

Plane RAP

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



Message from the President

You can't ask for better flying atmosphere conditions than we have had at the flying field. (Summer weather)

I would like to see more members and friends of Harbor Soaring Society come to the club meetings. I want to talk about up-coming events and get your input. I would like to see how the club would feel about putting on a fund raiser and give the proceeds to Fairview Park

There was a tour of Fairview Park on Feb., Sat. the 23rd at 11:00. The tour was conducted by Dr. Jan Vandesloot. When the tour came over to where we were flying I could hear Dr. Vandesloot telling the friends of Fairview Park on the tour about H.S.S. and that we maintain the flying area.

On a sad note: I was very sorry to hear of the passing of Sam Lilley, he will be missed by all of us.

I would like to say a special thanks to Will and Geri for doing a great job on the newsletter. Thank you, thank you, thank you. EDITOR'S NOTE: Our pleasure!!

Remember to vote on March 5th in your local elections.

Karl Hawley

UPCOMING EVENTS AT FAIRVIEW PARK

May 11th, a Saturday is "Paws Around the Park Dog Event. Do not fly over or near the dog walkers or their event. Respect other activities at the park. "Save Our Field".

HSS RES contest in July at HSS field.

Karl H.

SOARING UNION OF LOS ANGELES

2002 SC-2 CONTEST MARCH 24TH, 2002

LOCATION - SULA Field, Cal State University
Dominguez Hills, Carson, CA

(Map on SC-2 website, www.sc-2.org)

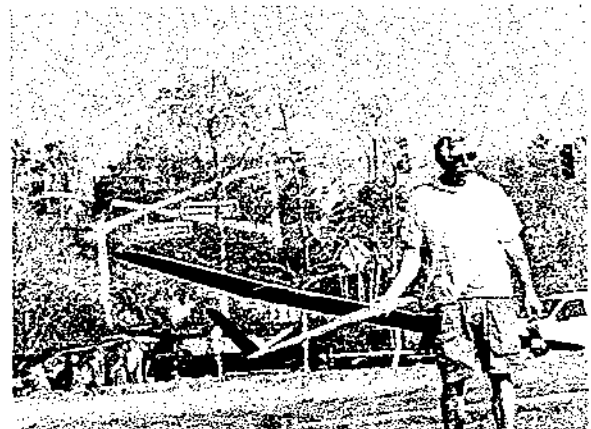
Registration 8:00 to 9:00 A.M.

Contest Director - Browne Goodwin

(310) 392-5352

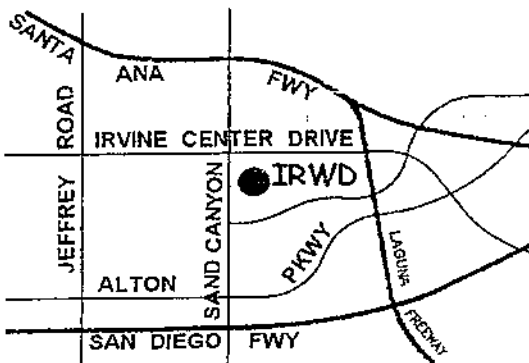
Club President - Clay Soule'

(310) 540-2163



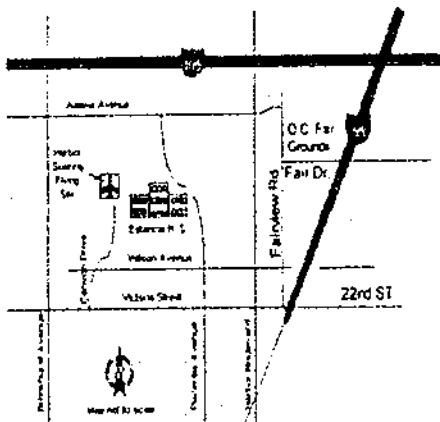
Steve Hendry

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 Water District neither supports or provides the course practices of O-22 racing which use the District's meeting course, but we make available as a public venue.

Flying Site



**NO MINUTES OF LAST MEETING
AVAILABLE.**

**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

- Mar. 03rd HSS Contest
- Mar. 05th HSS Meeting
- Apr. 02nd HSS Meeting
- Apr. 07th HSS Contest
- May 05th HSS Contest
- May 07th 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.

March Meeting

Message from the V.P.

Hey, there is a brand new flying site in So. Orange County. It's approximately 5 acres in size, perfect for thermal flying and electrics. It is located in a beautiful valley with deer running through the hills. Where is it? Come to the next meeting and find out from one of our special guest speakers, Jonathan Alpert.

See you in the clouds, Yani.

