



HSS is the oldest AMA chartered R/C Soaring Club in the USA. Founded in 1964.  
 July 2020 HSS IS NOW OVER 56 YEARS OLD! Volume 57

# HSS PLANE RAP NEWSLETTER

**City of Costa Mesa has extended the Harbor Soaring Society Use Permit to the end of the year!**

**HOORAY!!**

**Field closed by Orange County until further notice.**

**Members are requested not to go to the field.**

[Plane Rap Index](#)

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**Coming Events and Soaring Competitions.**

**July 2020 – August 2020**

- All meetings are cancelled until further notice.
- The field is closed until further notice.
- All events for the next 60 days are cancelled.
- Events planned for after June 1, 2020, are postponed.



## Use Agreement Update

To: HSS membership,

HSS President Henry Smith, and Vice President Joni Whitsitt together have spent many hours and days attempting to obtain an extension to our Use Agreement for Fairview Park. After their extended effort, culminating in participating in a four hour City Council meeting, they were successful. We now have an extension to our Use Agreement good through the end of 2020. Many thanks to Henry and Joni from all of our appreciative club members.

## Member Activities

John Anderson is one our most enthusiastic and involved HSS members. He has been instrumental in conducting the Design, Build and Fly classes at various local schools. He has recently spread his efforts to the Civil Air Patrol (CAP) and is now a First Lieutenant in charge of Aerospace Education. The following is John's description of his activities in the CAP.

Following is an article noting one of my recent Design. Build. Fly classes - for CAP Aerospace Education Officers. In early July I will do the same class online. And later in July I will do my annual week-long Aerospace Education Summer Academy - Design. Build. Fly. program for cadets online instead of at Edwards Air Force Base-as I have for the last three years.

Every week now I present an online Aerospace Education/STEM class. It's not easy and I don't particularly like it, but I understand the potential value of online instruction - and in any case, it's my assigned duty.

I now have access to and use a spreadsheet-based model glider software package developed at the Air Force Academy. It includes many design variables and displays the real time data input results including resultant simple three-view drawings of the emerging designs. calculated flight performances and even component patterns arranged within a standard balsa sheet outline. I will do a show-and-tell if and when we meet again-or go online.

## **First AE/STEM Leadership Symposium Hosted in Oakland**

*Capt. Joseph Spears, Lt. Col. Juan Tinnirello, and Capt. Karin Hollerbach, CAP*

On November 9 and 10, our members were asked to challenge their assumptions about the CAP Aerospace Education (AE) mission during the first ever AE/STEM Leadership Symposium held in Oakland at the new Squadron 188 building. This event was open to all senior members and Aerospace Education Members (AEMs). However, it was designed for Aerospace Education Officers (AEOs), command staff, and cadet programs officers. The goal was to inform our members about the administration of the AE program and to provide inspiring activities that could be brought back to participants' squadrons, schools and communities.

"My primary goal for the event was to get our members to think about delivering our Aerospace Education mission in new ways. In our squadrons, so many of us concentrate on internal Aerospace Education," said Captain Joe Spears, one of the event organizers. "But internal Aerospace Education is like internal Emergency Services (ES): if one of our planes went missing, of course we would look for it, but that's not why we do ES. Aerospace Education is the same thing."



*The participants. Photo credit: Lt. Col. Tinnirello*



**Member Activities (Continued)**

Thirty-six members from squadrons throughout California attended the event, plus two AEMs. Our attendees included a broad range of squadron staff officers, reflecting our members' dedication to CAP's AE mission. Attendance at the full event also counted as having attended a wing AE conference for completing Level 3 of the senior member professional development program.



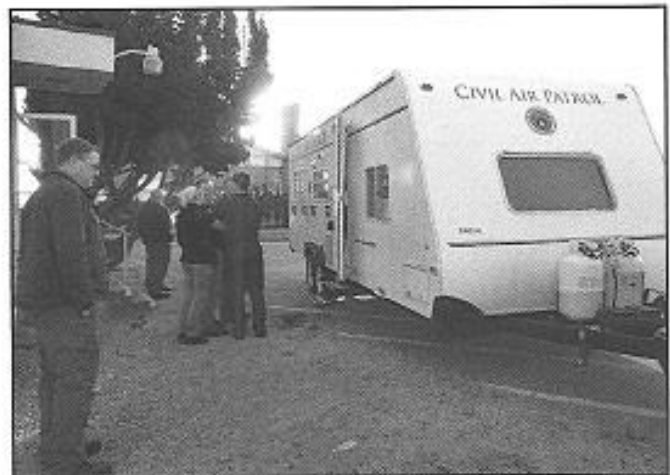
**1st Lt Anderson showing data regarding the increase in the number of Science, Technology, Engineering, and Math (STEM) jobs. Photo credit: Lt. Col. Tinnirello**

The first day of training consisted of the Pacific Region AEO School. This course, designed by the Region Director of AE, covers the administration and management of the AE program. By attending the AEO School, AEOs can demonstrate all the knowledge requirements needed to earn the technician rating in the Aerospace Specialty Track. This program also covers aerospace awards, grants, and various AE products that assist all our members in conducting external aerospace education.

The second day of training consisted of a series of hands-on AE workshops organized into multiple tracks. The sessions were intended for participants

to experience lessons and subjects that participants could bring home to teach in their own squadrons, classrooms and communities. "When we do an ES mission, we don't rely only on officers in the ES track to do the jobs. Everyone pitches in for those missions," said Spears. "Aerospace Education works the same way. Everyone in CAP can do outreach and should have the tools they need to bring AE to their community."

One of the most popular morning sessions during the AE workshop was on "Design, Build, Fly." These sessions led the participants through activities that took common, everyday materials to build multiple types of flying model aircraft. The course concepts during this session could be taught to a wide variety of students from elementary school through CAP senior members.



