

Plane RAP

AMA Charter #128
The Western Soaring Capital
<http://www.1hss.org>



President's Message

I want to thank all of you who attended the August meeting, it was great to see so many members, and really a treat to visit with our old friend Dave Sanders. Thank you very much Dave, you are always entertaining, and WE look forward to seeing you at the Christmas Party.

Big Thank You's are also in order for Will Conrad who jumped in and took over the newsletter. Will is a good organizer with a lot of good ideas and experience, please give him a hand and help out with an article or two.

While I am on the thank you train I want to thank Jim Hanson and the Weekday Morning Electric crowd who have come to grips with the early morning noise problems. It looks like massive cooperation and smooth flying is the outcome of our latest crisis. Don't forget to support the funfly September 16th, check the website out for details.

Ben Clerx, Tom Copp, Mark Taylor, James Turner, Chris and I are leaving for the F3J finals in Chicago August 29th. We get back September 4th; I look forward to seeing you all at the meeting that night where I will give a report on the contest and the latest TOYS from behind the eastern gate.

Don't forget to think about Club officers for next year, your current officers are worn out! Save the Club, get your way; volunteer to run for office at the September Meeting.

BCNU Larry

BATTERY RECYCLING

The following is from an article from a past Popular Mechanics magazine regarding the recycling of rechargeable batteries.

Q. What happens to the recycled batteries after I drop them off at a participating retail store?

A. Retailers collect your spent battery packs and ship them to the recycling facility for processing. The reclaimed materials can be used in new products – such as new batteries and stainless steel products.

Q. Which rechargeable batteries can be recycled?

A. The following rechargeable battery chemistries can be recycled – Nickel Cadmium (Ni-Cd), Nickel metal Hydride (Ni-MH), Lithium Ion (Li-ion), and Small Sealed Lead* (Pb). Look for the Battery Recycling Seal on the battery.

* weighing up to 2lbs/1kg per battery

Q. Where can I recycle my used rechargeable batteries?

A. At any of the participating retailers, or call the consumer helpline, 1-800-8-BATTERY, to find the retail collection site nearest you.

Q. Can I include my batteries with other recyclable materials in my local recycling program?

A. RBRC offers a recycling plan for communities to incorporate rechargeable batteries into an already established household waste collection program.

Q. Can I still recycle my battery if it does not have a seal on it?

A. Yes. As long as it's a NiCd, Ni-MH, Li-ion or Pb rechargeable battery. Most batteries will have the chemistry listed on the battery pack.

Q. Do you recycle car batteries?

A. No. They are not the type of batteries accepted in the RBRC program.



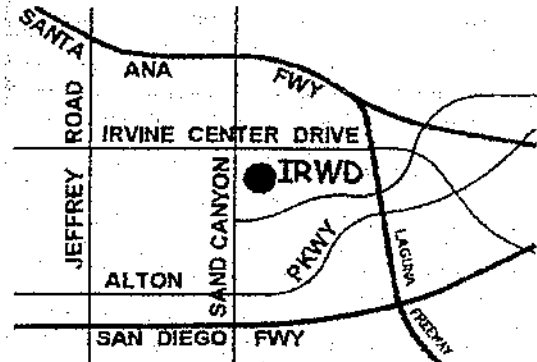
Faint, illegible text centered below the seals.

SYNOPSIS

[Faint, illegible text in the left column, likely the synopsis of the report.]

[Faint, illegible text in the right column, likely the findings and recommendations of the report.]