March 05, 2002

PLEASE come to the meeting and bring a friend. **Support your club!**

February Contest

Contest day started out cold and clear, with no wind. Those of us that did not make the trek to Arizona, gathered to test the air at home. It turned out to be a good test, as the thermals were almost non-existent. We had 4 entries in OPEN and 5 in RES. All five entries in RES were built up wing and wood fuselage models, o modified Gemini , 1 2M Gnome, 2 3M Gnomes and 1 Crusader.

OPEN class was won by Mike Morjoseph, with Ross Thomas second, and Tom Watson in third and John Brown fourth.

RES has Ross Thomas in first, John Barr in second and Casey Adamczyk in third, Les Kenyon in fourth and Will Conrad in fifth.

The task was 3-5-7 with the 7 min. being a hard task, with the almost non-existent thermals. Only one contestant made the seven minute task in both classes.

WE NEED TO HAVE OUR PEOPLE AND CONTESTANTS OUT EARLY ENOUGH TO START AT 9AM, SO WE CAN FINISH BY LUNCHTIME. THANKS

OPEN FEB CONTEST

1E MIKE MORJOSEPH	1000
2E ROSS THOMAS	986
3E TOM WATSON	897
JOHN BROWN	809

RES FEB CONTEST

1 ROSS THOMAS	1000
2 JOHN BARR	818
3 CASEY ADAMCZYK	760
4 LES KENYON	639
5 WILL CONRAD	173

YEAR TO DATE

RES	JAN	FEB	TOTAL
ROSS THOMAS	1000	1000	2000
CASEY ADAMCZYK	873	760	1633
LARRY ENGER	871	0	871
JOHN BARR	0	818	818
KARL HAWLEY	665	0	665
WILL CONRAD	467	173	640
LES KENYON	0	639	639
OPEN			
MIKE MORJOSEPH	979	1000	1979
ROSS THOMAS	865	986	1851
TOM COPP	1000	0	1000
JOHN ROE	996	0	996
EDGAR VERA	978	0	978
YANI HASIRCOGLU	955	0	955
STEVE HENDRY	922	0	922
BOB LENARD	899	0	899
TOM WATSON	0	897	897
STEVE SCHUPAK	849	0	849
JOHN BROWN	0	809	809
CHARLES NEWMANN	791	0	791
RYAN SHUBIN	785	0	785

SEE YA NEXT MONTH, LOTS OF THERMALS MAXINE



SAM LILLEY

Hello fellow club members it is with deep regret that I announce the passing of one of our club members. Brenton Lilley a.k.a. Sam past away last week causes are unknown. He was found dead on his couch by one of his fellow modelers. Sam was an avid electric flyer, and came out to our flying field almost every day. He will be missed by many of his fellow modelers. Thermals and God's speed Sam.

Jim Hanson, a friend and fellow e-flyer

IN MEMORY OF SAM LILLEY

Sam Lilley 77 passed on quietly in his home on Sunday Feb 17th, 2002.

Sam graduated from a mid west University with a BS degree in Structural Design Engineering.

He went to work for Douglas at the Santa Monica plant in 1951 and continued working there until they closed the plant, at that time he transferred to the Huntington Beach Air and Space plant where he worked until retirement.

He escorted Rocket boosters through the Panama Canal four times; one may have been the booster that put men on the moon.

He flew Electric Pattern competition until just a few years ago, but made up for it by being the first guy on the field nearly every day, Good flyer, extremely safe, and a fun guy to fly with.

Sam will really be missed by all of the old guys that fly early during the week.

Bob Walker

Internet Articles

For all of you members who are computer owners and web surfers here are some sites that contain interesting articles about our hobby:
<http://www.fatlion.com/sailplanes/casensitivity.html>

<http://space.virgilio.it/ocapofer/Dynamic-eng.htm>

<http://www.hollyday.com>

<http://www.b2streamlines.com/>

[RCSDonline.html](#)

Examples of articles to found at these sites: Foam cutting machine, Dynamic Soaring, How to fix a dented wing, Effective length of "projected" templates, The "Kerf": a practical consideration, How to keep your wings together, AND "A do-it-yourself air compressor".

ENJOY!

Les Kenyon



President Karl Hawley

Stowing away the gear after a club contest! Let's all give a hand with club clean-up!!

FYI

The following is a letter from the Internet regarding flying more than one model in a contest.

Section 5 of the AMA Soaring section states (among other things):

5. Number of Models. The number of models which may be entered in a contest is governed by the following rules:

5.a. With the exception of scale entries, each contestant is limited to two (2) models for any given class which must be designated as primary and alternate.

5.b. The model identified as the alternate may be utilized only if the first model is judged by the CD to be unflyable, and in such case, the primary model may not be reentered at a subsequent time

5.c. One (1) Sailplane/One (1) Wing Rule - An alternate wing, including wing modifications by addition or by removal of tip extensions, when used with

the fuselage of the primary model shall constitute an alternate model.

