MEMBER COPY

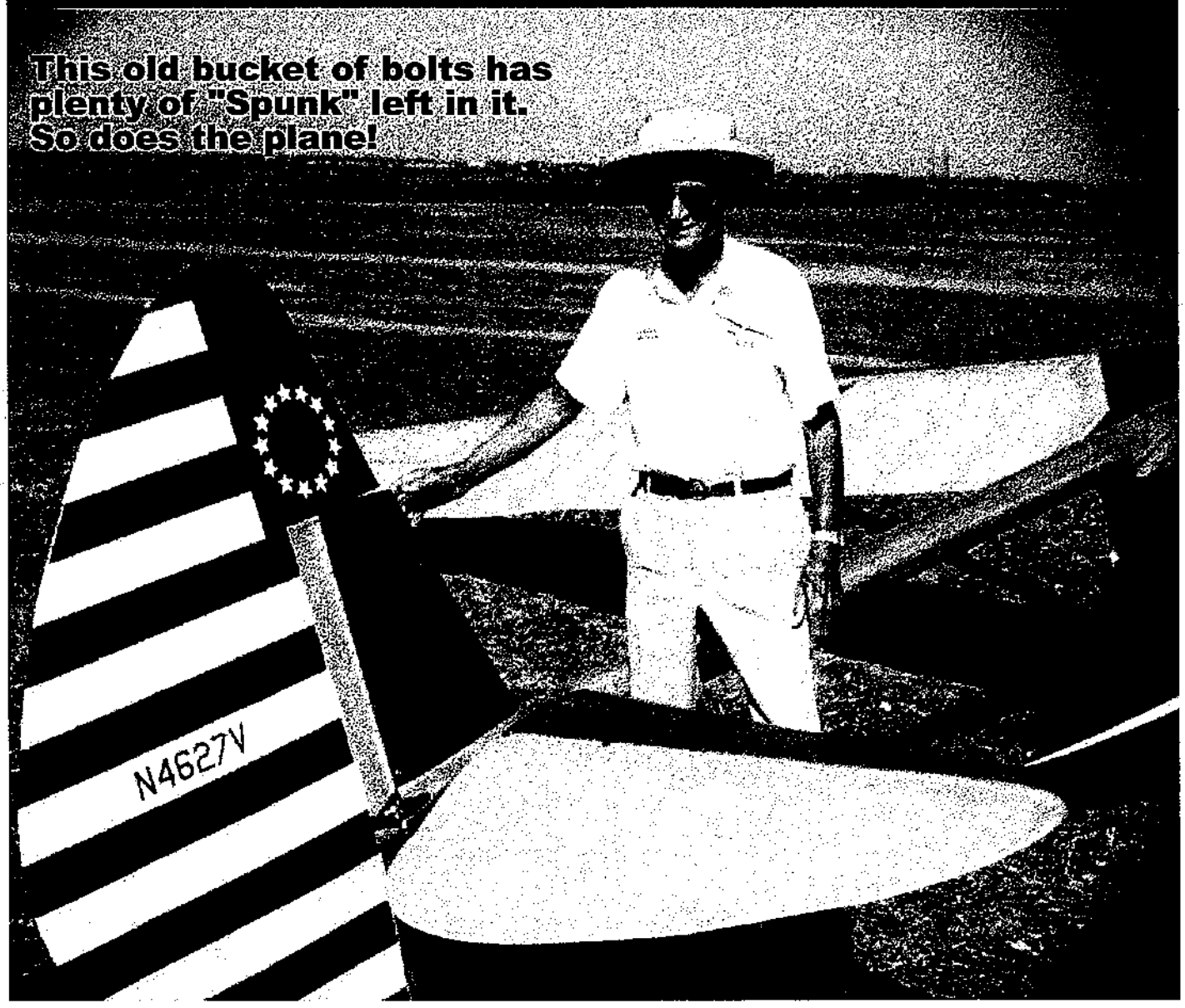
Plane RAP

IN THIS ISSUE

- New Board
- Safety Issues
- Fairview Park
- Classified Ads
- And Much More!

