

# Plane RAP

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



## Message from the President

Members and friends of Harbor Soaring Society: I hope you all had a joyful holiday season. It is the time of the year when we look back at the past year and also look forward into the future. Now is also the time to volunteer your time and energy within our club. We have new officers, new board members, new committee chairpersons and also a lot of new club members that have joined this past year. That means I am looking for people with hidden talents to help our club to continue and grow. I am very enthusiastic about this year. There is a lot of opportunity for fun at the field.

**Karl Hawley**

### Jan 2002 HSS meeting

7:10 Karl Hawley called meeting to order, 24 in attendance.

New meeting agenda will be as follows,

7pm Show and tell and refreshments

7:30 pm - 8pm Business meeting

8pm - 9pm Meeting turned over to VP for evening program, check out our web site for details, [WWW.1HSS.org](http://WWW.1HSS.org)

There was much talk about club contest and contest related issues. Karl decided that future contest related matters should be discussed at our club contest when those involved are there. Karl wanted to discuss R.E.S., (Rudder, Elevator, Spoiler) regulations.

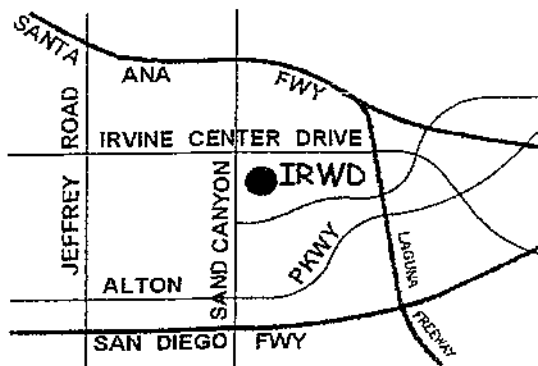
*This does not pertain to open class, anything goes.* The discussion was in reference to built up, wood planes versus molded, or foam core R.E.S. models. These rules would apply to club contest as well as the clubs position on the matter at the upcoming SC2 rules meeting. SC2 or inter club contest rules are reestablished each year. AMA rules state that Rudder, Elevator, and spoilers are the only criteria; any building material can be used in the construction.

Several flyers feel that by using the molded or bagged style planes offers an unfair advantage in R.E.S., do to the cleaner wing and thus higher launches that they feel the new style-non-built up wing offer. Others feel that it's more the pilots ability to fly, not the construction material used that makes the big difference, and it is getting harder to find R.E.S. kits to build. Also many prefer to fly and not have to build a balsa or gasbag model. **The club adopted the R.E.S. regulations per the AMA regulations for our club contest and as our position at the SC2 rules meeting this FEB.** Thus any construction material is allowed as long as the plane is only Rudder, Elevator, and Spoilers. See Ross, our CD or Karl our President for any clarifications or questions.

8pm - Our VP introduced John Roe as our guest speaker. John is also a full scale pilot and was on the USA team with Larry Jolly that went to Greece and brought home the gold. John talked about his experiences and fielded a lot of questions about the competition. It was very informative and got everyone pumped up to fly our local contest. John flies his full scale glider at Lake Elsinore and would be more than happy to take anyone for a ride who is willing to share the tow fee with him. Contact John Roe for details if interested.

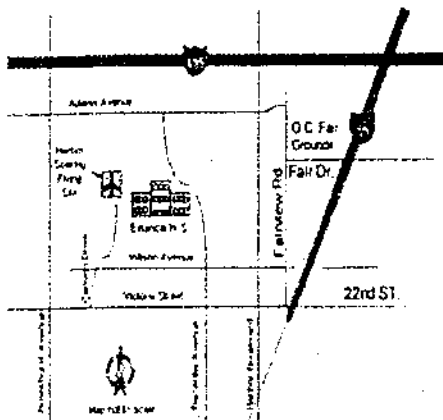
9pm meeting adjourned.

**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 Irvine Ranch Water District and the City of Irvine are not responsible for any errors or omissions in this map. The District's mailing address is 15600 Sand Canyon Ave, Irvine, CA 92618.