Meeting Location: Irvine
Water District located at 15600
 Sand Canyon Ave. 1/2 mile West
 of 5 fwy., south side of street.
 (note: Board Meetings are Held 30
 Minutes Before Club Meetings)

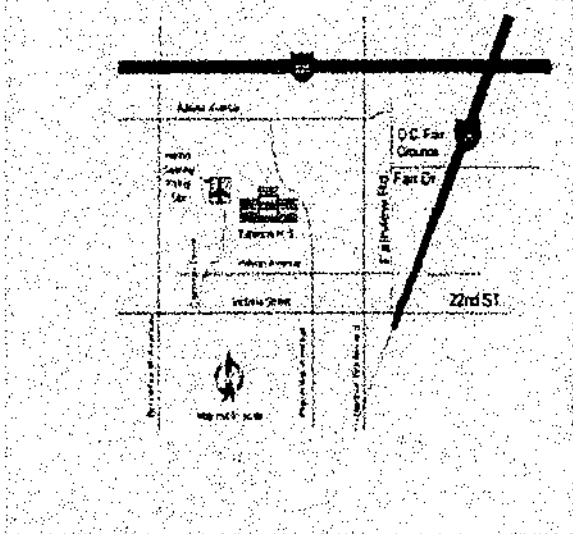


2 Note: The IRWD is a public utility and is not a public agency. The IRWD is not a public agency and does not have a meeting open to the public.

Soaring Dates for 2001	
Sept. 1-2 nd	Tehachapi Full Size Vintage Gliders, Fun
Sept. 4 th	Meeting
Sept, 9 th	Monthly Contest – need CD
Sept, 15-16	Train Guys two day, Fun
Sept. 23 rd	HSS – (SC)2
Oct 2 nd	Meeting
Oct. 6 th -7 th	VISALIA Don't miss this one!!
Oct. 14 th	Monthly Contest – need CD
Oct. 28 th	ISS – (SC)2
Nov. 4 th	Monthly Contest - CD
Nov. 6 th	Meeting
Dec 11 th	H.S.S. Christmas Party

(Put this on your calendar!)

Flying Site



Fun Fly

Karl is doing a FUN FLY the 3rd weekend of Sept. to coincide with the Train Weekend. An all up at 10 again at 11 again at 12 to see how many planes we could fly in a 10 to 15 minute period. Open flying from 8 AM to 5 PM with some 3 minute flying and spot landing for a buck. Sunday the kids can come over from the trains and watch us. Hot dog and drink for \$6. COME JOIN THE FUN!!! Bring the family.

“No minutes for the August meeting available.”

NICK'S VIEW

Regarding the August 12th H.S.S. contest, the contest did not run as smoothly as it was intended. I did not have direct control as well I should have.

- ...Started after 10 A.M.
- ...I did not maintain match-up control
- ...I did not score all flights properly.
- ...All flights were not completed

It will be treated as a WASH-OUT, where no credit towards year end trophies will be given.

Attention will be addressed to this procedure at Club Meeting.

NICK

FAA AND CITY STATUS

After the temporary shutdown of our flying activities by the city, things have returned to normal, and we have full access to the field, as in the past.

We have received a notification from the FAA that irresponsible flying of model aircraft can be a serious offence, and we have made a few rule changes to improve safety. We must now Land our planes whenever a manned airplane, or helicopter, comes close to our flying site. This must be done, even in the middle of a contest flight. (It can be re-flown without penalty.) We must also fly with a spotter. And, of course, we must continue to follow the club rules that have been in effect since the beginning of time.

In order to keep noise complaints minimized, the club has asked the City to ban electric flying before 8:30 am. There have been some big and loud electrics flying as early as 6 A.M., which sets the neighbors into a state of high hysteria. In order to keep the noise away from the homes to the south, all electric flying should be done to the north of our signboards and storage container. There are no restrictions on winch launches and sailplanes without power.

All gas models have been banned, including the model cars that have been operating throughout the park. The City considers them a fire hazard as well as a noise problem. (This is probably to our benefit, because many neighbors have thought that the noise was coming from our airplanes.)

In the past, our club has been represented on the Fairview Park Citizen's Advisory Committee, which

has been responsible for creating the master plan for the park, and for overall review of activities of the park. I have been the club's representative for several years, Larry Touhino preceded me.

