



HSS is the oldest AMA chartered R/C Soaring Club in the USA. Founded in 1964.
 March 2021 HSS IS NOW OVER 57 YEARS OLD! Volume 58

HSS PLANE RAP NEWSLETTER

The next General Meeting will be a Zoom virtual meeting on Tuesday 2 March, 2021 at 7 PM. Watch for E-mail with instructions. Also see P.3 of this newsletter.

Field remains closed by City of Costa Mesa until further notice.

Plane Rap Index

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Coming Events and Soaring Competitions.

March - April 2021

- Monthly General Meeting by Zoom to be 7 PM Tuesday 2 March 2021. See details P.3.
- All in-person 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 April 1, 2021, are postponed.



Virtual General Meeting, Tuesday February 2, 2021.

A virtual meeting using Zoom technology was held on Tuesday February 2, 2021, In attendance was:

Vice President Henry Smith III;	technical consultant Jordan Lapin;
Safety Coordinator Kevin Koch;	CAP Coordinator John Anderson;
Treasurer Joni Whitsitt;	Publisher Mike Gaczowski;
Grounds Keeper Sid Hood;	Secretary and Editor Fred Hesse;
Media Manager John Rittenhouse;	Club Photographer Rob Askegaard;

and members Ron Jongeling and Vince Paradise.

President Mike Costello had a power failure at his home, and could not attend.

Vice President Henry Smith opened the meeting about 7:10 PM.

- John Anderson wants to get the list of AMA clubs in our area. He wishes to get them all involved with the Civil Air Patrol (CAP).
- Joni says she talked with Christine Gunst who is the manager of the Imaginology program at Orange County Fairgrounds. Joni says she needs suggestions on what HSS could contribute considering the event will be conducted virtually. John Rittenhouse stated that AMA is putting on a virtual event, and that we should contact them for suggestions. HSS is interested in contributing to Imaginology as we have previously.
- Henry Smith says that our most recent proposal was submitted to the City of Costa Mesa. There will be a meeting on February 3 to review this proposal.
- John R. quoted from a paper on why clubs fail. JHoni commented that OCRCC has held together for 3 years, often without a home flying field. Everyone interested in the article should contact John.
- A lengthy discussion was held as to where to fly. A suggestion was made that we try for the OC Fairgrounds Hangar facility.
- Anyone with suggested flying sites should send their information to Henry.
- Jordan showed a number of videos that would be good a meeting entertainment.
- It was mentioned that the dynamic soaring speed record is now 545 MPH. Wow, and that was done with a glider.
- Henry and Jordan demonstrated a Micro Gentle Lady that they launched by aero tow behind Henry's Cub.
- Jordan had an interesting Show and Tell presentation concerning his recently acquired 1969 Ford Mustang with a 358 cubic inch Windsor V8 engine. It is in excellent shape and was purchased for an extremely fair price.
- The meeting was closed at 18:35 PM.

Respectfully submitted, Fred Hesse, HSS Secretary



Next Virtual Meeting, Tuesday March 2, 2021.

The March 2021 HSS General Meeting will be held on Tuesday 2 March 2021 at 7 PM. This will be a Zoom meeting similar to what was done previously. Jordan Lapin will set it up. The following gives access.

Link: TBS
 Meeting ID: TBS
 Passcode: TBS

Jordan has established a "dial in" option called "One Tap Mobile". This is for people who don't have a device that can open up in a browser. If you click on the link then it will give you a phone number to call that way you can hear what is going on in the meeting and speak to us through your phone

One Tap Mobile

Link: TBS
 Phone: TBS
 Meeting ID: TBS
 Passcode: TBS

An E-mail blast will be sent out to all members as a reminder, with the Access Link, Meeting ID, and Password.

Youtube and HSS Web Site Posting of Virtual Meetings

John Rittenhouse is compiling the files of our virtual meetings. Jordan Lapin has been posting the files on Youtube, and John has them linked to our HSS web site at www.harborsoaringsociety.org . Thanks all.

Club Name Badges

We are pleased to announce that our new Treasurer, Joni Whitsitt, has made arrangements for new HSS name badges. Contact Joni at 714-396-2523 or whitsittjo@gmail.com to purchase yours. Price remains at \$15. Joni comments that she believes name badges are important for any club.

Imaginology April 2021

HSS has again been invited to participate in the Orange County Imaginology exposition. The following invitation was sent to Joni Whitsitt from Christine Gunst, event manager.

This year's Imaginology will be a virtual event in April (dates TBD). We are currently in the planning stages and working hard to make it the best it can be. We would like to showcase our past Featured Exhibitors online during the event. Ways to do this could include:

Your logo, brief description and link to your website.

Videos you have produced.

Games you have online.

Educational materials you have online

Activities

I am open to ideas and suggestions.

