

Newsletter of the Harbor Soaring Society

MARCH 1995

H.S.S. BOARD MEMBERS

- President: Roger Lackey (714) 646-3973
Vice-President: Gerald Briggs (714) 891-0558
Secretary: Ben Clerx (714) 721-8848
Treasurer: Will Conrad (714) 964-0347
Contest Coord.: Ross Thomas (714) 638-0705
General Director: Dave Nemecek (714) 775-7196
Newsletter Editor: Pete Young (714) 892-3473

NEWSLETTER SUBMISSIONS

The Harbor Soaring Society newsletter is published monthly. Material herein may be used by other newsletters if proper credit is given. Editorial comments and articles are welcomed. Provide all submissions to Pete Young in person or by mail to: 6592 Belgrave Ave., Garden Grove, CA 92645-1802. Please provide all material by the 15th of the month prior to publication. The Editor reserves the right to edit all material.

MEETING LOCATION

Hobby Shack Retail Store, Bandillier Circle, Fountain Valley, CA. HSS' monthly meetings are held in the conference room at the rear of the store.

PRESIDENT'S MESSAGE

Conditions sure have improved at the field over the past few weeks. In fact with one of the wettest Januaries on record behind us, the field is absolutely beautiful. Even if the lake causes us some launching challenges, it sure adds to the aesthetic beauty of the place, especially with all the wonderful green grass that has popped up. I get the feeling that our mower is going to be putting in over-time this year. We would appreciate that the membership would keep this in mind and give Dick Pantzar a hand when the opportunity arises.

Thanks to everyone who turned out for the last meeting. I have to apologize for not having enough chairs. That will be taken care of next month. I guess I didn't expect almost forty people to show up. Once again we had refreshments and Pete Richardson was the lucky winner of the door prize (a set of Mako wing foamcores) graciously donated by Clerx Aeronautics. Remember that everyone who attends the meeting gets a chance at the door prize, no purchase necessary. And Hobby Shack is giving all club members 10% off on their purchases on meeting night.

(continued, page 2)

PRESIDENT'S MESSAGE, cont.

This month's guest speaker will be Dennis Brandt. Dennis is a magician when it comes to finishing an airplane. His planes are some of the most beautiful I've seen. In fact he does such a nice job that his finish work has been featured on professionally built models costing more than \$10,000. At the meeting Dennis will demonstrate his MonoKote technique for both built-up and foam core wings. Done correctly this type of finish is an outstanding choice regardless of the type of plane. This is a meeting you don't want to miss.

No new word on the "Lake HSS" situation. As far as I know nothing has changed since the last time I talked to Dave Alkema at the City of Costa Mesa. We are just going to have to work around the water for the time being. At the last contest we ran the winch lines towards the southwest and took the lake completely out of play. In choosing to do, use extra caution when launching as a walking path will be crossed by the lines.

I hope everyone is still encouraging new people to come out to the field. We are in the final stages of our 1995 membership drive. And by the time you read this we will have had our first Sportsman contest. Larry Enger has graciously donated a Paragon to be used as a club trainer, so if you know of any interested "prospects", bring them out and let's get them initiated into our wonderful sport.

Finally a thanks to all the people with winches who

have brought them out for use. We appreciate the time you spend on maintaining the winches, charging the batteries, and bringing the equipment to the field. I encourage everyone to take the opportunity to thank them and give them a hand setting them up and breaking them down.

-- THE PREZ

FEBRUARY MEETING MINUTES

- Meeting Called to Order at 7:25PM
- Minutes accepted as published
- New Members greeted, one guest, Art, in attendance
- Treasurer's report read and accepted by membership

Vice Prez - absent

Cont. Coor: Open class to be on Feb. 12 due to Ariz. contest. Classic/2M on separate day now, every other month.

Gen Dir: - Nothing
News. Ed. - absent

Old business:

- Morry Smith has received, and thanks the club for, the poster/award. Thanks to Don Ramsey and Del Marcussen for the work
- Telephone Tree put on hold since meeting #'s up substantially

New Business

- Roger gave a Lake HSS update
 - Testing for special life in pond to be done
 - City to work on Park Master plan by May
- Membership drive encouraged, Roger to write formal letter.
- Permanent grass in landing area discussed. Roger to speak informally with Dave Alkema.

(continued, page 3)

FEB. MEETING MINUTES, cont.