January 1998

Harbor Soaring Society AMA Charter #128 Volume XXXV Issue 1



Club Information

1997 Officers:

President
Steve Hendry
996-6183 hendry@fia.net

Vice President
Les Kenyon
404-3832

Secretary
Steve Schupak
548-4647 schupak@mta.net

Treasurer
Roger Mac Gregor
642-6830

Contest Director
Ross Thomas
638-0705

Editor
Lyndon Johansen
645-6291 Acmeplanes@aol.com

General Director
Lars Tuohino
548-7968 Larswan@aol.com

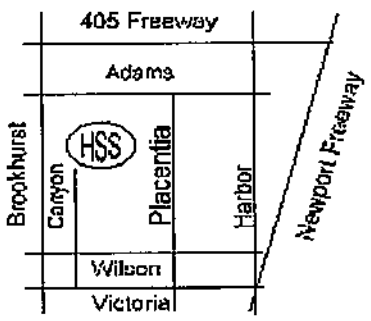
Winch Coordinator:
Karl Hawley
545-4722

Training Coordinator
Roger Saville
549-7976

Monthly Meeting

First wednesday of each month at 7:00 PM. Location Sgt.Pepperoni Pizza (until further notice).

Flying Site



PRESIDENT'S MESSAGE

Steve Hendry

Hi, and the best of the Holiday Season to you all.

I am honored to have been elected to the post of President and will do my best to serve you well. We at HSS are fortunate to have great weather and a super field for flying. I will do my best to keep things going in the manner that we have all become accustomed. Let me take a moment to say thanks to all of our out going Board members for a job well done and welcome all of our new Board members. Hopefully 1998 will be one of the best years HSS has ever had.

At the last club meeting someone asked who the Club Safety Officer is. Well Kids, we are all Club Safety Officers. If you see something that doesn't look right ask questions. Gosh, I like this delegation stuff!

In the month of December 1997 HSS was 106 members strong. Upon giving our new Treasurer Roger MacGregor the books, HSS had only 28 members. Come on you guys and pay those dues!! We need the dues to keep our terrific newsletter going and equipment in working order.

Looking forward to a great year,
Steve Hendry
1998 President Harbor Soaring Society

HORMONE DISRUPTING CHEMICALS

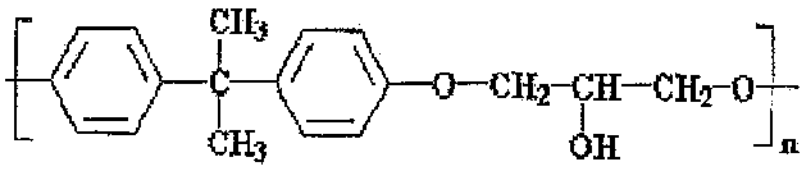
Phthlates and Bisphenol A (plasticizers) They are in PCV blinds, paint, food packing, inks, and EPOXY. Plasticizers enhance the flexibility and durability of a plastic.

NEP's (Nonylphenol ethoxylates)
Found in household cleaning and personal care products (detergent, soaps, shampoo etc.)

POP's (Persistent Organic Pollutants) These chemicals include PCB's, pentachlorophenol, DDT, and cholrdane. They are cholrinated chemicals, that linger in the environment and accumulate in higher and higher concentrations on the food chain. Those at the top of the food chain, the ones with the most fat, have the highest concentration of these chemicals.

Pesticides They are applied to crops, used in forestry, and lawn maintenance. Pesticides show up in our food, water, and on grass (especially golf courses)!

Heavy Metals (lead, mercury, and cadmium)
Lead is found in glazes, lead crystal, food cans, lead batteries and as a stabilizer for PCV blinds. Mercury is used in the production of chlorine, fluorescent lights, pesticides, thermometers, polyurethane and dental fillings. Cadmium is released from phosphate fertilizer production, rechargeable batteries, It is often discharged in sewers and contaminates sludge.



Lyndon Johansen

Chemical Link Found to Low Sperm Counts.... or Real Men Don't Eat Epoxy

An investigation by the government's Medical Research Council has established a reduction in sperm counts and testicle size caused by consuming tiny quantities of compounds capable of mimicking Estrogen-like action.

