

Plane RAP

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Harbor Soaring Society

AMA Charter #128

The Western Soaring Capital

Harbor Soaring Society Home Page - Microsoft Internet Explorer

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Address <http://www.access1.net/hendry/index.htm>



HARBOR SOARING SOCIETY

Charter # 128 AMA's Oldest Radio Controlled Soaring Club
Costa Mesa, California



HSS is committed to promoting and improving the enjoyment of R/C Soaring in Orange County. Through member participation and camaraderie we encourage the advancement of flying skills and the relaxed recreation of our membership and the R/C soaring community.

[\[HSS Field\]](#) [\[Pictures 1\]](#) [\[Pictures 2\]](#) [\[Pictures 3\]](#) [\[4 Sale\]](#) [\[About Us\]](#) [\[Membership App\]](#) [\[Sponsors\]](#)
[Links](#) [\[\(SC\)*\]](#) [\[US Soaring Clubs\]](#) [\[Pilot Talk\]](#) [\[yellow pages\]](#)

Done

Internet zone

Club Information

1999 Officers:

President

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

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Karl Hawley
949-545-4722

Secretary

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

Treasurer

Larry Reed: lreed@mti.com
949-542-6830

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Editor

Tom Vincent
714-792-0125 [tvtom@access1.net]

Training Coordinator

Roger Saville
949-549-7976 [rogemss@juno.com]

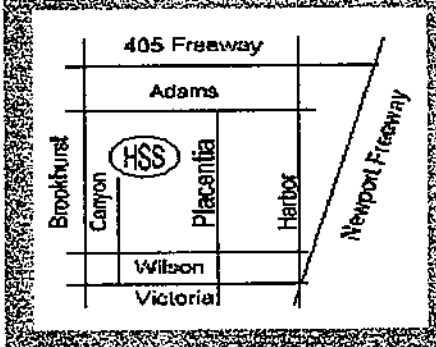
Winch Coordinator

Dick Pantzar
949-542-1380

General Director

Roger MacGregor
949-542-6830

Flying Site

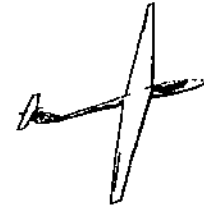


Cover - Thanks to the work of Steve Hendry and Les Kenyon Jr, HSS is fortunate enough to have our own website. Lots of good information along with some cool pictures. There's even a section that posts questions and answers.