### Flying Site



**Now is the time to re-new**  
**your club membership**  
**Don't put it off, do it now!**  
**Support your organization**

### CLUB ACTIVITIES 2002 SCHEDULE

- Feb. 03<sup>rd</sup> HSS Contest  
Rain date Feb. 10th
- Feb. 6-9<sup>th</sup> SSA Annual Convention  
Ontario, Ca.
- Feb 12<sup>th</sup> HSS Meeting  
(Dates subject to change)

### IMPORTANT NOTICE

There was a short period of time during the first part of January that the post office was returning our mail to the sender. If any of you sent membership renewals or other communication for the club and had them returned, the problem has been solved. Please re-send your information. Sorry for the inconvenience.

### February Meeting February 12, 2002

Speaker will be Alberto from Hobby Club bringing scale gliders and cross county gliders. Don't miss it!! **NOTE** change in meeting date!!!!!!

## Ontario SSA Soaring Convention Feb 7 to 9th

The Soaring Society of America's annual convention comes back to the West this year at the Ontario Convention Center, Thursday Feb 7<sup>th</sup> to Saturday the 9<sup>th</sup>. What is this all about you might wonder? Well the best way to describe it is that for R/C soaring enthusiasts its like the Pasadena AMA IMS show *on steroids!* Soaring dominates this convention with exhibits, seminars, and awards meetings. The exhibits are reason enough to attend. The latest, hottest 60 to 1 ships are mixed in with a few vintage gliders to create a presentation of soaring past and future. Vendors are there explain to their soaring wares from insurance, safety items, to taking your deposit on a new Stemme.  
YEEEEAAA OOOOWWWWW!

Over 30 aircraft will be on static display from the latest LS-10 to a vintage '30s Franklin. The new Dianna, a Katana, two DGs, the Nighthawk, a Russia, an ASH-28, and many more. Lot's of eye candy!

Scale modelers will of course appreciate the above but everyone can see how material technology has affected both sports. Indeed progress in R'C and Full-size has done much to drive the plastics revolution that is now hitting the power manufacturers. It's amazing how many in full-size also are involved with models. The AMA actually has a booth at the SSA convention.

Here's the deal. Tickets at the door for a day come in two flavors depending if you want to go into the seminars or just wonder the exhibit floor. It is only \$10 at the door to get on the exhibit floor for

the day. For \$30 for a very full day, in addition to the exhibits, you can sit in the various seminars on cross-country, dynamic soaring, and meet personalities like Derek Piggott, Paul Schweitzer, etc.

More info is at the convention website:  
[www.airsportsexpo.com](http://www.airsportsexpo.com)

Don't miss this opportunity; the last time the SSA Convention was held on the West Coast was four years ago up in Portland Oregon. The Ontario Convention center is easy to find next to Ontario airport. See you there!

Larry Tuohino  
SSA Region 12 Governor  
PiK-20D78  
Busted up MAKO



Larry Tuohino



Larry's Crew  
(More pictures on page 04)

## JANUARY CONTEST RESULTS

### CLASSIC

|                |      |
|----------------|------|
| ROSS THOMAS    | 1000 |
| CASEY ADAMCZYK | 873  |
| LARRY ENGER    | 871  |
| KARL HAWLEY    | 665  |
| WILL CONRAD    | 467  |

### OPEN

|                 |    |      |
|-----------------|----|------|
| TOM COPP        | 1E | 1000 |
| JOHN ROE        | 2E | 996  |
| MIKE MORJOSEPH  | 3E | 979  |
| EDGAR VERA      |    | 978  |
| YANI HASIRCOGLU | 1A | 955  |
| STEVE HENDRY    |    | 922  |
| BOB LENARD      | 1S | 899  |
| ROSS THOMAS     |    | 865  |
| STEVE SCHUPAK   |    | 849  |
| CHARLES NEWMANN |    | 791  |
| RYAN SHUBIN     |    | 785  |

Our first contest of this new year brought out 15 flyers to do battle on a bright shiny day, with no wind and a promise of thermals, a promise that did not prove out.

Maxine decided to make it easy on the guys with a 5 - 3 - 3 - 5 format and 100 point tapes. We lucked out with no bad crashes, with the exception of our newsletter editor who spot landed on the school buildings roof.

Karl also managed a landing off field in the grass section of the park. Sometimes chasing that thermal way out towards Santa Ana leaves a long trip back! Steve Schupak, Charles Newmann came out after not competing for awhile, and Ryan Shubin as a new competitor.