**The trainees visiting and learning about what the STEM CAP trailer can offer. Photo credit: Lt. Col. Tinnirello**



**Member Activities (Continued)**

At the same time, students were treated to a full computer lab with Real Flight remote control (RC) aircraft simulators. Participants learned how to pilot RC aircraft, and they learned how to use



**A group of participants building paper planes guided by 1st Lt Anderson (on right). Photo credit: Lt. Col. Tinnirello**



**Capt. Hollerbach explaining the safe and proper use of the larger quad-copters that CAWG is beginning to use in operations. Photo credit: Lt. Col. Tinnirello**

this tool in classrooms to teach everything from hand-eye coordination to forces-of-flight. Workshop students also learned about various tutorials that are part of the software that can be used to assist them in lesson plans.

Some members participated in outdoor activities featuring a homemade hovercraft using a leaf-blower engine on which our adult attendees got to ride, and also a simple design for launching water rockets.

Afternoon sessions included airplane flight simulators, as well as small, unmanned, aerial systems (sUAS). One of the most popular afternoon sessions included a block of instruction that demonstrated two sizes of quad-copters. In Squadron 188's "drone room", AEO candidates were able to challenge themselves by flying their quad-copters through an obstacle course.

One of the most unique sessions for this event was offered during the afternoon and covered topics in aeronautical engineering. SM Sherrie Fenton described the Bernoulli Principle and taught students how to build models of a camshaft from a reciprocating engine using simple household materials.

**First AE/STEM**

*Continued from page 11 . . .*

Multiple other workshop sessions were available to students, including virtual reality astronomy and flight simulators. Each session covered a dose of theory, a reminder of how to be safe and legal (especially in activities with "moving parts"), and a large dose of hands-on fun.

Each AEO candidate experienced firsthand how to use all the equipment and material available and how to apply it in an AE setting. Two of the key takeaways for the weekend were that education is collaborative and that STEM is fun!

A special thanks goes to the ten instructors who delivered the amazing weekend of training.



**All the participants and instructors, except Lt. Col. Tinnirello, the photographer. Photo credit: Lt. Col. Tinnirello**



### Member Activities (Continued)

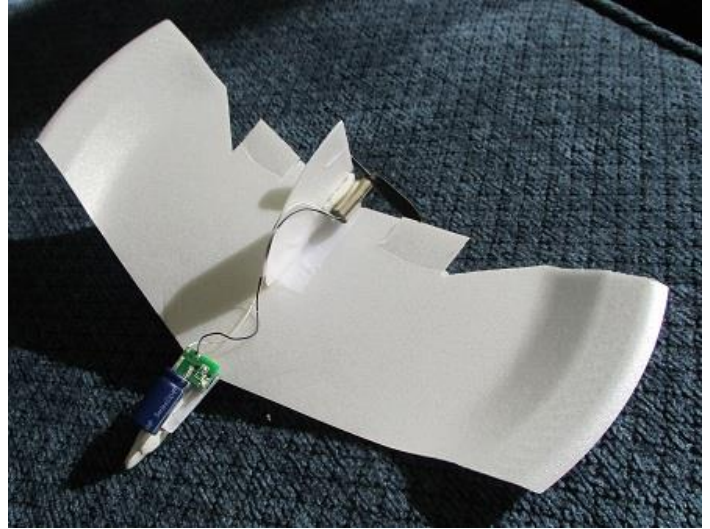
Topic 2.

Here's a photo of one of my new instruction-related models - a standard AMA FPG-1 (Foam Plate Glider-1). I have taped on a small quad motor/prop connected to a small taped-on capacitor. It flies great-up to a minute per 40 some seconds charge.

I have been experimenting with small battery and capacitor-powered FF models for some time-starting several years ago when I developed a conceptual series of novel FF models under contract with Hobbico.

Now I'm considering revisiting the retail and educational markets using some of my previous designs and some new ones I developed for my CAP classes. And yes - one of the designs I'm considering would be a FF mini-version of my RC Casper The Friendly Ghost-which actually flies very well (somewhere-don't ask).

It could be a popular seasonal (Halloween) offering?



### Other Member Activities

The following is an excerpt from a May 2005 newsletter concerning aerial photography provided by Jim Ward. The Huntington Beach Wetlands Conservancy would like to take up your offer to provide us with digital photos of our lands. The situation is unique right now, in that the degraded wetlands are filled with storm water. We need these aerial photos to capture this phenomenon which has not occurred in many years!

Thanks again for offering this innovative method of participating in making OCRP a reality.

Sincerely, Lena Yee Hayashi  
Huntington Beach Wetlands Chairwoman, Orange County River Park



This is one of about 350 photos that Jim Ward took. OCRP was very appreciative.



Aviation History

## Heinkel He 162: Hitler's Massively Flawed Wooden Jet Fighter

Despite its shortcomings, the He 162 was an elegant little design that, given a more measured manufacturing process, sturdier components and unharried pilot training, might have exhibited better performance. However, the *Volksjäger's* flaws were inextricably tied to the fact it was one of the last gasps of a murderous regime ready to throw away the lives of unwilling slaves and patriotic youth alike in a desperate effort to escape a doom of its own making.

by [Sebastien Roblin](#)

*According to a German witness, Kirchner was thrown into a spin attempting a 180-degree turn the Salamander's finicky airframe simply could not handle. The Feldwebel ejected, but due to his tumbling plane being inverted, he was flung straight into the ground before his parachute could open.*

By the summer of 1944, the German Luftwaffe had a lot of problems. Huge Allied four-engine strategic bombers were pummeling Germany's industrial base daily, escorted by long-range fighters that were frittering away the German flying arm's elite cadres of combat pilots nurtured since the 1930s.