The Kenyon Chronicles

A Message from the Pres. -

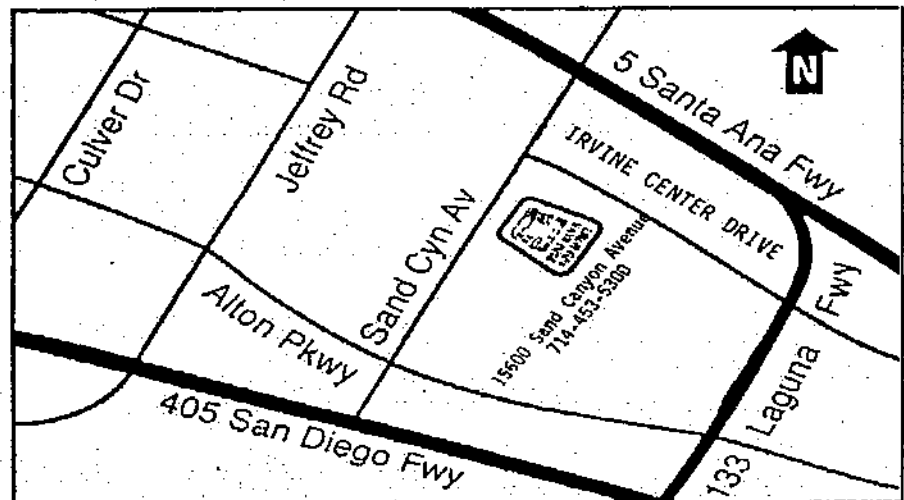


Les Kenyon

Volunteers Make This Club Work

After traveling to the many soaring clubs in Southern California, I was struck by the fact that we are blessed with one of the nicest facilities in the area. There is no doubt that this is due to the **hard work and dedication that our club members have put into our site.** We are also lucky to have a great relationship with our land lord, the City of Costa Mesa, especially the Parks & Recreation department. We are extremely fortunate that the City looks favorably on our hobby and has been so supportive. Last year, the City allowed HSS to add a storage shed to our site. This occurred because a current HSS member participates on the Fairview Park committee which help guides the City in overseeing the parks long term master plan, which includes im-

Notice: Meeting Tuesday 5-4-99 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

(Continued from page 2)

provements on our site.

Some of the things going on include the current sewer pipe for our future bathroom and storage site as well as the bath room facilities at the train station. We are also working on a plan to submit to the City which would authorize us to install electricity in our shed. Please contact Dick Panzer if you have any skills in this area.

On Earth Day a few folks from the City will be cleaning up around the Vernal pond at the beginning of our landing zone, so please don't buzz them. Again, I can't stress enough that we are very fortunate to have such a great relationship with the City. Next time you get a chance to say thanks, please go out of your way to do so. Our survival as a club at Fairview park depends directly on our positive relationship with our neighbors.

The City is re-writing the law pertaining to powered flight at Fairview Park. Currently, the law excludes all power flying but the City is working with us to correct the intent of the law which: will allow electric gliders and excludes full-time gas powered flight at the field except when permitted for special events like Arial towing of gliders. I will keep you abreast of these changes as they become available.

In the meantime -

A follow up note to the mysterious downing of the Presidents Plane HSS-1. Sometime during a recent wind storm, the Presidential Lounge tipped over. This caused a serious toxic environmental incident at our site. Clean up crews from the EPA, wearing specially fitted clothing spent days removing the radioactive waste. I personally know however that the Presidential Lounge was so full of s.t (no thanks to yours truly) that it couldn't possibly be blown over by hurricane gale force winds! It has been reported once again that a strike force from Torrey Pine Gulls was seen in the area during this time frame. Special high resolution photography from our SR-1 spy satellite will hopefully prove this out. If it does, an emergency board meeting will decide when the Air Strikes will begin. These attacks on our highest of offices won't be tolerated. Stay tune to future developments. Until next time, good flying.

Les

Apr. 6 1999 Minutes

President Les Kenyon brought the meeting to order at 7:30

Vice President Karl Hawley went to a city hall meeting on 3/19/99 to change the signage concerning motorized planes at Fair View Park.