Please contact me as soon as possible to express your interest and share your ideas - we need to move forward quickly! Christine Gunst, OC Fair and Event Center

Joni responds:

This proposal sounds interesting, but are we prepared for it? John Anderson may be able to help with virtual educational information with the Civil Air Patrol.

Does anyone know if the AMA has any virtual games online or perhaps Jordan can make some suggestions as well. Can our website handle incoming traffic for the games. Maybe there are virtual air games we can buy?

Can each one of you make some suggestions on how we handle this virtual request? Can we do this????

I am sure our participation will produce good will with the city or at least earn our gold star status with the AMA.



Experimental Electric Plane from Airbus

Here is a short article on research being conducted by Airbus. The comments at the conclusion are well worth reading.



With the move towards electric aviation comes new opportunities to explore what a powertrain looks like, and Airbus is experimenting with a new design that builds entire hydrogen propulsion units, tanks and all, into detachable pods along the wings.

Each of the six pods along the wings of the ZEROe concept includes a liquid hydrogen tank, a cooling system, a fuel cell, power electronics, electric motors, an eight-bladed lightweight composite propeller and all the necessary auxiliary equipment to run it as a standalone propulsion unit. Interestingly, there's no mention of a buffer battery, but then conventional aircraft like this use power in a constant and predictable fashion, so a little lag between throttle and props as the fuel cell catches up might not be an issue.

Not only can these pods detach easily from the wings (not too easily, hopefully), but the ZEROe team wants to make them highly modular, so they can be pulled apart quickly for maintenance, testing and simple component swap-outs.

Why hydrogen? Well, we can see a few advantages. With liquid hydrogen comes an energy density that rivals, or even exceeds jet fuel for long-range flights, but with zero local emissions and the potential to fill up on carbon-neutral renewable energy. [It's a no-brainer](#) for manufacturers to be looking ahead at hydrogen for clean aviation.

Each pod has its own complete powertrain, commanded electronically from a flight controller.

Why removable pods? Well, moving to an electric system gives you the opportunity to separate out the propulsion systems into independent units, offering excellent redundancy. If something goes wrong with one propulsion pod, you can shut it down completely or even jettison it over water, letting the flight controller re-balance thrust across the remaining pods.



Experimental Electric Plane from Airbus (Continued)

It also frees up considerable space in the cabin; airline companies love to fill hollow tubes with as many people as possible, and moving the fuel tanks and the entire powertrain outside that hollow tube means extra seats and extra cargo capacity.

And of course, making each one a complete powertrain makes them ultra-swappable, so any issues can be handled at the operator's leisure without having to pull the plane out of service. Just stick a spare one on while the other one's in the workshop.

While Airbus has already taken out patents on this design, it's just one of many concepts the company is evaluating for the [ZEROe program](#).

"This 'pod' configuration is a great starting point to nurture further inquiry into how we can scale up hydrogen technology to commercial aircraft," says Glenn Llewellyn, Airbus VP of Zero-Emission Aircraft. "This is one option, but many more will be conceptualized before we make a final selection, a decision that is expected by 2025."

Source: [Airbus](#)

Author: [Loz Blain](#) Loz has been one of our most versatile contributors since 2007. Joining the team as a motorcycle specialist, he has since covered everything from medical technology to aeronautics, music gear and historical artefacts. Since 2010 he's branched out into photography, video and audio production.

Comments:

Using hydrogen as fuel for any land/sea/air vehicle (or as any kind of energy storage) is extremely bad idea because hydrogen is extremely explosive! Are we seriously thinking there will be never any leaks/ruptures that can easily cause massive explosions? Motorcycles & cars & pickup trucks are already on their way to become battery powered & for all remaining large trucks & trains & ships & farm/construction/military vehicles we need to start global large scale production of biodiesel fuel (which may be produced from many kinds of waste/biomass/crops/trash/sewage & can also be converted to jet fuel)!

Expanded Viewpoint December 22, 2020 08:38 AM

Oh good grief!! Yet another boondoggle of searching for "Zero emissions" by people who should know better! WHERE is it more beneficial for the environment to pursue hydrogen powered anything? HOW is it more economical to go with a vastly more expensive system like this? This must be the goal of teaching children that it's not the result of a math equation that matters, but how you FEEL about that result! If you feel that 2 plus 2 equals 5 is better than 4, then that's all just fine and well and you get a pass on it. So through some kind of bizarre virtue signaling to the world that it's better to use Hydrogen to power an airplane engine instead of a Hydrocarbon based fuel, nobody seems to ask where these copious amounts of Hydrogen come from!! Oh, it must just come out of the air by clapping our hands together!! Yes indeedy! We get just megatons of Hydrogen for FREEEEE!!! There's no cost for it, so why not use it? Yeah, right,

piperTom December 22, 2020 08:39 AM

They are coming close to the innovation I've wanted to see: Make /some/ of the engines detachable while IN FLIGHT. This allows the extra power and fuel capacity needed for take-off and climb out to be put to better use than just idling along with the remainder of the flight.