Casey Adamczyk pulled off a 2an place in Classic with his 3M Gnome. Congratulations Casey, Tom Copp placed 1st in Open and Ross Thomas placed 1st in Classic.

I hope that this leads to bigger and better participation in our monthly contests.

Yani provided a snack of burritos to warm up the cold morning. Some guys were sweating during their first round flights, nothing like a hot burrito to get everybody moving, THANKS YANI

ROSS THOMAS, CD



## GLIDERS ON THE STORM TOUCH DOWN SAFELY IN CAPE TOWN

SIX-WEEK TRIP COVERS 12,500  
KILOMETRES

The Sunday edition of *Hdsmgin Sanomat* has been following the progress of two Finnish aviators, Tapio Savolainen and Anssi Soila, who left Helsinki's Malrai Airport in late August with the intention of flying a two-seater motorized glider to Cape Town, a distance of roughly 12,500 kilometres.

At the end of last week, the pair reached journey's end, though not without a struggle. If you did not catch our earlier story on this, it might be worth reading first.

*By Anio Ahosniemi in Cape Town*

"It made our hair stand on end, big-time", admitted Anssi Soila on Thursday, when recalling the most dangerous landing so far in their motorized glider adventure from the south of Finland to the southern tip of Africa.

The unstable political airspace of Zimbabwe had been left behind them, and the pair of Finnish flyers were making good progress towards Cape Town. The last knockings of winter in Southern Africa had a few nasty surprises in store, however.

After taking off on Thursday, and with only a couple of hundred kilometers to go to their destination, the pair saw clouds rolling down, and a storm picked up the long wings of the Stemme S10VT motor glider as it threaded its way between the mountain peaks of the plateau known as the Great Karroo in Cape Province.

"The wind-speed indicator on the Stemme goes up to 100km/hour, but the pointer was bending as it tried to wrap itself around the metal peg that marks the maximum", said Soila.

At that precise moment it was Tapio Savolainen who was at the controls, and it took all of a couple of seconds for him to turn the glider's nose northwards once again. A suitable landing place was located in the city of Beaufort West after a flight of around 150 kilometres.

Things were by no means over, however, as the only level runway was being buffeted by a 30-knot crosswind.

Safe landing of a Stemme calls for wind-speeds lower than 15 knots.

Savolainen reported that he landed the plane "...pretty much hunched over and bent double".

"Still, in the end I managed to get it down on the runway the right way up and the right way around."

The weather showed no signs of letting up before Saturday. On Friday, however, Soila and Savolainen resolved to have a go, after a South African meteorological expert had said things looked good. They took off in the morning and decided - just to be on the safe side - that they would do the entire final leg using the glider's 115hp Rotax motor.

Before the Cape of Good Hope began to take shape on the horizon, the two men encountered yet another surprising obstacle: their maps contained a number of serious and potentially fatal errors.

"We were flying at an altitude of 2,400 metres and there was this mountain just alongside us. It went right on up into the cloud-bank above us, even though it was marked in on the charts at no higher than 1,400 metres", sighs Savolainen.

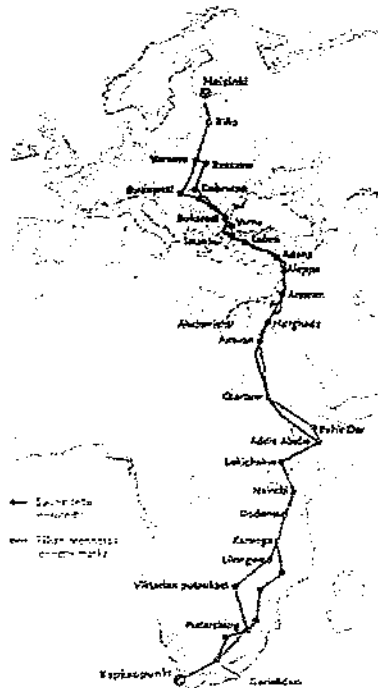
After some changes of course the Cape Town international Airport came in sight, and the Finnish craft landed safely in mid-afternoon. "But I can tell you it's a devil of a job to approach this airport in a little plane like this", said Savolainen as he removed his overalls.