In evolutionary terms the differences between a human being and a fish, an alligator or a mouse may be vast. But there are also some very basic and profound similarities. One of these similarities can be found in the physiological process governed by the endocrine system. In animal and human foetal development alike, specialized receptors await messages carried by a particular hormone to which they have a high affinity. Only when the instructions inherent in those messages have been delivered is the appropriate biological action triggered. Thus the development of the human male sexual organs depends on the release of testosterone at precisely the right time.

Did you know that your hormones could get completely out of whack, just from being around things in your own home? Well, they can. Things like your vinyl blinds, your plastic microwave dishes, the lining of food cans, and yes, the EPOXY you have been smearing around with your finger - all contain chemicals that could be destroying your hormones.

Perhaps the most alarming thing about hormone disrupting chemicals, *bisphenol-A* for example, is the way in which they can defy the classical toxicological dose-response model. Impaired function has been observed in laboratory animals at very low doses. The National Institute of Environmental Health Sciences is currently investigating the leaching of *bisphenol-A* from plastics and adhesives to determine their impact on the human hormone system.

For some time it has been suspected that human sperm counts have been declining, by as much as 50% in the last 50 years. Recent research has added to the evidence that both the quality and quantity of human semen is declining in some areas. The key question now is what is causing this? Could it be the widespread presence of hormone disrupting chemicals in the environment? Or is there another explanation? Cigar smoking has been blamed by some!

VP of FUN

Les Kenyon

Soaring Safety, something we sometimes forget until reminded the hard way, reduces accidents, snafus, and "gotchas." ***As we enter the New Year it's a good time to review.*** I've taken the next few articles from Dave Garwood's article in the Jan AMA magazine Attention to basic safety principles and procedures makes the soaring life more pleasurable, more productive, and, safer. ***"Aviation in itself is not inherently dangerous. But like seafaring, it is terribly unforgiving of any carelessness, incapacity, or neglect."*** That old pilot's maxim gives some insight into the methodology for making our flying safer. Preparation is the Key. The more I fly, ***the longer my list of safety rules gets.*** What I have to say about flight safety comes from my experience and that of the pilots with whom I've flown. Many of these tips are aimed at making sure that you stay in control of your airplane, which not only preserves the model, but also averts damage to people and property. I'll also briefly discuss winch safety. **Preflight Inspection:** ***A thorough preflight will prevent more launch accidents and flight crashes than any other thing you can do.*** (In full-scale aviation, pilots use a written preflight checklist for everything from a Cessna 152 to an SR-71 Blackbird.) Start with an airframe integrity bench check before you leave for the field. Check for and repair cracks in the wing, the fuselage, and the empennage. Are the servos mounted securely, and are the control linkages free- moving and secure? Is the tow-hook firm and tight? Are the hinges secured? ***Too many crashes are caused by loss o electrical power in flight. After charging the batteries, check the transmitter and receiver battery pack voltage with an expanded-scale voltmeter (ESV), which places a load on the circuit. Look for meter readings consistent with those of new packs.*** Lower voltage can indicate a dead cell in the pack. Discard electrical components that show intermittent functioning or other faults; ***crashes initially blamed on radio interference have been traced to loose or worn connectors.*** After assembling the airplane at the field, check for "correct and free" operation of all control surfaces. Check all functions, and if there's any doubt, ask for a second opinion; a brain cramp here can put your model in the dirt. At my home field two airplanes were crashed on launch in two weeks because of elevator control reversal. Using a four-channel radio, one pilot switched airplanes and neglected to reverse the elevator servo. Another pilot performed about a half-hour of programming in an advanced computer radio, and proceeded to launch with the elevator reversed. It's believed that the fault was caused by incorrectly copying the program from one model to another. Both accidents could have been prevented by thoroughly checking the control surface movement before hooking up. Here, ***thorough means carefully watching the surfaces move--not just wiggling the sticks and listening for servo noise.*** You can't be too meticulous with the control surface inspection, and it makes sense to grasp each control surface and see how it performs against some resistance. This will help detect loose servos and weak linkages. One F3B flier told me about a $1,000 full- house model that passed a visual-only control surface check on the ground, but crashed immediately on launch. The elevator incidence pin was lying on top of the elevator bellcrank, not inserted through it. That makes me shudder just thinking about it. ***According to the manufacturer's instructions. Radio problems get worse in the air, not better.***