(This first appeared last year.)

While the bombing campaign failed to prevent German industrial output from increasing in 1944, due to increased mobilization and use of slave labor, attacks targeting petroleum production proved extremely effective. By the end of the year, the advanced new tanks and warplanes coming out of German factories were often grounded for lack of fuel.

Such was the Luftwaffe's decline that Allied fighter bombers were frequently able to roam over the front lines unopposed as they wreaked havoc on German troops.



**Aviation History (Continued)**

The Nazi leadership had hoped that Messerschmitt Me 262 *Sturmvogel* (“Storm Bird”) jet fighter — the first fighter jet to see combat in the summer of 1944 — would swing the air war back in their favor. But despite the *Sturmvogel’s* 100-mile-per-hour speed advantage and powerful armament, the twin-engine jets were expensive to produce and consumed tons of fuel.

Furthermore, pilots required extensive training to master the advanced jets — but the Luftwaffe’s situation had grown so desperate that trainees were being thrown into combat after minimal instruction, with predictable results.

These crushing realities led Luftwaffe chief Hermann Göring and industrial minister Albert Speer to conceive of an Emergency Fighter Program to produce a cut-price advanced fighter that would not tax the Nazi Germany’s increasingly limited industrial and human resources.

The new fighter had to be simple enough that it could be piloted by Hitler Youth who were ostensibly eager to sacrifice their lives for the Third Reich. If the aircraft proved too difficult maintain with spare parts, the planes would be expendable enough to simply abandon. Needless to say, this project was adopted over the objections of the Luftwaffe’s old-school fighter pilots.

Many of the proposals submitted to the program reeked of desperation, such as using towed gliders to attack bomber formations. Others exhibited a wanton disregard for the pilot’s life, including several expendable manned rockets launched from vertical rails like a missile. There were also bizarre “miniature fighters” deployed from bombers, in which the pilot had to lay on his belly.

However, in October 1944, the Heinkel He 162 was selected for production.

Though Heinkel was most famous in World War II for its He 111 bombers, the firm had in fact built the first operational jet plane ever, the He 178, as well as an unsuccessful competitor to the Me 262, the He 280. In just a month in a half, it managed to produce a prototype — slated to begin production just one month later.

The bubble-canopied He 162 was actually an appealing-looking plane, built low to the ground like a racer, with both its stubby wings and twin-finned horizontal tail planes canted upward.

Unconventionally, a single BMW-003E axial-flow turbojet motor was mounted on top of the fuselage, level with the wings. It was the first operational jet fighter to feature an ejection seat, using an explosive cartridge under the pilot’s chair to blast him out of the cockpit, as well as the only single-engine Axis plane that had tricycle landing gear — a third wheel under the nose.

However, to cut manufacturing costs, the so-called *Volksjäger* — “People’s Fighter” — used primarily wooden components, designed to be simple enough to assemble using unskilled and slave labor, although the cheap acidic glue holding the components together tended to eat through the plywood components. During the prototype He 162A-0’s second test flight in December, this flaw caused the ailerons to fly off, leading to a fatal crash.

More generally, the *Volksjäger* proved to be unstable, but Heinkel was under such a tight timetable to begin mass production that only minor modifications could be made to correct significant flaws.

One innovative attempt to cure the *Volksjäger’s* instability was to introduce “drooped” wingtips — a technique now widely employed in gliders and light planes. It was also discovered that the A-1 production model’s light airframe vibrated excessively when firing its twin bomber-destroying 30-millimeter cannons, so a new A-2 variant using 20-millimeter MG 151 cannons with a deeper ammunition supply was rushed into production.

In a marvel of speed — if not quality control — the Heinkel factory worked its slave laborers to the bone and began spitting out He 162s in January 1945.

Nicknamed the “Salamander,” the wooden He 162 was so light, at only four thousand pounds empty (the 262, which had more powerful engines, weighed twice as much empty), that it actually proved to be the fastest operational jet fighter in World War II, with a maximum speed of 562 miles per hour at high altitude.



**Aviation History (Continued)**

The fastest fighter, period, in the conflict was the [rocket-powered Me 163 Komet](#), which could attain 596 miles per hour — but it only had fuel for seven minutes of flight time, and was known for spontaneously exploding. The Salamander was better, with a range of 370 miles, but that still only amounted to 30 minutes' endurance. The "People's Jet" was also highly unstable; needful of rare, long runways for takeoff; not very maneuverable; and difficult to land — basically the opposite of an airplane you'd want to hand over to inexperienced trainees who have only practiced flying a glider.

In March, a Hitler Youth unit was established in Sagan, Germany to begin training, awaiting the arrival of unpowered He 162S training gliders — but only two were ever produced. The Third Reich was simply crumbling so rapidly that Göring's dream of dispatching indoctrinated teenagers to die in glorious battle in cheap jet fighters was never realized.

Instead, in February the veteran fighter group *Jagdgeschwader I* began training with the jets at Parchim air base, a process significantly delayed by a persistent lack of fuel. Further delays were caused when over 100 B-17 bombers plastered the airbase on April 7. The single-engine jets eventually relocated to Leck in Schleswig-Holstein, where they finally began flying combat patrols. Several encounters with Allied fighters were inconclusive.