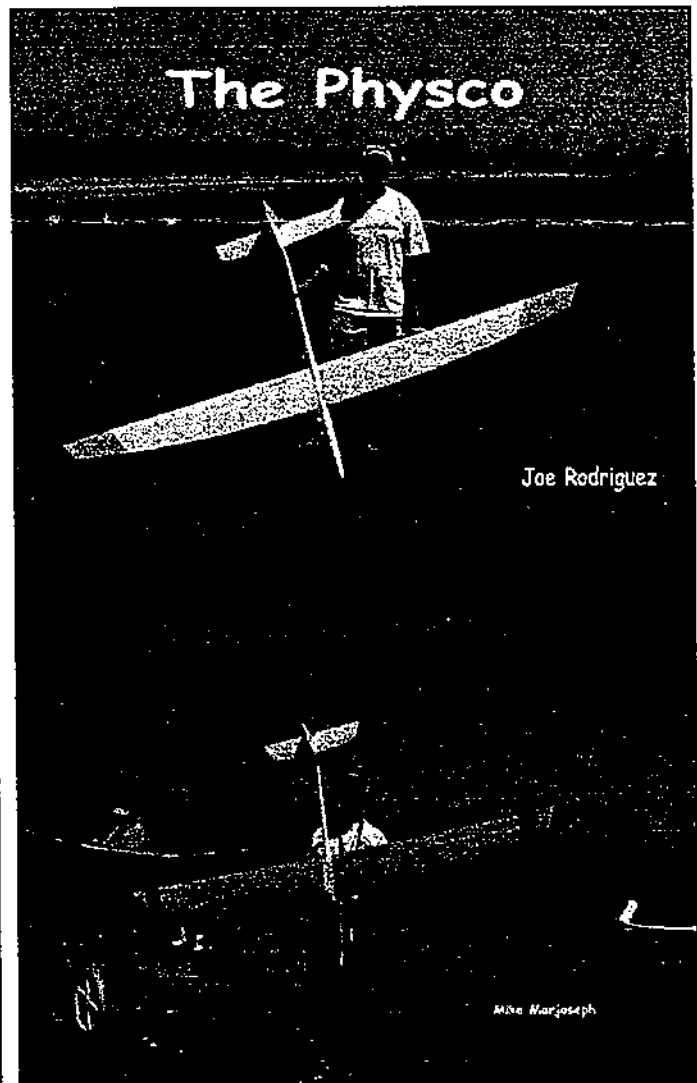
Treasure Larry Reed reports we are financially solvent. Larry also has name badges.

General Director Roger MaC Gregor went to a city hall meeting and gave the city our proposal for a safe flying site. This proposal differs from what the city plans to give us.

Contest Director Ross Thomas states we will have a make-up club contest Sunday 5/2/99.

President Les Kneyon Closed the meeting at 7:29 PM.

Vise President Karl Hawley introduced Dave Sanders of DAW.

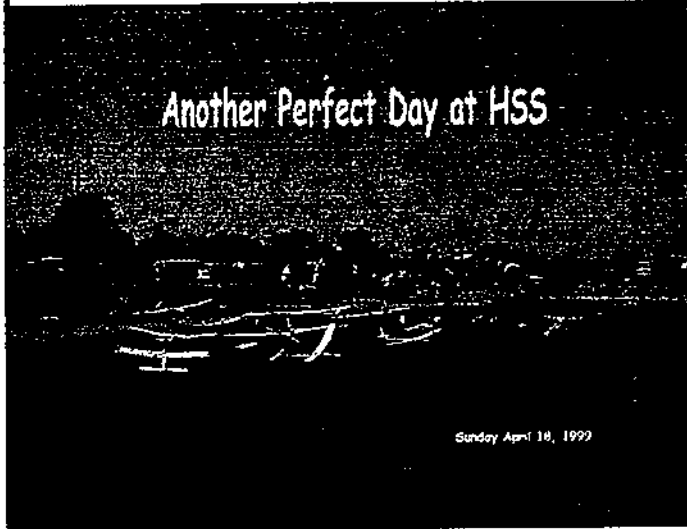


Joe Rodriguez

Mike Marjoseph

April Contest

Another Perfect Day at HSS



Sunday April 18, 1999

Contest - Sun. April 18, 1999

This day was a make-up contest day. Believe it or not it actually rained the prior weekend and the contest was rescheduled for this day. The contest format was a three round add-em-up for 24 minutes with no flights over 10 minutes. The fourth round was a ten minute round. The flight conditions were influenced by High pressure from a weak Santa Ana that provided sparsely spaced neutral air. In another words thermals were hard to find. In fact, nobody was able to make their fourth round requirement of 10 minutes. The final results of pilots who placed are shown below:

OPEN

Tom Vincent 1st Masters
 Mike Marjoseph 1st Expert
 Ross Thomas 2nd Expert
 Tom Copp 3rd Expert
 Nick Buzolich 1st Advanced
 Casey Rodgers 1st Sportsman