The master plan has been completed, and includes a great spot for us slightly to the north of our present site. It will have a watered lawn area that covers the winch and landing sites. There is big map of the master plan near the parking area off Placentia.

The new rest rooms and picnic areas have been completed, but it is highly unlikely that any further changes will be made in the park for several years. There is still a lot of money to be raised to carry out the master plan.

The Advisory Committee was disbanded after the master plan was completed, and was replaced by the Friend of Fairview Park Committee, on which I am your representative. It meets on the third Wednesday of each month, at 7 pm at the community affairs center near Lion's Park. The committee job is to make the locals aware of Fairview Park and its uses, assist fund raising for the park, schedule activities at the park, and keep the City advised as to what is going on out there.

The Committee puts out a newsletter, and I will make sure that each of you receives a copy.

We are lucky to have one of the best flying sites anywhere, and our relationship with the City is fine. The slope has been active, and the weekend flying has been great. **Come out and fly.**

ROGER MacGREGOR

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WING ABUSE DISCUSSION

The discussions on winch launching can get somewhat opinionated at times. My soaring history dates back to about '77 (my first NATS), and am quite familiar with the classic spruce spar type planes, and how to launch them. I am not current on this class of plane though...

It is all about launch height. You launch higher, you are allowed more time (and mistakes) before you hook up with a thermal. So, he who launches highest, wins... (actually, in TD, he who launches highest, has the best chance).

Even with an airplane that is structurally sound, full pedal launches are not always optimal. Think of when you want the tension, and why it is useful. Line tension (really, energy stored in the stretch of the line) will define the amount of altitude that you can gain in the zoom. The goal is the highest launch. This can be broken down into two parts. One is the height at which you initiate the zoom. The other is the height gained from the zoom.

In calm conditions (no wind, no thermals) the best solution involves using as much power as you can, as long as nothing breaks. But, if there is wind, the solution gets somewhat more complex. The optimal solution points to having no line on the drum at the top of the launch, but lots of line tension for the zoom. A full pedal launch will get you the latter, but not the former. From my experience, in the wind, it is easy to get lots of line tension in a short time, so you don't have to use the full pedal method for the whole launch. Let the wind do some of the work for you. Initially, use a mild amount of line tension for the launch, pulse the winch until you get to the latter stages of the launch. Then, go for the full power to get the line tension for the zoom. Your goal is to kite the plane up using the wind to gain height without putting line on the drum, then turn on the power at the top to get the line tension for the zoom. You might not get quite as much tension as the guy that does the full pedal launch, but you are starting your zoom at a higher position than the full pedal launch, which is worth a lot.

From my perspective, most fliers use too much winch power in the normal conditions. The real key, is to read the energy in the system, and maximize it. Easier said than done though...

Joe

P. S. I fully agree with comment on the wing strength only being needed during the launch phase, at least for TD/F3J work. This is why I am opposed to the hand tow rules as they are currently written.

EDITORS NOTE: This is an e-mail taken from: <http://www.1hss.org/wings.htm> written by Joe Wurts.

H.S.S. CONTEST 9/05/01

Start Time 9:00 A.M.

Draw Flight Order

2 Flights 6-8 minutes + 20- Pt.

Landing To set Up Rank Order

for Head to Head Double

Elimination Contest

Rules...

Off Field Landing 0 Flight and Landing points.

1st popoff = relaunch and 2nd = flight loss.

Line break = relaunch 2nd = flight loss

Higher Rank launches 1st

TIE BREAKS

Total score tied= better flight time= winner

Time & Landing Total Same =

Larger Flight Pt = Winner

Everything Tied = Reflight 5 min & Landing.