However, at noon on April 19, Flight Officer Geoffrey Walkington encountered an aircraft over Husum "that appeared to have twin fins and rudders and one engine" — the aircraft of Feldwebel Gunther Kirchner, who had earlier that day claimed an unconfirmed kill. The engagement between Walkington and Kirchner is described in [Tempest Squadrons of the RAF](#):

"[Walkington] broke off his strafing run and gave chase. At 360 mph he was unable to close on the aircraft, now some 1500 yards ahead, until it made a turn. By turning inside his quarry Walkington cut the range to some 1000 yards. Carefully trimming his Tempest, he fired a series of short bursts and the enemy aircraft pulled up into clouds. As Walkington followed, he passed his target spinning back down, the aircraft exploding when it hit the ground near Husum airfield."

According to a German witness, Kirchner was thrown into a spin attempting a 180-degree turn the Salamander's finicky airframe simply could not handle. The Feldwebel ejected, but due to his tumbling plane being inverted, he was flung straight into the ground before his parachute could open.

On May 4, Salamander pilot Rudolf Schmitt claimed to have shot down a British Tempest fighter on a ground-attack run. Though the Germans awarded the kill to a flak unit, the captured Flight Officer Austin insisted he had been shot down by Schmitt.

Over three weeks, JG.1 lost a total of thirteen Salamanders and nine pilots, including the commander of II/JG.1 — mostly due to accidents resulting from the airplane's instability, or from attempting to land after exhausting all fuel. The day after Schmitt claimed his kill, Leck airfield was overrun by British forces, bringing an end to the type's unhappy operational career.

Heinkel managed to produce around 320 of the cut-price jets before all the factories were captured by Allied forces, though records show only 116 were delivered.

Two A-8 prototypes with more powerful engines capable of attaining 596 miles per hour were built, and a single E model with an integrated rocket fuel booster was flown. Work also began on 162C and -D variants with wings swept far backward or forward respectively. After the war, surviving airframes were tested and dissected by Allied aeronautical engineers — though unfortunately a British test pilot died flying one, due to a snapping tail fin.

Despite its shortcomings, the He 162 was an elegant little design that, given a more measured manufacturing process, sturdier components and unharried pilot training, might have exhibited better performance.





Seen Around Black Starr and Elsewhere

Henry Smith has provided the following photos, some from Black Starr flying field, and some from his garage. These are built from foam sheet that has paper on both sides. Very light. The A-4 was very fast and quiet. The Boeing was very light for its size and flew slowly but very quiet and controllable. The pizza delivery car from?



All Foam A-4 seen at Blackstar Fast and quiet



All Foam Strut braced Boeing Prototype. Seen at Blackstar



Baby BiWing uses UMX electronics



Electronics



## Calendar of Events

Thanks to John Rittenhouse for the preparation of the following Calendar of Events. Note this has been updated since last published in March 2020. Some of the activities have not been cancelled yet, but are subject to cancellation at a moment's notice.

### Repeating activities include:

- Monthly General Meetings - 7 to 9 PM on the first Tuesday of each month. Held at Round Table Pizza restaurant. 11095 Warner Ave. Costa Mesa. **Cancelled.**
- Monthly Steering Committee Meetings - 6 to 7 PM on the first Tuesday of each month. Held at Round Table Pizza restaurant. 11095 Warner Ave. Costa Mesa. Additional meetings to be planned as required. **Cancelled.**
- Flying field maintenance on an as-needed basis.
- Quarterly meetings with the Orange County Parks Department. Coordinated by Theresa Sears.

### Singular events:

- September 2021 FAA agreement with HSS expires.

### Annual Events:

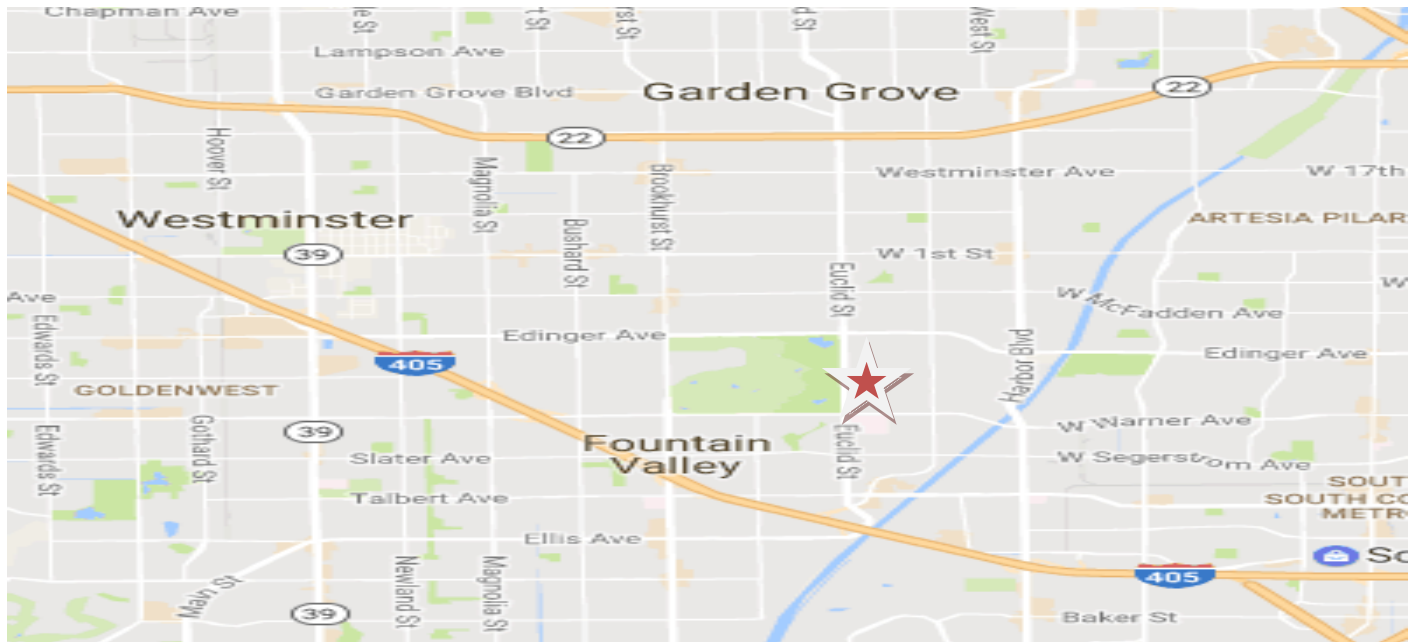
- February Wix, website management and domain name re-registration payment due.
- March Network Solutions, website domain name re-registration payment due.
- March AMA charter and "Gold Leader Club" renewal.
- March Club must purchase "Certificate of Liability Insurance" from AMA.
- April Imaginology - This is a public service event held at the Orange County Fairgrounds. HSS provides booths containing static displays of model aircraft, build and fly paper gliders, and model flight simulators. **Cancelled.**
- **June Southern California Soaring Clubs (SC-2) glider competition. HSS hosts local glider clubs, for one of the monthly events held throughout Southern California.\***
- July Concerts at the Park - Three evenings on Tuesday nights in July at Fairview Park. Music is sponsored by the City of Costa Mesa. HSS supports this public service event with a pop-up sunshade, and static display of model aircraft.
- **July Bent Wing Glider Competition. This event is open to all club members and guests.\***
- **August National Model Aviation Day. Open house, demonstrations, free flying lessons, and acquiring donations for charity.\***
- August Dollar Foam Design/Build/Fly competition. Tentative schedule is Original designs are electric powered RC models made from a single sheet of paper backed 1/4" foam. Performance criteria to be determined.
- September Electric Fun Fly Competition. Tentative schedule is Multiple events are planned for club members and guests.
- October Pumpkin Festival/Scarecrow Competition. This is a public service activity for HSS. It is planned by the city, to be held at the Orange County Model Engineers railroad facility in Fairview Park.
- October Nominations made for new club officers.
- November New club officer election. General Meeting.
- December Christmas party and new club officer installation. Location to be determined.