Preliminary talk, no vote or dollar allocation.

Drawing for door prize: Pete Richardson won Mako cores

Entertainment

- Roger Lackey laid up an obechi sheeted Mako wing with included carbon tube, fiberglass, carbon cloth and epoxy. Dennis Brandt made videotape for public viewing.

SOUTHWEST WINTER SOARING CONTEST

With rain the entire week leading up to the Seventh Annual Southwest Winter Soaring Contest, there was concern that the first contest of the Western States Triad (Arizona, Rose Bowl, Visalia) might be canceled. Fortunately, the threatening skies cleared for the contest and the weather was the typical warm winter day that the snowbirds migrate for. In fact, it was a little on the warm side with 80-85 degrees and sunny.

Those flyers who showed up Friday to get in some practice were faced with an inversion layer that made flights over three minutes tough to find. If conditions had held, the contest winner was definitely going to be the best "flyer" as three of the scheduled eight rounds were 10 minutes long.

Since most of the HSS group (Rick Briggs, Tom Vincent, Mike Aguirre, Ben Clerx, Roger Lackey, and Nick Buzolich) showed up Friday there was quite a group that headed off to dinner

together. After a few hours at the Mexican restaurant and ample quantities of food and drink, an assault was made on the hotel swimming pool. No one could resist the 85 degree water. The pool was so warm that everyone spent about two hours in it. It's a good thing it was fairly early in the evening with all the laughing and carrying on. In fact one of our favorite San Diego friends "Shamu" paid us a visit. Coupled with Sal of North East Sailplanes throwing his bag of Doritos in the pool and a big splash contest, the night was a rousing good time.

Saturday dawned with fairly stiff breezes that blew until just before the start of the contest and removed much of the inversion layer that had caused Friday's lack of lift. Still, the air was extremely light and any thermals that developed didn't do so until midway through the second round. Those unfortunate enough to have their name called early in the flight order suffered, while those who flew later were able to pick up the first decent thermal and take a commanding advantage. Probably the best two flight of the day were pulled off by Ben Clerx and Joe Wurts who flew early in the round and managed 8 minutes while everyone else was only getting fours. The rest of the day saw good thermal activity with a couple of "sinky" periods. Five rounds were flown on Saturday (3,10,10,10,5), all with runway landings. CASL (Central Arizona Soaring League) did a super job rearranging their field for less walking and a better view for the

(continued, page 4)

ARIZONA CONTEST, cont.

spectators. The sod they laid for the landing areas had obviously been laid early enough that it was full bodied and permanent.

Sunday's schedule was 3, 5, and 7 minute flights. The conditions were identical to Saturday with very light if any breeze, moderate lift and a beautiful sunny day. Again most of the HSS flyers got their times and landings (runway style). The weekend wrapped up with a big raffle that went a little slow if anything but kept the contestants busy while the final scores were tallied. After two days of flying Mark Levoe of the Pasadena Soaring Society won the contest with Mike Aguirre placing second. Another notable finisher was Ben Clerx who finished sixth.

If you haven't ever been to a two day contest, this is a super one to consider. The weather is nice, the contest is good and the camaraderie is fantastic. All in all it was a super weekend!

FYI

... attention HSSers who have not paid 1995 dues yet: THIS IS YOUR LAST NEWSLETTER... an entry form for the Rose Bowl contest is enclosed, note the 1 March date for earliest registration... seen at the field: Terry Lore getting in lots of air time with his geared Electra ... advance publicity has been received of an RC scale soaring festival in the Salt Lake City area, 21-24 July, contact editor for details if interested...

CLASSICS UPDATE by Pete Young

It has been a while since we last talked up the Classics event, so here's an update.

For those who missed previous notes, the Classics event is a fun-type competition restricted to rudder, elevator, and spoiler gliders of any span. The rules are deliberately kept to a minimum, and the intent is to keep those graceful polyhedral ships flying.

For the 1994 flying season, our records show that the top Classics flier was Ross Thomas with his 3M Gnome. Congrats to Ross for getting the job done with his big ship.

For 1995, HSS will continue to sponsor the Classics events on the same dates as the 2M competitions - upcoming dates are listed in the Event Calendar further on in the newsletter.

For 1995, there have been a number of clubs in the So Cal area that are flying Classics-type events; some of these clubs include TOSS, TPG, NCC, SWSA and PSS. With enough interest, some of the club organizers have indicated that a series of club vs club contests would be a good event to run later this year. How about it, Contest Coordinators -- can you make this happen?