In all, the flight from Helsinki to Cape Town racked up roughly 12,500 kilometers, of which gliding accounted for something like one-third (a little less than had been hoped for at the outset). The trip lasted one day short of six weeks, and during that time the pair were actually aloft for around 100 hours.

The planned timetable was realized with almost mind-boggling accuracy. Six months before they set off, the men had calculated that they would touch down at FACT (Cape Town International) on October 1st at 15.00 hours. The wheels of the Stemme actually hit the tarmac at 14.55 on October 5th, but then again their journey had started one day earlier for climatic reasons!

(continued on page 06)

(continued from page 05)



On the benches of a sauna heated up for them by the Finnish Ambassador to South Africa Kirsti Lintonen, the two men issued an assurance that they were still friends, despite having been cooped up together in a cramped cockpit for several weeks. One would imagine that the strains would have started to tell, but apparently there were more important things to focus on.

"Hey, there were so many other exciting things going on that we didn't have any chance to get on each other's nerves", says Soila.

To be fair, the two men were not thrown together 24 hours a day for the past month and a half. They had separate rooms in their overnight stops.

"Oh, we'd never have got anywhere if after a hard day in the air we'd had to listen to each other snoring all night", laughs Sayolainen.

Lintonen, who had come down from the South African capital Pretoria to welcome the fliers, offered them a double guest room at her official residence in Cape Town, but the two men politely declined the offer.

(Adopted from The Helsingin-Sanomat newspaper 9/01/2001)

## KEVLAR CUTTING SHEARS

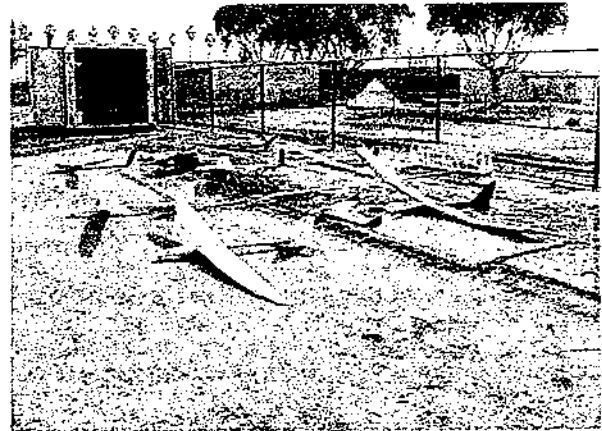
Phil Barnes & Mike Waters

There is only a little Kevlar to be cut with the Mantis kit but having the right tool makes it a lot easier. Kevlar is the "magic fabric" in my opinion but trying to cut kevlar is a real pain unless you have the right equipment. Phil showed me how to take a \$14 pair of fabric shears and turn them into Kevlar cutting machines! Go to Walmart and pick up some Friskers 9.5 inch, curved, fabric shears for about \$14. They will cut kevlar as is but if you do a little sanding to roughen up the blades and they'll behave as \$40 kevlar shears. The secret is to very lightly sand the blades at a slight angle. See pictures.

[http://home.att.net/~CASA/Mantis/Mantis\\_page\\_Construction\\_tips.htm#Kevlar](http://home.att.net/~CASA/Mantis/Mantis_page_Construction_tips.htm#Kevlar)  
Les Kenyon



Karl Hawley and Larry Enger



Contest Planes

## RC AIRCRAFT (UAV) CLIMBS TO 96,500 FEET!

### (CARE OF THE FOLKSAT AERO VIRONMENT)

On August 13, 2001, Helios Prototype took off from Pacific Missile Range Facility (PMRF) at Barking Sands, Kauai, Hawaii, and flew to a peak altitude of greater than 96,500 feet. This flight accomplishes a major milestone for the NASA HRAST Program. Gross weight of the 246-foot span Helios was 1557 pounds on this flight. See the attached JPG taken by Nick Galante. We believe this flight demonstrates Helios Prototype is the highest-flying non-rocket-powered aircraft in the world, and it flies on the power in its shadow!

After holding on the ground for 36 minutes to wait for low-altitude clouds to clear the path between the aircraft and sun, Greg Kendall, the "Mobile Pilot", advanced the throttle and the giant aircraft took off at 8:48 AM. Helios rolled about 600 feet before lift-off. After reaching the end of "solar" runway 16, Greg turned the aircraft to the west and climbed toward the island of Niihau.