\* Note: Historical events are not currently scheduled, and are included for reference purposes only!



**Next Meeting POSTPONEMENT**

HSS meetings will be postponed until the existing government directives are recalled. At that time we will return to our normal schedule where we meet on the first Tuesday of each month at Round Table Pizza, 11095 Warner Ave. & Euclid (North-east corner) in Fountain Valley, at 7:00 PM. Phone number is (714) 839-0276. The Family Night rate is all-you can-eat pizza, plus one salad bar, for \$8.99. Fountain drinks are an additional \$1.59, self-service, or \$2.99 per liter. Beer and wine are available. Bring your favorite plane for show-and-tell. Bring your wife, family, and friends. There will be a raffle. The location map is shown below.

**Free Plane Rap Copies**

Rob Askegaard has free near new color copies of HSS Plane Rap newsletters from 2005 through 2017 that he would like to give away. Contact Rob at the monthly meetings or 714-968-1973. [rmaskegrd@gmail.com](mailto:rmaskegrd@gmail.com).

**HSS Membership – Renew now if you haven't.**

Our 2020 HSS membership enrollment season is running full speed. Note that the new membership rate of \$25 per year is now in effect. PayPal will no longer be accepted as the cost and inconvenience did not justify the service. The latest membership application, dated 2020, is included in the last pages of this newsletter. These can be mailed to our post office box shown on the last page, or given to a club officer. Alternately, HSS and AMA membership applications can be obtained from any club officer, or available on our club web site at [www.harborsoaringsociety.org](http://www.harborsoaringsociety.org). Applicants must be members of the AMA prior to joining HSS. AMA Membership applications can also be obtained at the AMA web site [www.modelaircraft.org](http://www.modelaircraft.org), download document No. 902 from the publications page. Or you can apply on line. If you renew your AMA membership online, be sure to print the receipt that they provide as proof that you joined. And, don't forget your City of Costa Mesa Flying Permit. Details are shown on page 15 of this newsletter.



### 2020 City Flying Permits Available

A permit to fly radio-controlled model aircraft is required to operate model aircraft at Fairview Park. This permit can be obtained by going to [www.costmesaca.gov](http://www.costmesaca.gov) and downloading the file Model Airplane Fly Permit 2014.pdf You must also show proof of adequate liability insurance in the form of a current Academy of Model Aeronautics (AMA) membership card or a current homeowners/personal liability policy specifically covering model aircraft operation with a minimum limit of \$500,000. Rules and regulations for flying the model aircraft can be found in the City of Costa Mesa Municipal Code, Title 12, Chapter II, Articles 2 & 3.

**Permit Fee:** A 6 month permit costs \$25 for Costa Mesa residents. \$28 for nonresidents, plus \$5 Administration fee. Learner's Permit for youths 6-14 years old - \$TBD per year.

**WALK-IN** Costa Mesa City Hall (77 Fair Drive, Costa Mesa 92626), 3<sup>rd</sup> Floor Recreation Counter Tuesday through Thursday from 8:00 AM – 4:30 PM (excluding City-observed holidays),

**MAIL-IN** Mail your renewal packet (see list below), to include full payment, to:

Recreation Division – Fly Permit

City of Costa Mesa, P. O. Box 1200, Costa Mesa, CA 92628

Renewal Packet must include **ALL** of the following:

- Permit Application (filled out and signed).
- Copy of your driver's license.
- Copy of the AMA Membership Card (showing the required year), or home owner's/personal liability insurance policy (specifically covering model airplane/aircraft flying with a minimum limit of \$500,000).
- Renewal Fee payment by Check (payable to City of Costa Mesa) or charge to Credit Card (filled out and signed).