5.d. Any given primary or alternate model may be entered by only one (1) contestant

5.e. In combined class events, a contestant may enter only one (1) of those classes; however, in multi-class events (where awards are made for more than one (1) class), a contestant may enter in and fly in each class

Jim - CD and rules geek
Jim Monaco
Rocky Mountain Soaring
Association
Denver, CO

Les Kenyon

Centennial of Flight Commission

The Centennial of Flight Commission was created by the U.S. Congress in 1999

to serve as a national and international source of information about activities to commemorate the centennial of the Wright Brothers' first powered flight on the sands at Kitty Hawk, North Carolina, on December 17, 1903. There will be much centennial excitement in 2003 in both North Carolina and Dayton, Ohio, home place of the Wright brothers. In addition to these celebrations, anticipated numerous historical and educational projects about aviation and aeronautics that will be an important legacy of the centennial of powered flight.

Over time they will add features to their web site that will interest aviation enthusiasts, students of aeronautics, educators, historians, and children of all ages. One of the most important of these features will be a searchable calendar of events surrounding, and inspired by, the centennial in 2003. From their web site you will also be able to link to other aviation and aeronautics related organizations and resources.

<http://www.centennialofflight.gov/>

Les Kenyon

Batteries

I have some good news for the E-flyers and also you glider guiders. Last week I found a business that has some great prices on NICAD, and Nickel metal hydride batteries. The name of the business is TNR Technical, Inc. their address is 3400 W. Warner Ave. # K, Santa Ana. Give them a try when you are in the market for rechargeable batteries. They also carry laptop batteries

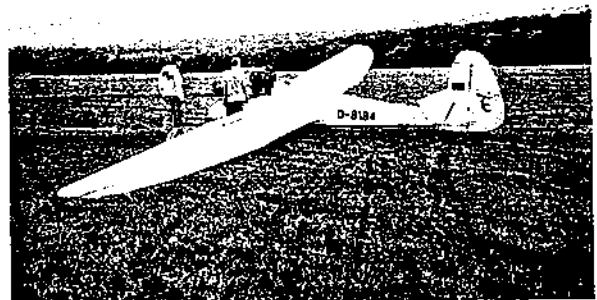
Jim Hanson Ex HSS V P and avid e-flyer

CONTEST!!

I'll give a ride to the first person who guesses the name of this glider. Next date of possible interest to modelers is Memorial Day with the Vintage group up in Tehachapi.

LT

Larry T.



Dive Testing

There is much dilemma over how to conduct and interpret "dive testing" of a sailplane. What is typically asked is, "hey, your plane isn't flying 'right', have you done a 'dive test'?" What does this mean?

What dive testing usually does tell you is whether the decalage angle (the angle between a wing and horizontal stabilizer) is 'right' and the resulting pitch stability of your plane. From this you can guess at your plane's relative CG position. To perform a 'dive test', start from a relatively high height. Dive the plane to pick up speed and neutralize the controls (let go of the stick) and watch what happens to the plane.

There are three things that can happen:

- The plane pulls out of the dive.
- The plane 'tucks' under or accelerates in the direction the plane is travelling.
- The plane remains in the dive.

Ben Clerx summarizes these behaviors well in the following:

If the [flight path of the plane] pulls out of the dive quickly, your plane has a relatively large decalage angle, has a forward CD, is '*pitch stable*' and will want to fly at one airspeed - the one it was trimmed for in level flight with the stab trim level. This setting is good for free flight gliders and student R/C pilots.

The noseweight has the same effect at all airspeeds. The large decalage angle (up elevator) has a tail lowering force that increases with increasing airspeed and hence the rapid dive recovery. Likewise, if you get too slow, the heavy nose (forward CG) and lack of a tail-

down force will lower the plane's nose to increase the airspeed to its "trimmed" value. If your plane makes a good gradual pull-out, you are somewhere between very stable and neutrally stable. This is the region I [Ben] prefer.

If your plane tucks under by itself in the dive or keeps 'nosing' up when you pull out of the dive, the plane has negative stability (or divergent stability). Whatever the airspeed trend is, it will tend to accelerate that trend. This yields a very maneuverable plane, but requires a fly-by-wire computer (like [in] the F-16) to stop the divergent trends. Nobody wants to fly in this region, but if you like to fly with an aft CG and the plane doesn't want to trim out and "groove," you're probably slightly into this region.