Winch safety involves respecting the power of the winch motor and the line speed that it produces. Electric motors react to resistance by drawing more amperage, so a nearly-stalled motor can do considerable damage. One horror show is a runaway winch, which can pull your airplane into the ground faster than many pilots can react- An automotive starter relay switch generally fails in the on position. The contacts "weld" themselves closed, energizing the motor and rendering the foot pedal useless. ***You can cut power to the motor and save the model if you've installed a heavy-duty switch in the high-amperage circuit***- suitable switches are available from marine and RV dealers. ***Make sure that all winch users know where the motor kill switch is.*** An "arming switch" in the low- amperage relay circuit prevents another problem: Inadvertently stepping on the foot switch and energizing the winch motor when someone is holding the parachute or handling the line. A household wall light switch is suitable for this application. ***When fetching the parachute, do not put your finger through the tow ring. Fold the parachute and carry it in your closed fist. If the winch is accidentally energized, or if the line snags while you are walking with the 'chute, it will pull out of your hand.*** Wear a glove to protect your hand when handling the line itself. If you are not familiar with the serious hazards associated with handling and using lead-acid storage batteries, be sure to get a briefing from an experienced automobile mechanic or your battery dealer. ***Get in the habit of throwing your sailplane vigorously on launch from a winch or high-start. Getting the model up to flying speed increases airflow over the control surfaces, and gives you positive control sooner so you can make quicker corrections to the flight path in this critical early phase of the launch sequence.***

Flying safety consists mainly of watching for other airplanes and announcing your intentions. Look around and make sure that the launch airspace is clear to avoid collisions. ***Yelling "Launching!"*** before stepping on the

(Continued on page 5)

THE WINCHMAN

Karl V. Hawley

"We all drink from wells we have not dug, are warmed by fires we have not kindled, and launch our planes from the winch we have not set-up or helped take down." And that's all I have to say about that.

(Continued from page 4)

winch pedal reminds those watching there own models not to fly into the launch area at that time. ***Loudly announcing that you are "Landing!"*** further alerts other pilots who may not be looking in your direction that you'll be flying low and slow, and closer to people than at other times during the flight. Calling out may prevent a midair collision between models that are on final at the same time, and it may prevent a person from being struck by an aircraft. The safety rule for joining other sailplanes in a thermal, or (Gaggle), is Circle in the same direction as airplanes already in the lift. Aircraft circling together are operating much closer than when searching independently for lift, and if they do collide, their closing speed is lower if they're traveling in the same direction, rather than meeting head-on. Displaying a frequency number placard reduces the chance that someone will turn a second transmitter on your frequency and shoot you down without warning. Frequency flags could have prevented most radio shootdowns that I've witnessed at fields that did not have frequency control boards.

More Skegology: Whether skegs and shark' s teeth increase or decrease Soaring safety has been long discussed and hotly debated. AMA allows them, and the FAI (Federation Aeronautic International) does not. Some say that skegs increase the chances of injury if an airplane (a relatively rare event) strikes a person; others say that skegs decrease the chances of injury if an airplane slides into a person's ankles ***(a more common scenario).*** At the 1997 Nats I saw an interesting solution: a retractable skeg. Troy Lawicki's 2M and Open-class Ducks had sheet- aluminum skegs that could be lowered or raised under the control of a servo. Mike Fox told me that he was in the landing zone when one of Troy's Ducks was sliding rapidly toward him on wet grass, and then the airplane stopped suddenly; Troy had deployed the skeg in midslide. It's interesting that a retractable skeg can increase safety and improve landing scores. Troy made a construction drawing for this skeg. For a copy, send to Dave Garwood @ compuserve.com.