CLASSIC

Larry Enger 1st
 Ross Thomas 2nd
 Bob Sliff 3rd

Classified Ads

For Sale - 118 inch Mako with Sage 7037 wings. Great shape with 6 metal geared servos, carbon and steel wing rods. \$525 talk to Tom Vincent or email him at: tvtom@access1.net

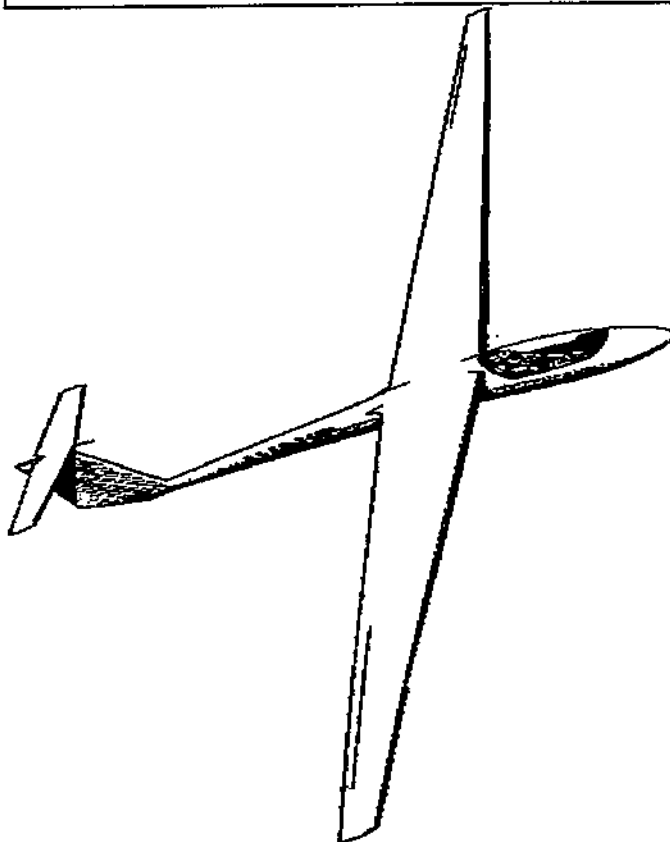
Cyber Central

Do you want to visit the HSS website? Open up your browser and goto:

<http://www.access1.net/hendry/index.htm>

SC2 Contest Results can be found at:

http://home.earthlink.net/~john_brown/index.htm





Nick's Views

Nick Buzolich

It was good to hear positive comments about contest formats that are weighted towards more flying. Landings are important but I think everyone wants tougher flight venues.

Some contest formats that I think might work are:

Contest 1 - 4 Rounds

3 flights - 24 minute add-em up with no flight over 10 minutes.

4 th flight - 10 minutes

Contest 2 - 4 Rounds

4, 6, 8, 10 minute rounds with 40 point landings

Contest 3 - 3 Rounds

3 rounds each round being 10 minutes.

The weather postponed the April contest due to rain and heavy cold air. However, before the rains came, a smaller group of flyers decided to hold an adhoc contest using a very short high start (fully stretched it reached probably 150 ft). Launches were typically around 100 ft into increasing winds as the storm approached. The format was to fly for longest time and landings. The best time for 3 rounds was 8 min. & 2 sec by Ben Clerx. Mark Taylor won the landing portion of the contest. The guys finished their contest just in time before the rain.

I am working on a same air competition for 2 pilots flying head to head with a double elimination format. Stay tune -

The best of lift,

Nick



Winch Corner

Dick Panzar

This month I wanted to talk about the winch zone. The winch zone is that 3 dimensional area that boxes the launch & retrieval lines. Flying in this zone is off limits to any other aircraft except for the one launching. Any planes flying through this area take the risk of crashing both planes. Besides messing up the winches. My



KARL THE VICE-PRESIDENT

Karl V. Hawley

I was staring at the mirror the other day and realized, Boy! I'm a good looking dude. You are probably wondering what this has to do with flying. Absolutely nothing. I just figured that I'd throw that in.