Wyatt Sadler, the "Stationary Pilot", took control of the aircraft when Helios reached an altitude of about 2000 feet. The crew got help from the Niihau Ranch helicopter and an up-looking fish-eye camera mounted on Helios to avoid flying under clouds. Once Helios was above the clouds, the climb to the altitude achieved on the previous flight (76,271) was rather uneventful.

At about 80,000 feet the aircraft developed what we call the roll-slosh mode previously encountered on Pathfinder "Plus". The procedures, software, and sensor system developed using data from the Pathfinder and incorporated into the Helios were activated to damp the instability and allowed the climb to continue safely.

Rick Meininger, the second "Stationary Pilot", flew Helios to 77,000 feet and then handed control to Wyatt. Wyatt was at the controls as Helios shattered the 80,201 foot altitude record set by AeroVironment's Pathfinder Plus in 1998. Then Greg took the controls as Helios broke the altitude record of just over 85,000 feet set by the Lockheed SR-71 in 1976. The final ascent to peak altitude was completed by Wyatt. A peak altitude over 96,500 feet was reached at about 4:10 PM and we stayed above

96,000 feet for over 40 minutes. The record flight was witnessed by Stanley Nelson, chairman of the National Aeronautic Association's contest and records board. Peak altitude was where the power available from the sun matched the power required for level-flight. At peak altitude, while we were still getting about 24 KW from the sun, several stars were visible in the up-looking, fish-eye camera. Also, it's interesting to note, that the aircraft climbed above 99% of the earth's atmosphere.

In general the software, avionics systems, propulsion system, and structures worked flawlessly during this flight. One of the more under-appreciated systems that worked flawlessly was the heating and cooling system that maintains acceptable avionics temperatures while the environment changes drastically during the climb. The temperature of the atmosphere went from about 80F at sea level to a minimum of about -85F at 58,000 feet. Also the density of the atmosphere went from about 0.0023 slugs per cubic foot at sea level to about 0.000038 slugs per cubic foot at 96,000 feet. The true airspeed of Helios was about 21 mph during take-off and reached about 170 mph at peak altitude; a true air speed range of about 8 to 1. At 170 mph, Helios is flying at about Mach 0.25 on solar power! A safe descent was executed by the three pilots noted above plus one shift flown by Derek Lisoski who had served as the stability and control engineer during the climb. After the 9.5 hour descent, Greg made a perfect landing under the spectacular backdrop of stars from our Milky Way galaxy at 1:42 AM, in light winds, on PMRF "solar" runway 34 at Barking Sands. Total flight time was 16 hours and 54 minutes.

Today's pilots are named in this summary. However, the hard work and dedication of many people from AeroVironment, NASA, PMRF, ITT, Sun Power, HTS, KAS, Niihau Ranch Company, AmTech, and Kauai Community College, and the continued support of NASA made this achievement possible.

This flight meets an important NASA ERAST Milestone for the Helios Prototype aircraft. The next phase of the program will focus on the development and integration of an energy storage system that will enable flight through the night in 2003. The integration of the energy storage system will result in an aircraft that will be the equivalent of an eleven-mile-high tower in the sky

(article from Torrey Pines Gulls newsletter)

Greetings from the VP! My name is Yani and thanks to a road trip to Visalia and a little persuasion from Karl, here I am, your VP. My own story is pretty typical. I fell in love with airplanes since I can remember. As a kid and a teenager I built and flew anything I could get my hands on. I used to page through AMA magazines and dream all day of flying. Then I got married. Flying fell by the way side until a friend of mine showed me a smashed Gentle Lady in his garage and asked if I could help him. That's all it took. Now I live and fly in South Orange County. I joined the club about 2 years ago and I believe the Harbor Soaring Society guys are the greatest! I'm looking forward to a great year.

My primary job as VP will be to bring an interesting guest speaker to our monthly meetings. Our January meeting featured John Roe. John is a world-class F3J and F3B pilot with lots of contest experience. His talk included stories from England's and Greece's F3J world championships. John also discussed practice techniques and mental preparations for TD contests. If you'd like some pointers, just grab John anytime.