Nick's News (LARGE PRINT)

Hope you all had a happy, healthy, "Holiday Season". I did and I want you all to know that when I spend time with you it is better than than being in church. I do go to church some, after all someone in this group has to! I plan that the year of 1998 is going to be even better and who knows, if I had gotten another nap at Visalia, the last fly-off landing might have been better. Maybe closer than 6 to 8 inches from the nail and the first place $150 prize. Hope you all will let me continue the naps because that is when I dream and get energized for better flying. Hope everyone has a great year. Let's all look up to better things!

Love ya all, Nick

P.S. Hang in there Gordy. My wife says I can continue to play with planes as long as there is an older "Coot" out there !

M.O.S. ? (More Of Same)

Ross Thomas

At our last club meeting, I asked those attending what format they desired to follow for 1998. The Club elected me to be "Contest Coordinator" and I will do this as best I can, but this job can not be done without the communication of members who participate in our contests. I have heard complaints about the Man-On-Man format, but little has been said or suggested for 1998.

Think this over and come to the January meeting with constructive suggestions. Remember, If you do not let me know what you want, do not complain if the contest is not to your liking. I would like to put more fun in and get more members to participate in 1998. Thank You.

Fairview Park Update

Lars Tuohino

Just in time for some holiday cheer, the City of Costa Mesa on Dec 15th approved a development plan for Fairview park that includes a designated area for R/C slopers, thermal/winch, and equipment storage. This action puts us formally for third time "in the plan" and prevents the development of the field for any other activity or use in the foreseeable future. The plan is "in concept" only and it will be used to attract State, Federal, and private park development money in order to minimize the cost to local government.

Considering HSS and other glider guiders have been using this site continuously for 20+ years, we have saved a piece of West coast R/C glider history. The many people have worked on this project, defending the site over the years from "outside interests" while maintaining a positive dialog with the City, should feel proud of their efforts. A combination of environmentalists, model train, model glider, and the local historical society defended the concept of a "natural park" and won. Unfortunately, I know not all their names past and present, but a big "thanks"!

Unfortunately, for readers of the *Register* newspaper, a recent article on Fairview Park used alot of dated/inaccurate information and made it appear that many of the parties involved were at odds with each other. The article resulted in unnecessary hysterics and confusion for some people. The real issues are limited and will hopefully be resolved as we go forward. The next step is the City procures money for development for various sources and this could take quite some time. We have stopped at this point twice before! Some vigilance is necessary as money can come with strings attached. After the money is located *then* come the final drawings and *that* is the moment we must again assert our interests and negotiate the final details. When will that happen? My best guess is not for another 2+ years.

Common Questions:

1- *Why don't they just keep the park as it is and do nothing?*
Actually this is the preferred option for many of us but it leaves a big piece of very desirable land defined legally as "raw land" and thus open for future City Governments to decide on a different use or sale. That's why those who have been around for a few years can remember many old rumors of an RV Park, Golf course, condos, etc. By moving forward the plan is frozen in cement and R/C soaring stays! Kill the plan and we are back to always worrying about the future...

2- *Why don't we just get a AMA lawyer and sue the heck out of them?*
They have the money, the lawyers, and a lot of the power...good luck! It's more effective to band together with others who think like us and fight in the political sphere. Without the citizens involved with the trains and the fairy shrimps the HSS field would be the back 18 holes at the Costa Mesa Country Club. Votes in the next election is the only factor that will force a politician to change their minds. AMA funds are limited and legal method is very expensive with stalemate often a poor substitute for "success".