Anyway, we are fortunate to have Don Edberg speaking at this months meeting. Don is a wealth of RC information so come on out.

And that's it!

Karl

point in mentioning this is that I've noticed an increase number of flyers crossing the winch zone during winch launches. It is only a matter of time until we have a dandy of a crash. I can't stress enough that flyers have to stay away and out of the winch zone. I'm glad to see that flying participation is up but it's your responsibility to check that no one is launching in the winch area. Just assume that there is a continuous parade of planes launching. Think of these as surface to air missiles that will slice right through your plane if you meet. So please STAY OUT of the winch area. Now repeat after me class "I must stay clear of the winch area", "I must stay clear of the winch area". Thanks....

There is another problem out in the flight field that I wanted to mention; high starts that are crossing the winch lines. If you setup a high start in the general location of the winch zone, please recognize the direction of the wind. After you launch your plane, the high start can drift over the winch lines causing all kinds of grief. Now I like my exercise just like anyone else but I walking enough lately fixing broken winch lines that I'm now ready for my first marathon.

These things that I'm mentioning to you should be obvious and only require plain common sense. I recognize that nobody is doing these things intentionally, but I'm at the winches a lot and see these potential problems. Please be conscious of your surroundings when you fly. I don't want anyone getting hurt out there.

Until next month, I hope my winches get you off. *Dick*