What John didn't mention is that he hasn't been flying in contests since Greece 2000 but intends to start

competing again, now. Watch for John at our monthly contests and beat him if you can.

Our featured speaker for this upcoming meeting will be Alberto from Hobby Club. I first met Alberto when he made a home delivery of a charger I purchased through his company. That's right, a home delivery. Then I met up with him again at Visalia in his booth. He had some of the most beautiful scale gliders and cross country gliders I had ever seen. Alberto has agreed to bring some of those beauties by and tell us all about them. Come to our next meeting and be part of the fun.

See you in lift. Yani.a



Our esteemed Vice President  
Yani



Subject: Fwd: Lost Credit Card Information

Hopefully none of us will ever need this, but it seems like good information if we do.

**Good Information on Lost Credit Cards:**

**THIS IS TERRIFIC INFO TO HAVE! READ IT.**

Place the contents of your wallet on a photocopy machine, do both sides of each license, credit card, etc.

You will know what you had in your wallet and

all of the account numbers and phone numbers to call and cancel.

Keep the photocopy in a safe place.

A corporate attorney sent this out to the employees in his company.

I pass it along, for your information.

We've all heard horror stories about fraud that's committed in your name, address, SS#, credit, etc.

Unfortunately I (the author of this piece who happens to be an attorney)

have firsthand knowledge, because my wallet was stolen last month and within a week the thief(s) ordered an expensive monthly cell phone package, applied for a VISA credit card, had a credit line approved to buy a Gateway computer, received a PIN number from DMV to change my driving record information online, and more.

But here's some critical information to limit the damage in case this happens to you or someone you know. As everyone always advises, cancel your credit cards immediately, but the key is having the toll free numbers and your card numbers handy so you know whom to call. Keep those

where you can find them easily. File a police report immediately in the

jurisdiction where it was stolen, this proves to credit providers you were diligent, and is a first step toward an investigation (if there ever is one).

**But here's what is perhaps most important:**

(I never ever thought to do this)

Call the three national credit reporting organizations immediately to

place a fraud alert on your name and SS#. I had never heard of doing

that until advised by a bank that called to tell me an application for

credit was made over the Internet in my name.

The alert means any company that checks your credit knows your

information was stolen and they have to contact you by phone to

authorize new credit. By the time I was advised to do this, almost 2

weeks after the theft, all the damage had been done.

There are records of all the credit checks initiated by the thieves'

purchases, none of which I knew about before placing the alert. Since

then, no additional damage has been done, and the thieves threw my

wallet away this weekend (someone turned it in).

It seems to have stopped them in their tracks.

**The numbers are:**

**Equifax:** 1-800-525-6285

**Experian (formerly TRW):** 1-888-397-3742

**Trans Union:** 1-800-680-7289

**Social Security Administration (fraud line):** 1-800-269-0271

**Do think about passing this information along. It could really help someone.**

## The Proud Bird Restaurant

A restaurant review in the club newsletter? You bet, this place is special and offers a definite destination on your things to do list.

The Proud Bird has been a historical landmark for decades, having opened its doors 35 years ago. The restaurant was originally named for its relationship with Continental Airlines, "The Proud Bird with the Golden Tail."

Hundreds of artifacts, photographs and memories fill the restaurant telling the story of the evolution of modern aviation. Featured exhibits include the era of the Wright Brothers through Operation Desert Storm as well as many of the pilots who have earned a place in history.

In front of the restaurant 4 aircraft grace the entry, mounted on pedestals are a Corsair, a P51 Mustang, a British Spitfire, and a P40 Warhawk. On the other side of the restaurant in view from the dining area are other historical aircraft including the Bell X1 which was the first aircraft to break the sound barrier and flown by Chuck Yeager.

The dining area overlooks the main runway approach to LAX, which really adds to the ambiance of your dining as a parade of landing aircraft pass directly outside of your window.

By now you should not require any more inspiration to make the trek to the Proud Bird for lunch or dinner except for the food, which is absolutely outstanding as is the service. Prices are moderate but all factors considered is quite a bargain and an experience I know you will enjoy so much there will be many return trips.

The Proud Bird is located at 11022 Aviation Blvd, Los Angeles, CA 90045, Tel: (310) 670-3093.