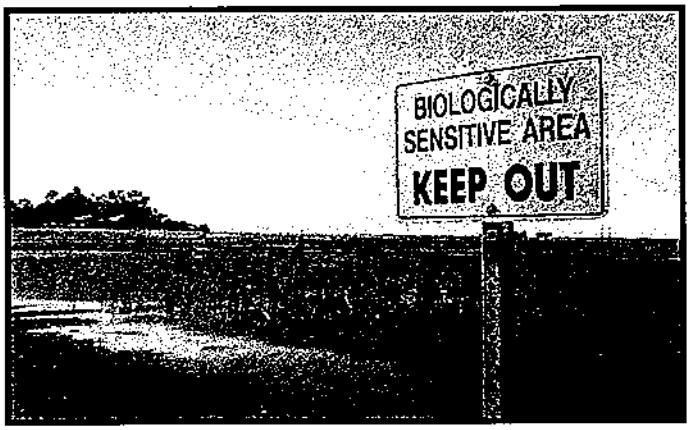
3- *Who are the good guys and who are the bad?*
There are basically two groups interested in the park, those for 1) massive financially/politically driven improvements (golf, soccer, etc.) and those for 2) minimal improvement (historians, ecologists, train and...glider enthusiasts). We minimalists lack finances and often political power and must band together (despite some minor internal differences) in order to keep the park basically as it is. We negotiate through our differences with these other groups to provide a single face so as to balance out the "bad guys". Thus a pond for the trains, a house for the Historical Society...and, gulp, a low fence for the fairy shrimp and Indian relics is price for the HSS deal. **This is why the Register article was so unfortunate as it was written in a way that would divide, not unify, our coalition**...and thus to the advantage of the "bad guys"!

4- *I hear the map doesn't include us?*
The *Register* article contained a dated/incomplete map. R/C Soaring is there! You can go to the Costa Mesa Parks and check out the approved map in person if you want. But remember, the battle is not over until the final construction drawings are done.

5- *What about those fences I keep hearing about?*
The architects plans call for fences to protect various areas and to keep bicyclists, walkers, and horses separated as cited in some Calif. Safety Code. He must do this to cover his own liability. The City Council took notice of the many citizens who showed up at the meeting and have requested the architect remove as many fences as possible. Some fences are inevitable...definitely around the Indian relics and probably around the vernal ponds. With a little luck and with citizen input, the others may be berms at worst. No one will really know until the construction drawings are approved which may be a long time coming.

6- *So the plan can still be changed?*
It ain't over until it's over but that can be both good or bad. There is still some opportunity to improve the plan (i.e. move an "observation point" away from the slope area and redirect a path around the thermal area that currently bisects it) and the city officials remain flexible at this stage. When the construction drawings are developed then we will definitely need further support/input.

7- *So what can I do?*
Build links with our coalition members, the conservationists, historians, model railroaders, etc. Be sure they understand that we will support them if they support us. Be willing to talk through any differences, i.e. acknowledge the diverse coalition that got us to this point! And if possible, resolve their issues in private, not at a City Council Meeting. That's the political process!
Finally, be ready to write a letter, sign a petition, show up at a City Council meeting when needed but hopefully the heat is off for the time being. There will be another council meeting soon on the fence issue but, again, the real next battle is the construction drawings...long live Fairview Park and HSS!



NEW GUYS IN THE SKY

Roger Saville

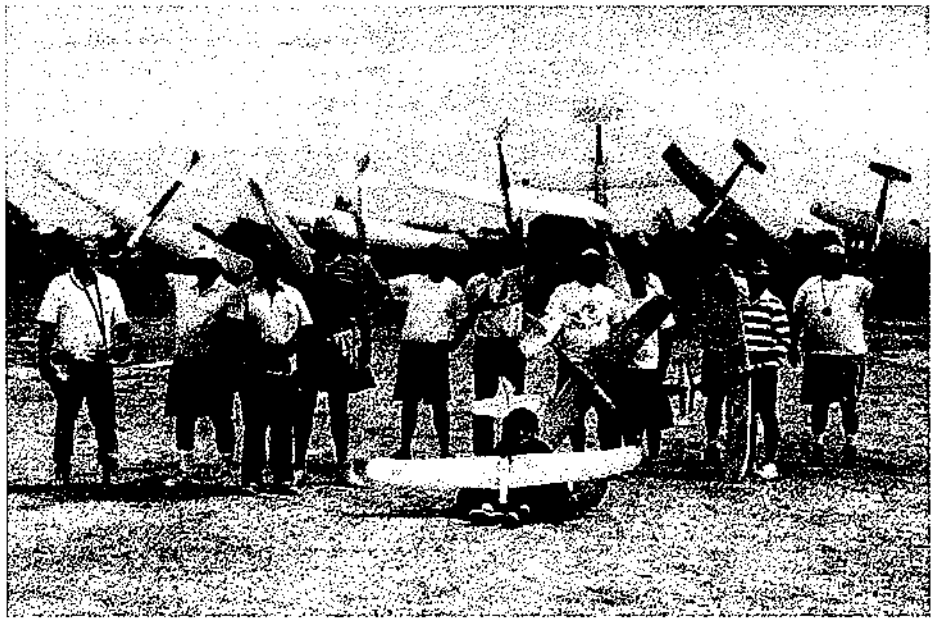
Is this the last message of 1997 or the first of 1998?