There are a number of new ships being built for this year's Classics season. So here's an open invitation to the club members with Classics-eligible gliders -- come on out and fly with us, there's always room for more -

REMEMBERING MY FRIEND MORRY

I used to make a little bet with myself, that the first sound I would hear when I drove up to the flying field would be Morry Smith's laughter. I was seldom wrong.

Morry was one of the most generous persons I have known, for he gave one of the most valuable gifts possible, his time. We have all seen Morry spend his entire day at the field helping others instead of flying his own plane. More than any other person, Morry has been responsible for me continuing in this rewarding but often frustrating hobby. I was one of those independent full scale pilots who thought that flying a "toy airplane" would present no problem and that my full scale experience would enable me to handle any situation. For the first six months or so, I was probably the worst pilot on the field. After I destroyed several planes, Morry very gently made a few suggestions, started spending a lot of time with me, and before long I was able to fly with a reasonable degree of success.

After dealing with health problems for several years, I rejoined the club and there was Morry still helping out as always. We soon developed a very close friendship. Recently Morry, his wife Susie, and I went on a motor home trip to the Colorado River. We had a wonderful time together and Morry's spirits were as upbeat as ever. Unfortunately his health continued to deteriorate until his passing on February 11th of this year.

Kahlil Gibran said "If you would indeed behold the spirit of death, open your heart wide unto the body of life." I know of no one who opened their heart wider than my friend Morry.

I will miss him.

-- Don Ramsay

FOR SALE

- Windspiel Kestrel 19 scale glider, 132" span, FG fuse, ready to fly, ailerons, flaps, T-tail, \$600; Super Plank, unlimited thermal design, proven contest winner, 134" span, with Vision 8SP system installed, completely ready to fly, \$850. Blair Atwell, (310) 425-3645.

- Grand Esprit V-tail sailplane by Airtronics, kit NIB with carbon fiber boom, \$200; Vision TX, CSL upgrade, TauComm antenna, spare TX NiCd pack, ch. 12, \$400; 2 Airtronics 8 ch RXs @ \$100; 3 RCD 7 ch RXs @ \$60; Vision TX module and RX crystal, ch 48, \$60; Black & Decker drill press, 5 speed, 1/2" chuck, \$80; Steve Fink 714 645-0459

- Comergy F3B (Synergy IV molded wings, Muller Comet fuse and tail), very good condition, \$650 with 6 metal gear servos, \$600 with wing servos, includes RX battery, carbon joiner. Muller King, imported from Germany, good condition, \$550 with 6 metal gear servos, \$500 with wing servos only, includes RX battery, carbon joiner. F3E model built by Steve Neu, 80" span, plane only, \$70; with elevator and 2 metal gear aileron servos, \$130; with Astro FAI Cobalt 60 motor and speed control, \$300. Contact Don Edberg, (714) 552-1812 for info. All prices negotiable.

- Airtronics Championship Series FM system, 7 channels, Ch #26, gold stickered, 2 dual conversion 8 ch FM/PPM RXs, new TX and RX batteries, 4 94831 BB mini servos, 4 mixing modules, many other extras, \$215. Airtronics TX carrying case, \$20. Don Ramsay (714) 759-1984.

- Sealy Laser, S-3021 airfoil, glass fuse, balsa/foam wing, 124" span, slip-on nosecone, kit NIB, \$140. Mike Aguirre (714) 645-6419

- Falcon 880, SD 7037, with 4 JR 341s, 2 Airtronics 102s, RCD Rx, Vision Ch 57 module, wingbag, battery, harness, \$525 firm, \$400 with servos only, \$250 airframe only. Curt Nehring, (909) 592-2105.

- P-51 Penetrator high performance slope ship, NIB, \$65. Kyosho scale Zero, ARF electric with 05 motor, battery, props, etc, still in box, \$130. Pat Stoker, (310) 598-9029.

- LJMP Meteor, NIB, glass fuse, 120" span, \$140. Airtronics Legend, NIB, \$180. Ridge Rat, glass fuse, RTF, \$75. Midwest Silent Squire, foam wing, NIB, \$30. Dave Nemecek (714) 775-7196.

- 2M Whisper, RTF less radio, \$125. Bill Duncan, (714) 892-8665.