Harbor Soaring Society Website

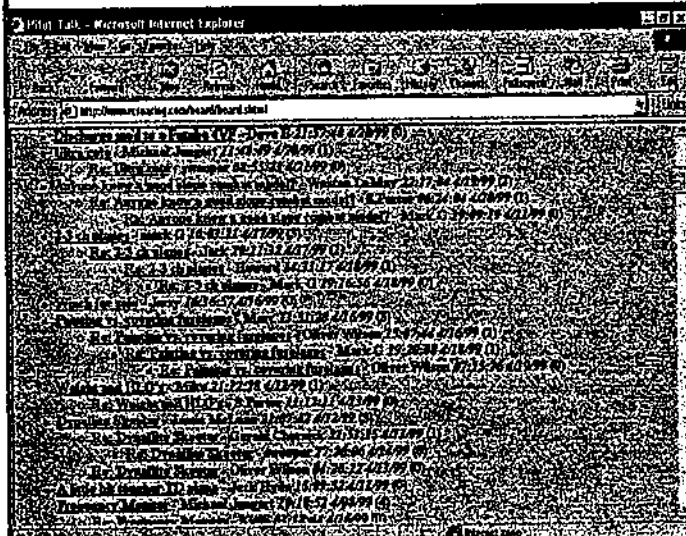
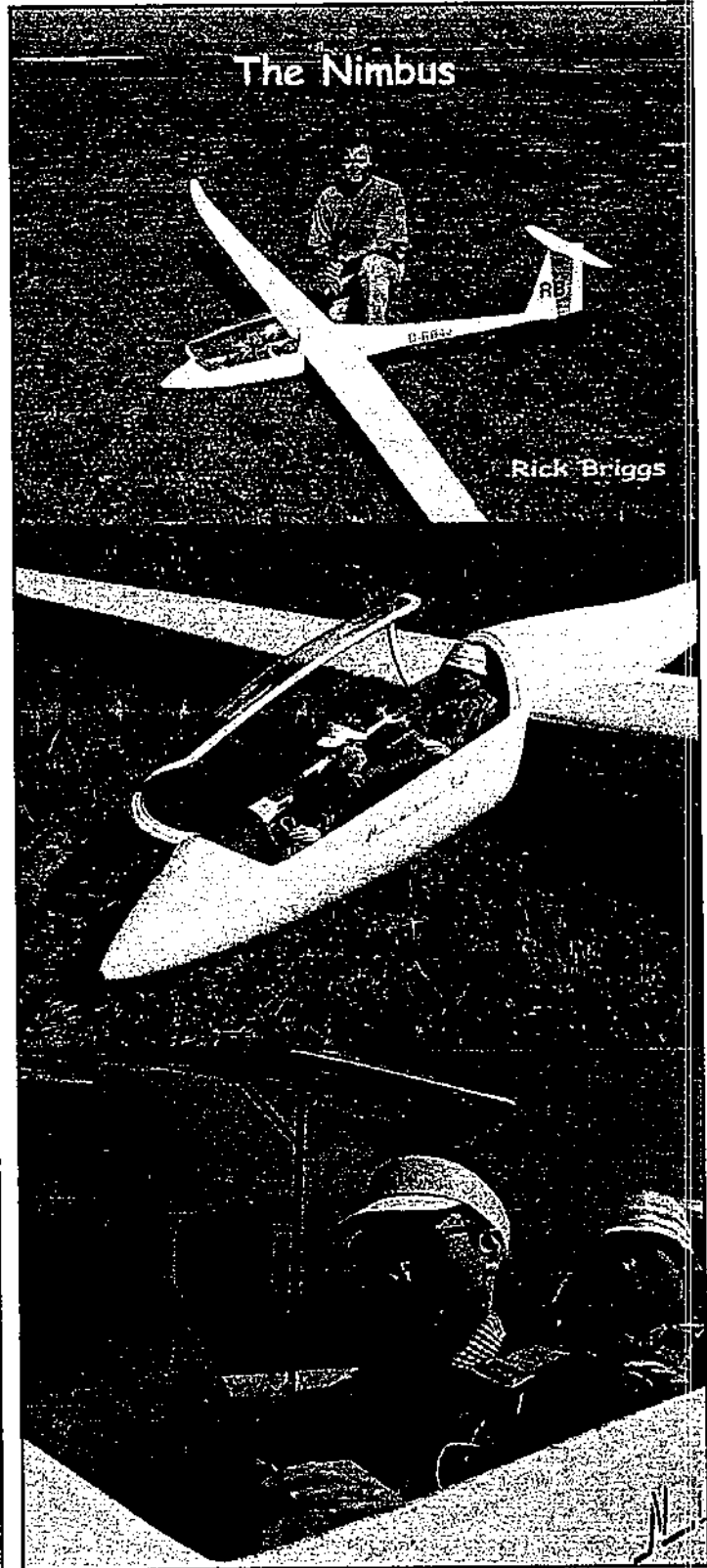
This month's topic is dedicated to HSS's new webpage. My hat is off to Steve Hendry (the brain child) and Les Kenyon Jr. for taking the time and effort in putting together an updated website showing the range of HSS activities. Some of the highlights that you might find interesting includes a section called "Pilot Talk" and a picture section that allows you to review the environment that makes HSS a fun place to be part of.

Pilot Talk is an open forum that allows all RC enthusiasts to talk among the RC community throughout the world discussing various things pertaining to just about anything. I've noticed discussions about airfoils, combat aircraft, slope directions, and numerous other things. The list is endless. The picture in the lower left corner of this article is a snapshot of what Pilot Talk looks like. The user can either ask questions to the general community or browse around and read the answers to other questions that have been posted.

The pictures in the right column are just a few examples of the many cool shots that Steve has included in the HSS website. These photos are of Rick Briggs and one of his many scale ships that he has built. The photos under Rick show an open cockpit of two pilots. The attention to detail is amazing. Don't you agree? If you are interested in flying scale gliders, why not talk to Rick or Dennis Brandt.

Other photos in the website depict the talented workmanship, dedication, and silly fun that makes HSS, HSS. What ever your skill level is, HSS has a large base of excellent pilots and craftsmen. All that is required of you is to ask for help.