## IMS Show Pasadena

This has turned into an annual shopping spree for many of us. This year Bob Barry, Steve Hendry, Tom Vincent, and myself spent Friday afternoon at the show and did our part to stimulate the economy. We each spent about two hundred dollars, mostly on supplies for future building projects.

There was nothing really new that I could see. Of interest was the small park flyer receivers being offered as a dual conversion and a 1500-foot range. A big improvement over some of the junk being sold now that jitters and crashes for no apparent reason other than it's poorly made.

It was disappointing to see that many manufactures were missing and I estimate attendance was down by at least twenty percent and probably more. Some of the folks we talked with said the events of September 11<sup>th</sup> caused sales to go flat. You couldn't tell this from the initial crowds, as it was difficult to see everything and do any shopping. After a couple of hours the crowd thinned out and we were able to get serious with our purchases.

AMA is going to have to work harder to make this show more successful like it has been in the past or it will die a slow death as the crowds disappear too. Of course most of us will go again next year, as the draw of discounted specials is too hard to resist, as long as the manufactures show up to buy from.

## Projects

Many of you are working on new models. If you would like to see them in the newsletter check in with your Editor. Currently I am finishing up a scratch built speed 400 powered electric based on a 1958 control line combat ship called the "Werewolf". The airfoil and construction were changed but the basic outline and name remain. I think it will be a winner and if it flies as well as I think it will then we'll drag out the foam cutter and do a slope version to get away from the cookie cutter flying wings that all look the same.

Pending: A delta wing featuring a speed 480 with a tractor prop for Steve Hendry. This turkey (good name) should look good as well as be very fast. Tom Vincent wants to do an electric powered Boomerang and spent his allowance in Pasadena to get it.

## Philosophy

Quit Whining  
Stop Judging  
Start Living

## HAWLEY HAPPENINGS

Jan. 13, 2002. I was just looking at an old Plane Rap newsletter from Feb. 1995. I'm cleaning up my room and getting ready to move, somewhere (where, I don't know yet.) The condo I'm renting is up for sale and doesn't show well with all my junk all over the place, so I was asked to move, well, that's the way it goes. But, I still had time to get out and fly this past weekend. Sat. & Sun. the weather was really nice and Sun. had

workable lift. The afternoon electric flyers were having a good time putting big holes in the sky. A lot of Zagis were in the sky too. They were using a bungee that shot them into the sky. Off to Carl Jr.'s for lunch. After I went back to the fly field there were a lot of new faces flying all over the place! What a zoo!

Our past meeting was a good one, thanks to our V.P. and all in attendance and because of our speaker John Roe. I hope you were there, if not you should have been, it was great! The next meeting there will be a "show and tell" from 7:00 to 7:30 with refreshments too if you bring something to share. I did at the past meeting and the V.P. brought burritos to the last club contest so see what you missed out on. Well until next time, do something good for yourself. Fly high and keep your butts off the ground.

**Karl Hawley.**



Maxine and Ross Thomas  
Hard working club members

**February Newsletter  
HSS. Club Information  
2002 Officers:**

**President**

Karl V. Hawley (714) 545-4722

**Vice President**

John Hasircoglu (949) 488-3729  
[JHASIR@aol.com](mailto:JHASIR@aol.com)

**Secretary**

Les Kenyon (714) 404-3832  
[lkenyon@speakeasy.net](mailto:lkenyon@speakeasy.net)

**Treasurer**

Larry Reed (714) 838-5569  
[lreed@mti.com](mailto:lreed@mti.com)

**Editor**

Will Conrad (714) 964-0347  
[Willco70@aol.com](mailto:Willco70@aol.com)

**Winch Coordinator**

Dick Pantzar (714) 642-1380  
[rcpantzar@aol.com](mailto:rcpantzar@aol.com)

**Webmaster**

Steve Hendry (714) 996-6183  
[4hendry@adelphia.net](mailto:4hendry@adelphia.net)

**General Director**

Roger MacGregor (714) 642-6830  
[RMacGregor@earthlink.com](mailto:RMacGregor@earthlink.com)

**Contest Coordinator**

Ross Thomas (714) 638-0705

**Reminder: RENEW YOUR  
MEMBERSHIP for 2002!!!!!!!!!!**

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

Will Conrad  
9359 Shrike Ave  
Fountain Valley, CA 92708-7253