"HOPE SOME CONTESTANTS WILL HAVE 2ND Frequency"

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HARBOR SOARING SOCIETY

WOULD LIKE TO INVITE YOU TO OUR SC2 CONTEST!
 WHEN: SEPTEMBER, 23RD @ 0900
 WHERE: HSS FLYING FIELD, COSTA MESA, Ca.
 VISIT OUR WEBSITE @ WWW.HSS.ORG

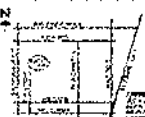
TASK 3 ROUNDS, 10 MIN EACH
 RUNWAY LANDING W/ A BONUS
 CD/ ROSS THOMAS @ 714.638.0705
 PRES/ LARRY JOLLY @ 714.826.6861



STANDARD SCI RULES APPLY
 IN ADDITION TO AMA RULES.
 TRANSMITTERS & PROVERS
 MUST MEET 1997 AMA RULES



SIGN UP: 8:00 AM
 BRIEFING: 8:30 AM
 START TIME: 9:00 AM



CONTACTS
 ENTRY FEE: \$5.00, AMA X: \$4.00
 EXPERIENCED 12 VOLT WINCHES
 W/ RETRIEVERS
 TROPHIES: 12-30 MASTERS
 18-30 EXPLOS
 19-24 SPORTSMAN
 12 & 30 1 FUNCTION
 FLIGHT RANGE: OPEN
 FIELD: HOWARD FIELD
 TRUCK: ALLSUDON
 GET TO YOU TURN AROUND



Editor's Letter

Hi flyers!! Hope you will find some of the articles in the newsletter helpful and informative. Many of you do not attend the club meetings, therefore you miss some of the important information, (i.e.) A new roster for 2001 was distributed at the February meeting, and you will find a current one attached to this newsletter thanks to Larry Reed. Please check your information and send me the corrections, either at my home address or at my e-mail address, (see rosters) I would like to see more of you at the club meetings and the monthly club contests. Don't forget H.S.S. is hosting the SC2 contest on Sept. 23rd. Come and fly the contest and help Ross Thomas wherever he needs you. If anyone has digital photos that would be of interest to the members, please forward them to me for inclusion in the newsletter.

Will Conrad

A NOTE FROM KARL

Will has asked me to write something for the newsletter, perhaps about maintenance. It's there and it needs to be done by all of us and that's all I have to say about that!!

And NOW on the other hand I put my hat in the ring for President of the Club.

We need help at the field every weekend with launching and being a spotter. A spotter stands near the pilot to help keep an eye on the plane at all times and helps the pilot make sure that his landing spot is clear.

For those of you who don't get out to the field much, or at all, we have electric planes flying in the morning and about 9 A.M. we set up the winch and take it down around 12 and then off to Carl's Jr. for lunch. Back at the field another group of guys are flying more electrics until about 5 P.M. What about the slope guys, you say? I don't see much of them the wind has been out of the SW most of the time for the last two years or so. The 3rd weekend of Sept. is two days of fun flying, come out and enjoy it. I haven't seen most of you in a long time, and some not at all. The flying field is there to be used, WHERE ARE YOU????? From KARL (714) 545-4722

FOR SALE

- Falcon 800 100" full controls servos included.
- Vision Radio system
- Misc. Other...winch, hi-start, etc.

Call Herman Hall @ (714) 637-2704 for details. H.S.S. member AMA # 6641

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 Fountain Valley, CA 92708
 (Brookhurst at State)
 North of 435 Freeway

Hours:
 Mon. - Fri. 10:00 - 8:00
 Sat. 10:00 - 6:00
 Sun. 10:00 - 5:00

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is crucial for ensuring the integrity of the financial statements and for providing a clear audit trail. The text notes that any discrepancies or errors in the records can lead to significant complications during an audit and may result in the disallowance of certain expenses.

2. The second part of the document addresses the issue of proper documentation. It states that all receipts and invoices must be properly filed and indexed to facilitate the audit process. The document also highlights the need for regular reconciliations of the accounts to identify any potential issues early on. Furthermore, it mentions that the company should have a clear policy regarding the retention of records to ensure compliance with applicable laws and regulations.