If your plane remains in a 45 degree dive (do remember to pull out prior to reaching ground zero), it is neutrally stable. This is a good position for slope racing and F3B speed runs, because the plane goes where it is pointed instead of ballooning every time the stick is released or the plane is rolled out of a pylon turn. The pilot, however, must be proficient at "pointing" the plane. This means you'll have to "fly" the plane and constantly change or adjust your pitch to maintain proper airspeed. You'll need a good view of the plane to fly it, and as such, this is probably not a good setting if you like to fly two miles downwind and have only average eyesight. I like to trim to this region and add a half ounce of noseweight and a clevis-turn of up stabilator.

Again, the dive tests you about the decalage, stability and CG position. It doesn't tell you where it should be for max performance.

© 1997-2002 Randy Carr

<http://www.fatlion.com/sailplanes/articles.html>

Les Kenyon

2002 Contest Announcements & Results

** Note: Some Contests listed are not (SC)² Contests! **

Historical Winch Competition Summary (since 1974) 11/02/01

Historical HLG Competition Summary (since 2000) 11/17/01

Date	City	(SC) ² Contest	Link to Club	Launch Method	Map
Sat, March 9	Thousand Oaks	YES	Thousand Oaks Soaring Society-TOSS	Hand	MAP
Sun, March 24	Los Angeles	YES	Soaring Union Of Los Angeles-SULA	Winch	MAP
Sat, April 13	Woodland Hills	YES	San Fernando Valley Silent Fliers-SFVSE	Hand	MAP
Sun, April 21	Perris	YES	Inland Soaring Society-ISS	Winch	MAP
Sat, May 11	Poway	YES	Torrey Pine Gulls-TPG	Hand	MAP
Sun, May 19	Poway	YES	Torrey Pine Gulls-TPG	Winch	MAP
June 1, 2	Poway	NO	International Hand Launch Glider Festival (IHLGF) - TPG**	Hand	MAP
Sun, June 30	Covina	YES	Silent Wings Soaring Society-SWSA	Winch	MAP
Sat, July 13	Los Angeles	YES	Soaring Union Of Los Angeles-SULA	Hand	MAP
July 27-Aug 3		NO	AMA Nationals**	Winch	
Sat, Aug. 10	Long Beach	YES	El Dorado Silent Fliers-EDSF	Hand	Map1 Map2
Sun, July 28	Costa Mesa	YES	Harbor Soaring Society-HSS	Winch	MAP
Sun, Aug. 25	Thousand Oaks	YES	Thousand Oaks Soaring Society-TOSS	Winch	MAP
Sat, Sept. 21	Perris	YES	Inland Soaring Society-ISS	Hand	MAP
Sun, Sept. 29	Long Beach	YES	El Dorado Silent Fliers-EDSF	Winch	Map1 Map2
Sat, Oct. 12	Santa Clarita	YES	Santa Clarita Soaring Association	Hand	
Sun, Oct. 20	Pasadena	YES	Pasadena Soaring Society-PSS	Winch	* MAP
Sat, Nov. 9		YES	Paramont Ranch	Hand	

* Caution — Map Location Approximate

** Not an (SC)² Contest. This contest does not count toward

2002 Membership Application

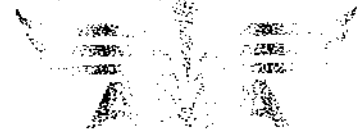
Harbor Soaring Society

AMA Chartered Club #128

P.O. Box 1673

Costa Mesa, CA 92628

The Oldest Chartered
Soaring Club
in the A.M.A.



Charter #128

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

Name _____ Home ph. () _____
Address _____ Work ph. () _____
City _____ State _____ Zip _____
AMA # _____ (proof required to receive HSS membership card)
Date of birth _____
Primary R/C frequencies _____ LSF Level _____

The annual membership dues are:

- | | |
|--|----------------------------|
| 1) SENIOR (19 or Older July 1st) | \$20.00 |
| 2) SENIOR (19 or Older July 1st) w/e-mail discount | \$15.00 |
| 3) JUNIOR (19 or Under July 1st) | \$10.00 |
| 4) JUNIOR (19 or Under July 1st) w/e-mail discount | \$5.00 |
| 5) Special (Senior Members family) | \$5.00 |
| 6) HSS Name Tag only | \$5.00 |
| 7) HSS Board Member | No charge while in office. |

Applicants for SENIOR membership between July 1st and October 31st pay a reduced rate of \$10.00 (\$5.00 with e-mail discount). New applicants 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. 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 _____

"HSS Is Orange County R/C Soaring"

MARCH Newsletter
HSS. Club Information
2002 Officers:

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Vice President

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JHASIR@aol.com

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

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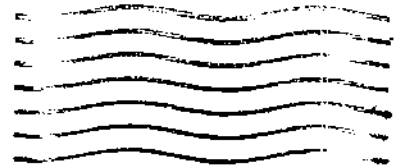
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