Note: Current permit holders with email addresses on file with the City will receive renewal packet via email.

If you have questions or need additional information, please call the Recreation Division at (714) 754-5300.

Note that to fly at Fairview Park you need the above permit, liability insurance (preferably AMA), and you need to follow City of Costa Mesa Ordinance No. 07-01, City Regulations for Issuance, Suspension and Revocation of Permits to Fly at Fairview Park, Academy of Model Aeronautics Safety Code, and the Fairview Park Flying rules posted at the flying site.

### Invitation To Members For Contributions To The Plane Rap Newsletter

Your editor would love to hear from club members. If there is anything you would like to share with the rest of us I would like you to send it to me. I will add it to the next newsletter. My favorite things to publish are items sent in by members!! These can be anything like reviews of your plane or equipment, links to good videos, links to articles, and things you have built or created. Bad spelling and/or grammar gladly accepted. Anything from a picture with a caption to a full blown build/review article is good. Letters-to-the-Editor are always welcome as well. Tell us what you think. Please help make the newsletter and website more interesting with your submissions. Embarrassing pictures/videos are the best. I look forward to hearing from you.

Fred Hesse - Plane Rap Editor - [fhesse@socal.rr.com](mailto:fhesse@socal.rr.com) .

### Photos of Your Planes

We are very fortunate to have Rob Askegaard as our club photographer. Rob has a high degree of talent, and supplements that with an excellent camera. His well composed and very realistic photos taken at ground level and his remarkable stop action in-flight pictures are superb. Rob's contributions are what make our newsletter really spectacular. We try to feature everyone and their planes, so if you haven't seen yourself in our newsletter, look for Rob just about any morning and pose for him. Anyone who wishes a high quality print or jpg file of their favorite plane should contact Rob, or your editor. Phone and E-mail information is shown on the last page of this newsletter.



**Plane Rap Classified Ads and Services - For Sale**

Mike Costello has a spectacular Pilot (brand), Reiher 3300 (3.3 meter/ 11') glider with fiberglass fuselage, all-wood wings & tail. All-flying horizontal stab. Built in the late 1970s and was hanging in the Hobby Shack/People store since then, Needs recovering, as over the years, the MonoKote has become quite brittle and has numerous holes. There are 2 servos installed and an Airtronics adjustable towhook. I flew this model once in an HSS contest back in the day, as well as Scott Miller.

Asking price is \$300 or best offer. Contact Mike Costello, 714-875-7994, [MikeFTRE@gmail.com](mailto:MikeFTRE@gmail.com)

On the following page is a write-up published in RCM (Radio Control Modeler?) when the model was first introduced.

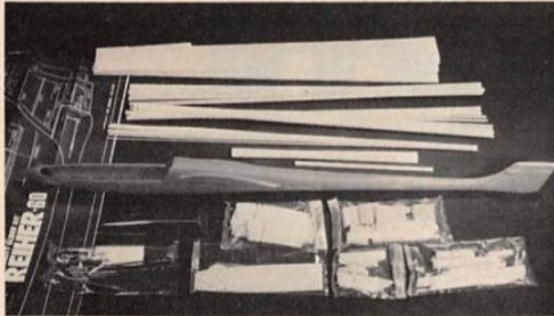
Editor's note: This is a beautiful model, in good structural condition.



Plane Rap Classified Ads and Services - For Sale (Continued)

# RCM PRODUCT TEST

## Hobby Shack REIHER 3300



**T**he Reihier-3300 is manufactured by Pilot, and available from Hobby Shack. The kit comes with a fiberglass fuselage, all balsa and hardwood that will be needed to build. The hardware includes everything required, including a pre-formed canopy, wing wires, control rods, clevises, etc. Opening the box is really one pleasant surprise after another. What really makes the whole thing so nice is not only the completeness of it, but the really exceptionally fine quality of the component parts. Pilot has really packaged everything beautifully, too. Outstanding quality material, and packaging. But you want to know how it goes together, looks, and flies, right? Well, Pilot and Hobby Shack haven't let you down. This is a really going concern in all departments, and the Reihier-3300 kit is, indeed, a lovely way to go.

For instance, ribs, bulkheads, canopy tray and all the other pieces that are such a chore to do, are already done - - - and sanded to the exact size and shape necessary, and sealed in their own clear plastic envelopes. You say you want more? Well, every individual rib, bulkhead, etc., is not only cut out and sanded for you, it also has a code number lightly imprinted on it! What does that do? Well, look at the plans, find the part with the imprinted number that matches what you are looking at on the plans, and there you are - - - half way home! And speaking of plans, these are very good indeed, so good, that separate instructions are not used. Conventional as well as perspective drawings assure an easy to follow blueprint for your building pleasure.

As mentioned earlier, the fuselage is fiberglass, and rates excellent in quality, finish & appearance. Color is moulded in, but if you wish, you can, of course, paint it in your own pet scheme and design.