3. The third part of the document discusses the role of management in ensuring the accuracy of the financial statements. It states that management is responsible for the preparation and presentation of the financial statements and for ensuring that they are free from material misstatements. The document also notes that management should have a strong understanding of the company's financial position and should be able to provide a clear explanation of any significant changes or trends in the data.

4. The fourth part of the document discusses the importance of communication between the company and the auditor. It states that the auditor should be kept informed of any changes in the company's financial position or operations that may affect the audit. The document also notes that the company should be open to the auditor's recommendations and should take prompt action to address any identified issues.

5. The fifth part of the document discusses the importance of the auditor's independence and objectivity. It states that the auditor should not have any financial or personal interests that could conflict with their duty to provide an unbiased opinion on the financial statements. The document also notes that the auditor should maintain a professional attitude and should be able to communicate effectively with the company's management.

6. The sixth part of the document discusses the importance of the auditor's report. It states that the auditor's report is a key document in the financial statement process and provides the auditor's opinion on the financial statements. The document also notes that the report should be clear and concise and should provide a clear explanation of the auditor's findings and conclusions.

7. The seventh part of the document discusses the importance of the company's internal controls. It states that strong internal controls are essential for ensuring the accuracy and reliability of the financial statements. The document also notes that the company should have a clear policy regarding the design and implementation of internal controls and should regularly review and update them as needed.

8. The eighth part of the document discusses the importance of the company's financial reporting. It states that the company should have a clear policy regarding the preparation and presentation of the financial statements and should ensure that they are consistent with applicable accounting standards. The document also notes that the company should have a strong understanding of the requirements of the financial reporting process and should be able to provide a clear explanation of any significant changes or trends in the data.



9. The ninth part of the document discusses the importance of the company's financial reporting. It states that the company should have a clear policy regarding the preparation and presentation of the financial statements and should ensure that they are consistent with applicable accounting standards. The document also notes that the company should have a strong understanding of the requirements of the financial reporting process and should be able to provide a clear explanation of any significant changes or trends in the data.

10. The tenth part of the document discusses the importance of the company's financial reporting. It states that the company should have a clear policy regarding the preparation and presentation of the financial statements and should ensure that they are consistent with applicable accounting standards. The document also notes that the company should have a strong understanding of the requirements of the financial reporting process and should be able to provide a clear explanation of any significant changes or trends in the data.

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12. The twelfth part of the document discusses the importance of the company's financial reporting. It states that the company should have a clear policy regarding the preparation and presentation of the financial statements and should ensure that they are consistent with applicable accounting standards. The document also notes that the company should have a strong understanding of the requirements of the financial reporting process and should be able to provide a clear explanation of any significant changes or trends in the data.

13. The thirteenth part of the document discusses the importance of the company's financial reporting. It states that the company should have a clear policy regarding the preparation and presentation of the financial statements and should ensure that they are consistent with applicable accounting standards. The document also notes that the company should have a strong understanding of the requirements of the financial reporting process and should be able to provide a clear explanation of any significant changes or trends in the data.

HSS. Club Information

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From Les Kenyon: Want to keep up on the latest soaring chat? RCSE is a subscription list, where messages are posted about various soaring subjects daily. If you subscribe you get all the e-mails, 25 or more a day!! The simple way is to go to www.1hss.org and click on "soaring chat". All the message are posted there and you don't get all the daily e-mail! CHECK IT OUT!!

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1. The first part of the document
discusses the importance of
maintaining accurate records
of all transactions. This
includes both incoming and
outgoing payments, as well
as any interest earned or
paid. It is essential to
keep these records up-to-date
and organized in order to
prepare for tax filing.

2. The second part of the document
provides information on how
to calculate the total amount
of taxes owed. This includes
information on the standard
deduction, itemized deductions,
and the tax rates that apply
to different income levels.
It also discusses the benefits
of making estimated tax
payments throughout the
year to avoid a large payment
at the end of the year.

3. The third part of the document
discusses the importance of
consulting with a tax
professional for advice and
assistance.

4. The fourth part of the document
provides information on how
to file taxes electronically.