Looking backwards, I feel it is appropriate to provide some information to the members, namely the status of the INVENTORY of HSS donations and training tools. We (I) have the following:

- ☐ Video tapes (2) "R/C from the Ground Up".
- ☐ TG-3 trainer w/ Futaba radio (CH 48)
- ☐ Paragon 120" w/ Futaba radio (CH 38)
- ☐ Spirit 100 - no radio equipment
- ☐ Remnants of a 100" glider (gear to TG-3)
- ☐ (2) 2 meter kits
- ☐ 6 ft thermal glider

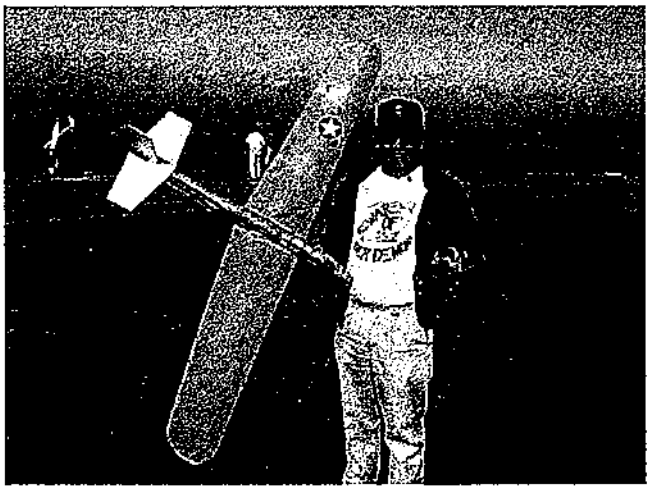
My thoughts are to give the kits to appropriate youngsters or novice pilots.

Looking forward, the coming year will have **more** novice activity. There will be more of the Novice - Advanced fun fly contests, depending upon schedule and interest, 5 or 6 contests. The activity is being expanded from TG-3 to include an introduction to other aspects of this hobby. Since we have a nice flying 120" **Paragon**, it will be worked into the training and fun flying.



Other planes included will be **2 meter and hand launch**. As you probably know, the TG-3 is probably the best new idea for novice flyers. Its primary feature is durability. It flies well but is challenging to fly smooth. Other designs fly easier. After learning the basics on the TG-3, a new guy should have no problem flying safely with other models. Big wing span gliders can give a long flight time. Hand launch is a challenge that will teach skills of quick thumb - eye coordination, and are easy to haul and need no "ground tackle".

By expanding the scope of the training and fun, it is my opinion that we can attract more new guys, get them flying much quicker, and expose them to other aspects of the hobby.



Classified Ads:

GREAT STUFF !!

Mako, $675

"Open Class Composite Sailplane". Want a plane with history? Here is a once in a lifetime opportunity. This plane took Matt Forquer to the HSS 1996 Championship and Top "10" Championship the same year. It is complete with a JRX 388S radio, six 94141 servos, and two receivers. Never flown by Karl !

Sagitta 900 Kit $85

- Fiberglass Fuse
- 7037 wing cores

Sig Rizer 100 Kit $55

Karl V. Hawley **(714) 545-4722**

SHADOW 2M $100

Plane only - w/o radio gear. Do you need radio gear ? Joe says "Let's make a deal".

Joe Rodriguez **(714) 536-6543**

Wanted:

Old Mako parts. Used and abusued wings, fuses, and stabs looking for a loving, caring home.

Lyndon Johansen **645-6291**

1998 21st ANNUAL

*SELLING YES!! *SELLING YES!!