There are many members of our club that participate at different levels and have different flying interests. I bet that it's a good chance that the weekend warriors don't even know what interests the weekday crowd have or visa versa. This is where the HSS webpage bridges the gap for everybody. It's available for viewing 24 hours a day so regardless of your schedule, you have an opportunity to see how the other side lives. Check out the website and have some fun. Thanks again to Steve and Les!



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 North Hill & Locust
 626-568-0883

LAWDALE

16725 Hawthorne
 168th & Hawthorne
 310-214-0244

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 405 Fwy, Euclid Exit
 714-964-8846

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 South Of Balboa
 619-268-7997

EL CAJON

469 Broadway
 At Ballantyne
 619-444-6135

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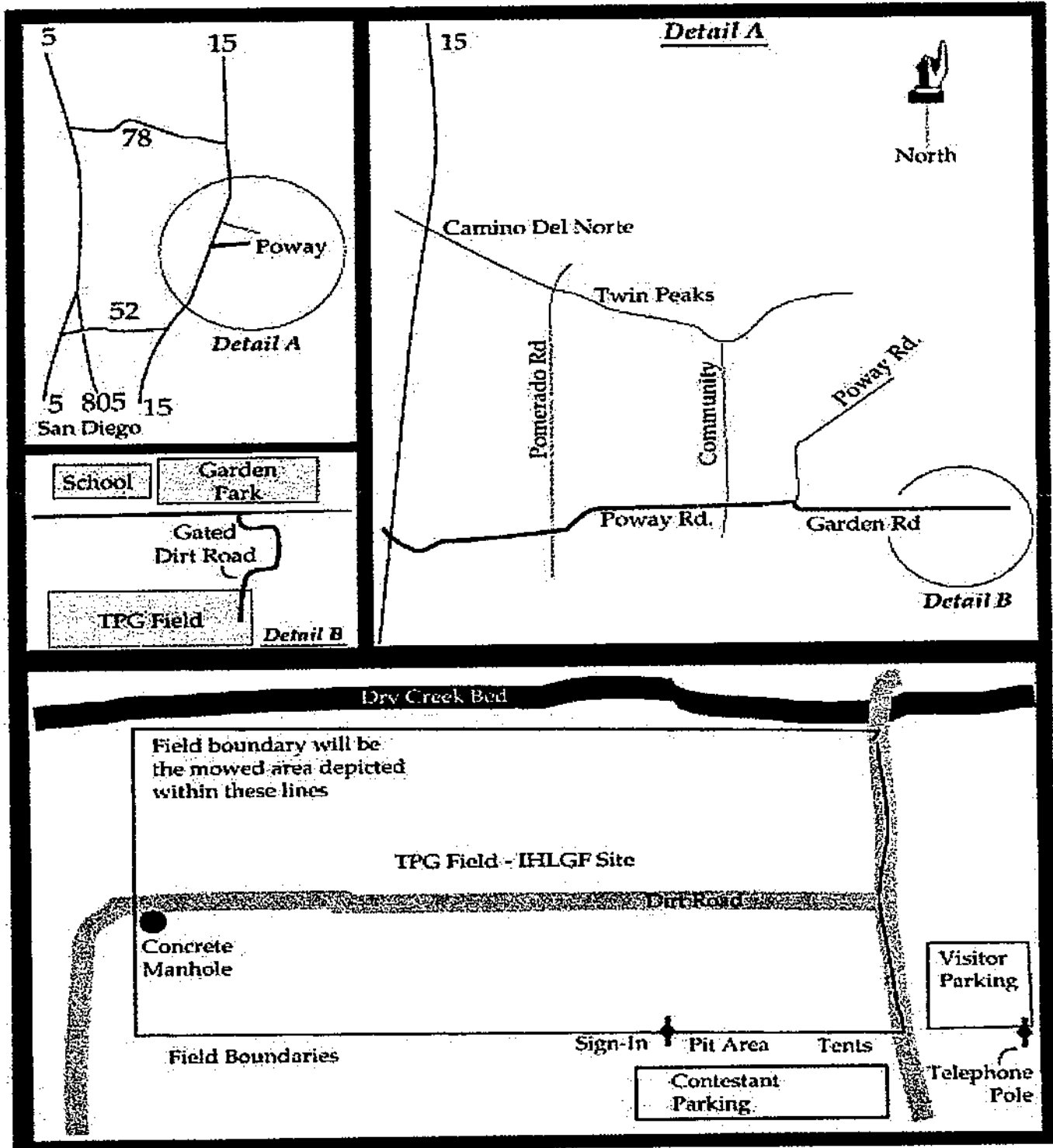
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SC2 at TPG - Sunday May 23rd