And speaking of design, this sleek, polyhedral sailplane rates right at the top of the class when it comes to outright competition, or just fun-hunting thermals. Our only modification that would improve its' contest performance, would be the

IMPRESSIONS	E	G	A	F	P	IMPRESSIONS	E	G	A	F	P
Packaging	●					Pre-Shaped Parts	●				
Plans		●				Parts Match to Plans	●				
Written Instructions			NA			Overall Parts Fit	●				
Quality of Hardwood		●				Ease of Assembly	●				
Quality of Fiberglass						Fidelity to Scale			NA		
Other Materials		●				Flight Performance	●				
Accessories		●				Overall Appeal	●				
Die-Cutting			NA								

E=Excellent / G=Good / A=Average / F=Fair / P=Poor

### SPECIFICATIONS

- Name ..... Reihier-3300
- Aircraft Type ..... Thermal Glider
- Manufactured By ..... Pilot — for Hobby Shack  
18480 Bandiller Circle  
Fountain Valley, California 92708
- Mfg. Suggested Retail Price ..... \$79.99
- Available From ..... Hobby Shack
- Mfg. Recommended Usage ..... Thermal Glider
- Wing Span ..... 128 Inches
- Wing Chord ..... 7½" (Avg.)
- Total Wing Area ..... 960 Square Inches
- Fuselage Length ..... 52 Inches
- Radio Compartment Dimensions ..... (L) 12" x (W) 2¼" x (H) 2¼"
- Wing Location ..... Shoulder Wing
- Airfoil ..... Flat Bottom
- Wing Planform ..... Double Taper
- Polyhedral ..... 5" each panel
- Stabilizer Span ..... 33 Inches
- Stabilizer Chord (incl. elev.) ..... 5" (Avg.)
- Total Stab Area ..... 165 Square Inches
- Stab Airfoil Section ..... Symmetrical
- Stabilizer Location ..... Top Of Fuselage
- Vertical Fin Height ..... 10 Inches
- Vertical Fin Width (incl. rud.) ..... 6 Inches
- Mfg. Rec. Engine Range ..... NA
- Recommended Fuel Tank Size ..... NA
- Landing Gear ..... NA
- Recommended No. Of Channels ..... 2
- Recommended Control Functions ..... Rudder & Elevator
- Basic Materials Used In Construction:
- Fuselage ..... Fiberglass
- Wing ..... Balsa
- Tail Surfaces ..... Balsa
- Hardware Included In Kit ..... See Text
- Plan Size ..... 25½" x 55½" (1 sheet)
- Building Instructions on Plan Sheets ..... No
- Instruction Manual ..... No
- Construction Photos ..... No
- Kit Includes ..... Shaped Parts
- Mfg. Rec. Flying Weight ..... Not Given
- Wing loading based on rec. flying wt. .... 6-8 oz./sq. ft.

### RCM PROTOTYPE

- Weight, Ready To Fly ..... 40 Ounces
- Wing Loading ..... 6.35 oz./sq. ft.
- Covering & finishing materials used ..... Super KwikCote & D.J.'s

addition of spoilers. It's a smooth, easy flyer capable of contest winning. It'll win your eye when you see it - - - we know, it won ours. □



**Plane Rap Classified Ads and Services - For Sale (Continued)**

We recently received the following E-mail from Bela Kenessey, offering four gliders for sale. These are very high performance gliders by today's standards. Contact Bela if you are interested.

**From:** Bela Kenessey <[btk56@icloud.com](mailto:btk56@icloud.com)>

**To:** [harborsoaringsociety@gmail.com](mailto:harborsoaringsociety@gmail.com)

**Subject:** Gliders for sale

Mr. Henry Smith,

I am an ex-member of the Santa Clarita Soaring Club. Our club has disbanded many years ago due to the loss of our flying field. Currently my wife and I are in the process of downsizing and relocating. As a result, I would like to find a home for 4 very nice gliders in excellent condition ( 2 Onyx, 1 Topaz ....). I would consider some very low offers. The attached photos show 3 of them and a typical storage box for these three. The fourth one has a zippered carrying case. Please let me know if any of your members would be interested.

Bela Kenessey



**HSS Sponsors**

The following companies are proud sponsors of Harbor Soaring Society. They give us special offers, and make contributions to our monthly raffles. In return, please support them, and mention that you saw them advertised in the HSS Plane Rap newsletter.

**AirPixel Technologies/FrSky Distributor**

I just wanted to reach out on behalf of FrSky, as we are working directly with the manufacturer to do some community outreach to aviation clubs that are close to us here in Southern California, as provided by the AMA Club list. If anyone who happens to be a part of your club or organization is looking to purchase any number of **FrSky radios, receivers, gimbals, or other FrSky products**, we would love to assist in fulfilling these needs. During this outreach, we will be **lowering our prices to assist local clubs** in obtaining the necessary gear to get members flying as soon as possible. If you or anyone in your club is looking for products of this variety to assist in your RC aspirations, please do not hesitate to contact us via email or at our office phone number, which I will attach below, where we can answer questions regarding sales and warranty questions, and assist with any and all FrSky product related technical difficulties that you or your club members might run into.

Thanks so much for keeping the hobby alive and I look forward to hearing from you! -Brock

**Brock Nelson** <[Brock@airpixeltek.com](mailto:Brock@airpixeltek.com)> sales <[sales@airpixeltek.com](mailto:sales@airpixeltek.com)>

AirPixel Technologies: North American FrSky Distribution and Service Center

[9690 Telstar Ave. Suite 226 El Monte, CA 91731](#) Phone: 626-656-3121

**ROB'S R/C HOBBIES****Sales / Parts / Repair****Radio Control Airplanes, Helicopters, and Cars.****15071 Goldenwest St. Huntington Beach****S.W. Corner of Goldenwest & Bolsa Ave****(714) 372-3777**

All HSS Club members with proof of club membership, will get a 10% discount on most parts and accessories. Discount does not apply to plane kits, helicopter kits, radios, and other already marked down products. Please ask staff if you have any further questions.