- NIB kits: Midwest L'il T \$25, Super Cheetah \$45, Bird of Time \$65, Sig Super Sinbad \$25, Gold Coast Vortex 2M \$40, DCU Wind Weasel \$25. Vision 8SP with latest CSL software upgrades, complete system, channel 32, NIB, make offer. JR MAX 6 channel system, NIB, \$180 OBO. Contact Pete Young (714) 892-3473.

- HOB 2X6 sailplane with three piece wing, ready to fly, \$50; Bob Martin SR-7 with Duralene fuselage, ready to fly, \$100. Terry Lore (714) 642-2412.

- Wanted: RCD Micro FM 535 RX, Airtronics or JR config; will buy or trade for my RCD 535 RX (Futaba FM "J" config). Chris Cabaj, (714) 848-2840.

HSS Event Calendar

1995

February	1	HSS Meeting
	3-5	Arizona Contest
	12	HSS Open Contest
	25	HSS Sportsman Contest
	26	SC2 (ISS)
March	1	HSS Meeting
	5	HSS Open Contest
	12	HSS Classic/2M Contest
	18	Electric Event (TBA)
	26	SC2 (NCC)
April	2	TriCity Challenge (EDSF)
	5	HSS Meeting
	8-9	Masters of Soaring (Covina)
	16	HSS Open Contest
	29	HSS Sportsman Contest
	30	SC2 (SULA)
May	3	HSS Meeting
	6-7	Rosebowl Triad
	13	LSF Achievement Day
	13	TriCity SWAPMEET (HSS)
	14	HSS Open Contest
	21	HSS Classic/2M Contest
	28	SC2 (TPG)
June	3	ISS Annual Hand Launch
	7	HSS Meeting
	11	HSS Open Contest
	17	HSS Sportsman Contest
	25	SC2 (EDSF)
July	5	HSS Meeting
	9	HSS Open Contest
	16	TriCity Challenge (HSS)
	23	HSS Classic/2M Contest
August	2	HSS Meeting
	6	HSS Open Contest
	19	Sula Summer Festival Day1
	20	Sula Summer Festival Day2
	27	SC2 (SWSA)
September	3	LSF Achievment Day/BBQ
	6	HSS Meeting
	17	HSS Classic/2M
	24	SC2 (HSS)

Vision Radio Problems

Alan Borg

I recently discovered the cause of a crash of my old Falcon over a year ago, which could affect you if you are flying a Vision radio with a collapsible antenna. This problem may affect older Module radios but I don't own one and therefore haven't looked inside a case to verify this.

In summary; the clip which carries the RF signal from the RF module's output pin to the base of the antenna may fracture due to long-term stress. Due to the nature of the way the clip is engineered, the result may be either an intermittent or permanent loss of transmitter range. This clip has failed in two transmitters in our club so it is likely that other transmitters may be effected. This failure is somewhat insidious since it can affect a transmitter during the course of a flying session that was otherwise fine immediately before and may have even been successfully range-checked quite recently.

The clip in question is an "L"-shaped metallic connector which is physically mounted and soldered through a small circuit board which carries the female connector your RF module plugs into. This clip then "hangs" in a rectangular plastic housing which carries the nut the antenna screws into. By tightening the antenna, the clip is effectively pinched between the mounting nut and the base of the antenna which forms the electrical connection. Two things seem to have caused my failure. First, the clip is pulled down by the antenna, which provides a sheering stress and secondly, the antenna mounting nut allows a small amount of rotation (5-10 degrees) to be communicated to the clip. I tend to grab the antenna of my transmitter each time I launch and give it a twist to ensure it is tight. I believe over time this broke the clip. However, since the clip is held in place physically by the antenna shaft, it continued to make electrical connection most of the time for over a year after the fracture.