Need a map to Poway? Here it is.....



MEMBERSHIP APPLICATION 1999,

*Harbor Soaring Society
AMA Chartered Club # 128
P.O. Box 1673
Costa Mesa, CA 92628
AMA's Oldest Chartered Soaring Club*

I understand that by applying for membership in the Harbor Soaring Society, I must be a current member of the AMA.

Please Print

NAME _____ Home Ph # _____

ADDRESS _____ Work Ph # _____

CITY _____ STATE _____ Zip _____ E-Mail _____

AMA # _____ (PROOF OF STATUS REQUIRED)

DATE OF BIRTH _____ Frequency channels used _____

NEW APPLICANTS. (W/Name Tag)--(17 years and older) = \$25.00
SENIOR MEMBER (Renewal W/O NameTag)(17 years and older) = \$20.00 NEW/RENEWAL (circle one)
JUNIOR MEMBER _____ (16 years and under), = \$10.00
FAMILY MEMBER _____ (At same address) = \$ 5.00
Extra HSS Name tag _____ = \$5.00

Applicants making application for senior membership between July 1st and October 31st pay a reduced rate of \$10.00. New applicants making application between November 1st and December 31st will pay the annual rate indicated above and such dues will make 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 AMA 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 FCC. 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 _____

Calendar Of Events

Pasadena Two Day	Sat May 2
HSS T.D. Contest	Sat May 2
HSS Club Meeting 7:00 Irvine Wtr Dst.	Tues May 4
Presenter - Don Edberg	
Mothers Day	Sun May 9
Visalia Classic Contest	Sat May 15-16
SC2 T.D. Contest - TPG	Sun May 23
HSS Club Meeting 7:00 Irvine Wtr Dst.	Tues. Jun 1
HSS T.D. Contest	Sun Jun 6
SC2 T.D. Contest - TOSS	Sun Jun 27
HSS Club Meeting 7:00 Irvine Wtr Dst.	Tues. Jul 6
HSS T.D. Contest	Sun Jul 11
SC2 T.D. Contest -	None
HSS Club Meeting 7:00 Irvine Wtr Dst.	Tues. Aug 3
HSS T.D. Contest	Sun Aug 8
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

Please keep an eye of the Calendar of Events. They may change from one month to another.

HSS SPY REPORT



Beware! This could happen to You!

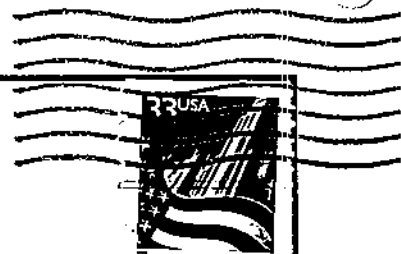
HSS Editor Tom has an unfortunate run-in with flying ace Karl. Amazingly enough, no damage occurred to Karl's plane.

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

www.access1.net/hendry/index.htm



WILL CONRAD
 9359 SHRIKE AVE
 FOUNTAIN VALLEY, CA 92708



Notice: Meeting Tuesday 5-4-99
at the Irvine Water District Office.

The May HSS monthly contest
date is Sunday 5-2. 4 rounds - 4, 6, 8, and 10 minutes.