[Robsrchobbies.com](http://Robsrchobbies.com)

[robsrchobbies@earthlink.net](mailto:robsrchobbies@earthlink.net)







**MEMBERSHIP APPLICATION 2020**

**Harbor Soaring Society**

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

I understand that by applying for membership in the Harbor Soaring Society I must be a current member of the AMA (Proof of status required, may be photocopy of membership card or AMA receipt of fees paid)

Name \_\_\_\_\_ AMA # \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_

Date of Birth \_\_\_\_\_ Email \_\_\_\_\_

- New Applicants (Without Name Tag) (all ages): \$25.00
- Adult Member (Renewal Without Name Tag) (19 years and older as of July 1st): \$25.00
- Junior Member (Without Name Tag) (19 years and under as of July 1st): \$10.00
- Family Member (Without Name Tag) (At Same Address): \$5.00
- Optional or Extra HSS Name Tag: \$15.00
- I hereby give my permission to publish my [Name], [Address], [Phone], [Email Address] in the monthly Newsletter. **Strike out those not to be published.** Note that the Newsletter is published on the club Website (<http://www.harborsoaringsociety.org>)
- I request a printed copy of the monthly Newsletter by U.S. Mail. Printing and Mailing: \$20.00/year

My primary interests in radio control flying are? Check all that apply. Show future interests with the letter F.

- |                                     |                                 |                              |
|-------------------------------------|---------------------------------|------------------------------|
| Thermal Duration Gliders _____      | Slope Soaring Gliders _____     | RES Gliders _____            |
| Large Scale Gliders _____           | Hand Launched Gliders _____     | Electric Motor Gliders _____ |
| Park Flyer Electric _____           | Acrobatic Electric Planes _____ | Scale Electric Planes _____  |
| Electric Drones / Multi-rotor _____ | Indoor Electric Planes _____    | Electric Helicopters _____   |

In accordance with the Federal Equal Opportunity Act, this organization prohibits discrimination against anyone on the basis of race, color, religion, national origin, sex, marital status, age, individuals with disabilities or veterans. New applicants making application between November 1st and December 31st will pay the annual rate indicated above and such dues will make the new member paid in full for the following year. Applications for adult members submitted between July 1st and October 31st will pay a reduced rate of \$15.00 (name tags extra). A signature is required from all Harbor Soaring Society applicants, agreeing to comply with the current AMA Safety Code, the current HSS and Costa Mesa City General Field Rules, and FAA rules and regulations applicable to the flying of RC model Aircraft.

**The undersigned attests that: I will operate my model using only radio frequencies for the control of fixed wing or multi-rotor aircraft, and/or data transmission, on equipment certified and approved for such use by the AMA, FAA or FCC as applicable. I understand that my failure to comply with the above restrictions will result in nullification of liability coverage for damages caused or claimed. I understand that my monthly newsletter will be delivered by E-mail unless the U.S. Mail request (shown above) has been selected.**

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

Total Dues Owed and Attached: \$

SIGNATURE OF CLUB OFFICER RECEIVING APPLICATION: \_\_\_\_\_



**HARBOR SOARING SOCIETY OFFICERS FOR 2020**

President	Henry Smith III	714-322-6537	<a href="mailto:henry.smith.3@earthlink.net">henry.smith.3@earthlink.net</a>
Vice President	Joni Whitsitt	714-396-2523	<a href="mailto:whitsittjo@gmail.com">whitsittjo@gmail.com</a>
Treasurer, Membership	Don Wittenberg	714-321-3944	<a href="mailto:drwittenberg@verison.net">drwittenberg@verison.net</a>
Secretary	Fred Hesse	714-963-5838	<a href="mailto:fhesse@socal.rr.com">fhesse@socal.rr.com</a>
Contest Coordinator	Bruce Schaefer	714-814-6412	<a href="mailto:metaterra@msn.com">metaterra@msn.com</a>
Safety Coordinator	Kevin Koch	714-651-1246	<a href="mailto:kev380@yahoo.com">kev380@yahoo.com</a>
Grounds Keeper	Sid Hood	714-963-4964	<a href="mailto:sidhood@yahoo.com">sidhood@yahoo.com</a>
Editor	Fred Hesse	714-963-5838	<a href="mailto:fhesse@socal.rr.com">fhesse@socal.rr.com</a>
Publisher	Mike Gaczowski	949-632-1747	<a href="mailto:mgaczowski@cox.net">mgaczowski@cox.net</a>
Club Photographer	Rob Askegaard	714-968-1973	<a href="mailto:rmaskegrd@gmail.com">rmaskegrd@gmail.com</a>
Social Media Manager	John Rittenhouse	714-222-8660	<a href="mailto:johnritt@yahoo.com">johnritt@yahoo.com</a>
Lead Flight Instructor	Henry Smith III	714-322-6537	<a href="mailto:henry.smith.3@earthlink.net">henry.smith.3@earthlink.net</a>
Flight Instructor	Jerome Mezzasalma	714-887-7913	<a href="mailto:sdgusa1@msn.com">sdgusa1@msn.com</a>

Web site at [www.harborsoaringsociety.org](http://www.harborsoaringsociety.org), our YouTube site at <http://www.youtube.com/user/hssletsfly>,  
 Facebook at [www.facebook.com/harborsoaringsociety](http://www.facebook.com/harborsoaringsociety) and E-mail at [harborsoaringsociety@gmail.com](mailto:harborsoaringsociety@gmail.com)

**SUBSEQUENT CLUB MEETINGS ARE CANCELLED FOR INDEFINITE DATE.**  
**WHEN RE-INSTATED, THEY WILL BE AT ROUND TABLE PIZZA,**  
**11095 WARNER AVE. COSTA MESA. GENERAL MEETING FROM 7 TO 9 PM.**  
**BRING YOUR FAVORITE PLANE FOR SHOW AND TELL.**  
**BRING YOUR FAMILY, WIFE, AND FRIENDS FOR DINNER.**  
**SEE DETAILS AND INSTRUCTIONS TO LOCATION ON PAGE TBD.**  
**SEE THE COLOR NEWSLETTER SENT BY E-MAIL AND AVAILABLE ON OUR WEB SITE.**

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