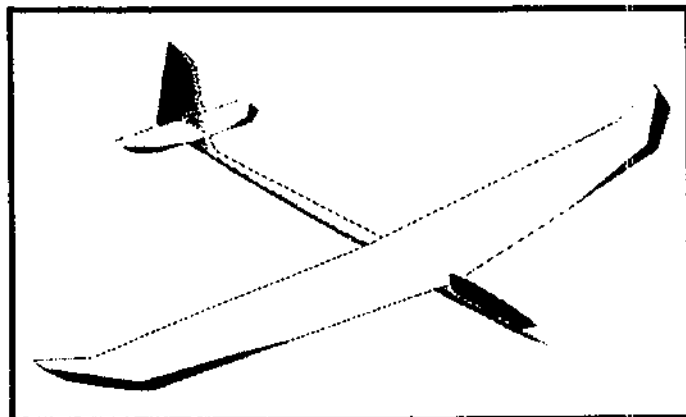
If your transmitter seems to have lost range (or perhaps even if it is intermittent) there is a way to verify your antenna connection without disassembling your case. Looking at the radio from the back, the two rightmost pins (side with the charging plug) in the module socket carry the RF to the antenna. Extend the antenna and connect a VOM between it and either of the two output pins and you should see very low resistance (mine is a couple ohms now). If you think you have an intermittent problem you might try twisting the antenna to see if

the reading fluctuates, but my suggestion is to disassemble the case and verify the connection physically. If you chose disassembly, keep track of the various screws, as there are several different types used in the case.

If you find you have this problem, I don't have a good answer for user repair. The best course of action is to send the radio to Airtronics for repair. It is possible to resolder a broken clip in some cases (I did it because I am an impatient type and didn't want my radio tied up for factory repairs). There is also some reason to believe that gluing the body of the clip to the plastic antenna mount housing may serve to isolate the rotational and sheer stresses on the bend of the clip which fails. Also, the way in which the after market "rubber ducky" antennas attach to the radio should eliminate this type of potential failure (I am not trying to sell anything, I still use a collapsible antenna).

The nature of the Vision is such that it is usually connected to some fairly substantial airborne hardware, so this type of failure can be quite spectacular and expensive. My Falcon landed less than three feet from a brand new Honda Civic and put a Z-bend into my Dave Squires hardened joiner rod. Some unsuspecting spectators were fairly near, so it could have been real ugly. My advice is to be real suspicious of any type of servo jump when you get set to launch.....

p.s. Airtronics: I still think the Vision is the best sailplane radio around, but I do miss my old Falcon.





Official 1995 US F3B Soaring Team Merchandise Order Form

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☉ YES! I'D LIKE TO HELP SUPPORT OUR U.S.
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_____	Large T-Shirt	\$15.00	_____
_____	X-Large T-Shirt	\$15.00	_____
_____	XX-Large T-Shirt	\$16.00	_____
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_____	Official US Team Sticker	\$ 3.00	_____

SUBTOTAL _____

Shipping / Handling (Add 10% of Subtotal) _____

Donation (Optional - but welcomed!) _____

GRAND TOTAL _____

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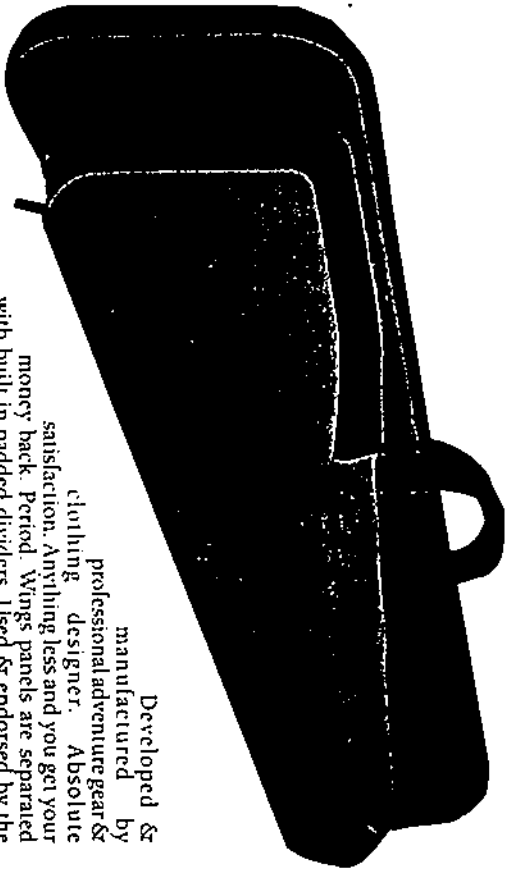
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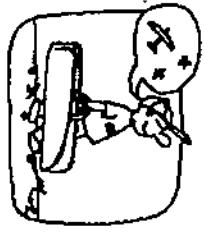
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LOCATION: Hobby Shack,
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DATE: Wednesday 1 March,
7:30PM

MARCH MEETING