing area.
7. Under most circumstances, launching models have right of way over sailplanes in flight. But, the bottom line is to maintain courtesy and consideration for others whether you are flying or launching. (Note: Right of way for launching models is an AMA rule for contest flying, where the intention is to keep flying sailplanes from holding up launches and thus delaying the operation of a contest.)
8. When other flyers are on your frequency, you should limit your flight to 15 or 20 minutes. This courtesy time limit also applies to Electrics and Hand Launch thermal hunting,

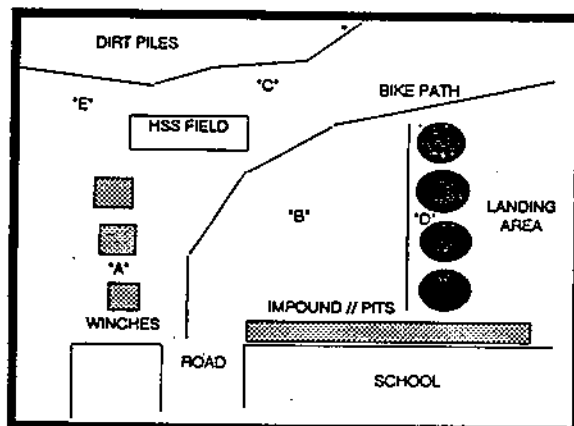
but is not intended to limit the number of hand launches made in search of thermals. (Remember, common courtesy prevails!) Exceptions to this are if one is attempting to achieve an LSF goal or if prior arrangements have been made with the other flyers on one's frequency.

9. The AMA safety code requires that your model be identified with your name and address or AMA number on or in your model. (Note: For AMA sanctioned contests, all nonscale and non-indoor models "... shall be identified by the contestants AMA licence number permanently affixed to the upper side of the right hand lifting surface... [with the] height of the numerals... [being] at least one inch or 1/3 of the wing root chord, which ever is less.")

10. Visiting pilots from other clubs are welcome on a limited basis with proof of AMA insurance.

11. Beginner pilots are welcome, and we will offer help in learning to fly through our Club Trainer Program.

12. Be aware of full scale aircraft over flying our field. Always give right-of-way to, and avoid flying in the proximity of full scale aircraft. Have another flyer spot for you to help you maintain clearance. As the FAA has chosen the Huntington Beach Steam Plant as a reporting point, full scale airplanes often fly directly over us.



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