PASADENA, CALIFORNIA MODEL SPORT & HOBBY SHOW

IMS BIGGEST & BEST in the WEST!

NEW DATES FOR 1998
Friday, January 9, 1998: 12 Noon - 6 p.m.
Saturday, January 10, 1998: 10 a.m. - 6 p.m.
Sunday, January 11, 1998: 10 a.m. - 5 p.m.

MARK YOUR CALENDER!

ADMISSION: $7.25 (Tax incl.) Children under six admitted free when accompanied by an adult.

Pasadena Center, Pasadena, California
300 EAST GREEN ST. (CORNER GREEN & MARENGO), PASADENA CALIFORNIA

* NOTE: Because of an unavoidable, unsolvable conflict, the show dates for 1998 have been changed ! See above!

SEE THE LATEST R/C AND OTHER MODEL PRODUCTS. MEET AND TALK WITH MAJOR MANUFACTURERS AND DISTRIBUTORS. SOME WILL EVEN SELL TO YOU!

The TWO-SHOW PROBLEM has GONE AWAY!!!

IMS will have the ONLY Model Hobby show in Southern California in the Winter of 1998!

*SELLING YES!! *SELLING YES!!

•GIANT RAFFLE•
•BOAT POND •SWAP SHOP•
•R/C CAR TRACK •INDOOR FLYING•
•STATIC MODEL DISPLAY/COMPETITION•

•GIANT OPERATING MODEL RAILROAD•

Call, write, or Fax for details on Swap Shop and Static Model Competition.

•REGULAR ADMISSION: $7.25 •ADVANCE TICKETS: $6.00•

Name _____ Date _____
No. of tickets ordered _____
Amount enclosed _____

INTERNATIONAL MODELER SHOWS, P.O. Box 50729, Henderson, NV 89016 - Ph. (702) 896-2162, Fax (702) 897-7775

Clip This EXTRA SAVINGS COUPON And bring it to a Hobby Shack store near you! Save Big!

Club Member Special Coupon

USE BEFORE JANUARY 25, 1998

Hobby Shack®
SUPERMARKET OF HOBBY GOODS

EXTRA 15% OFF

ON YOUR NEXT BALSA WOOD PURCHASE

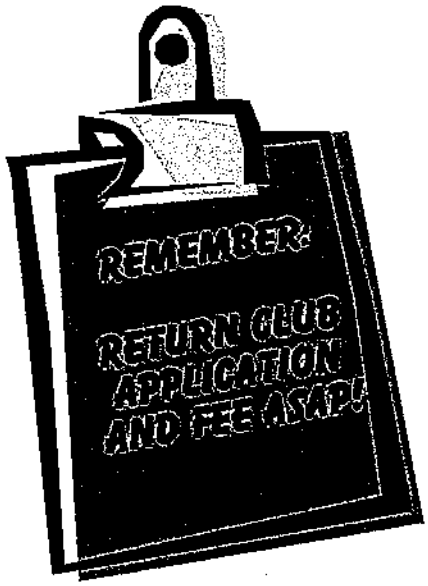
Only with this coupon — You may take an additional **15% OFF** your *entire* next balsa wood sheet, stick, or block *combined purchase.*

Not valid combined with any other coupon type offers. May be used only once, and must be redeemed before expiration.


This Is The Real Stuff!
Santa Is Happy!
Santa is VERY Happy!
Water-Doggy

Calendar Of Events

HSS Club Meeting 7:00 Sgt. Pepperoni's	Jan 7,1998
I.M.S. Show	Jan 9-11,1998
HSS T.D. Contest and "TOP 10 Fly-Off"	Jan 18,1998
SC2 T.D. Contest	Jan 25,1998
HSS Club Meeting 7:00	Feb 4,1998
HSS T.D. Contest	Feb 8,1998
"New Guys" Pro/Am Foamy Contest	TBA
SC2 T.D. Contest	Feb 29,1998
HSS Club Meeting 7:00	Mar 4,1998
HSS T.D. Contest	Mar 8,1998
SC2 T.D. Contest	Mar 29,1998



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

HARBOR SOARING SOCIETY
Costa Mesa, CA