clay December 22, 2020 09:06 AM

The whole power-module drop-tank concept is something that I am surprised has not been tried before. I imagine it is not as efficient as conformal ~ integrated power but nonetheless... it would be an interesting model for regional airlines...

bwana4swahili December 22, 2020 10:09 AM

Love to see innovation and creativity in industry! Hydrogen has great potential as a fuel for direct burning as well as input to fuel cells. As for hydrogen sources, think nuclear power and solar.



Experimental Electric Plane from Airbus (Continued)

Brian M December 22, 2020 02:02 PM

@FB36 Hydrogen is currently the most sensible for renewable fuel. As for the dangers, yes there are issues, but aviation fuel, petrol etc., are all highly combustible with a propensity to explode given the right conditions which are easy to achieve (unfortunately!). It might be possible to produce a synthetic carbon based fuel using hydrogen, but its energy density would not be as good (pesky carbon atoms). As for biodiesel current technology would do more harm than good.

@Expanded Viewpoint

"nobody seems to ask where these copious amounts of Hydrogen come from!! "

Try taking a swim - Lots of Hydrogen there in the water! The technological processes for breaking that down to Hydrogen and Oxygen is getting better all the time using green electricity. Hydrogen could well be the go to energy force of the future - certainly more sustainable than current battery technology, but that is of course getting better as well. The future of green energy sources is still to be written, but suspect it will be a mix of technologies.

jerryd December 22, 2020 03:04 PM

Not going to happen as H2 sucks as a fuel. And the removable pod thing has little use other than major repairs just like any jet engine.

And ejecting \$2mm pods isn't going to happen either.

Maybe do it with a liquid or low pressure synfuel.

Richard Poole December 22, 2020 04:07 PM

It seems strange that no mention was made of the noise reduction that could be possible with this approach.

Nobody December 22, 2020 05:00 PM

A few little pesky details. Hydrogen is one of the few fuels that is explosive at ANYWHERE from 10-90% in air. The pods would have to be dropped in pairs to keep the aircraft stable. The pods would be similar to dropping a daisy cutter onto whoever is below. The plane would be slower since it would be a propeller airplane. And as several others have mentioned hydrogen doesn't come cheap.

Nobody December 23, 2020 07:49 AM

@piperTom, they were using JATO 70 years ago to save fuel and launch heavier payloads. My father was a test pilot back then. The idea goes all the way back to the 1920s.

HSS Membership – Renew now if you haven't.

Our 2021 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 2021, is included in the last pages of this newsletter. This 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. 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, 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 one of the following page of this newsletter.

Message From The President

We are still working on getting our agreement with the city to get back into Fairview Park, after COVID restrictions are lifted. Our most recent proposal was met with very little criticism by the city. I will present it formally to the FVPSC at the Mar 14 Zoom meeting, but we do not expect back-and-forth discussion at this meeting. We were told to expect that discussion at the Apr meeting, after which it will go to the Parks, Arts, & Community Services commission, who then sends it to the CM City Council. A long and winding road, indeed.



Fostering a More Active Flying Club

John Rittenhouse has provided this very applicable article about thriving and declining club trends. Part 1 is presented below, and Part 2 will appear in the April newsletter.

Fostering a More Active Flying Club in the Modern Era - Part 1
A Cause-and-Effect Approach to Understanding Thriving and Declining Club Trends
By Dave Scott, Owner/Instructor, 1st U.S. R/C Flight School

Introduction

Starting approximately 15 years ago, many model airplane clubs started seeing a decline in membership, fewer new people joining, and interested visitors to the flying field often not returning. This trend continues to this day. Whenever this subject is brought up, the usual justifications related to the economy and peoples' changing interests are given as to why this is a sign of the times, as if nothing can be done about it.

I visit a lot of clubs throughout the Midwest and elsewhere on behalf of my flight school, and despite all the standard reasons people give to justify their club's decline, I know of several clubs that are currently thriving, and most importantly have a large percentage of members that actively fly. Whether large or small, near cities or rural, the successful clubs that I visit all display very similar (easily copied) characteristics that the struggling clubs I visit do not, if not the opposite. The aim of this 2-part article is therefore to highlight the tendencies on display at clubs that do well at acquiring and retaining members, and conversely, why others are in a state of decline. By doing so, I hope to present several easily adopted solutions to help stem the decline and promote club growth.

Of course, those who feel that the membership has no role in their club's decline will probably take offense to some of the club behaviors that I will shine a light on, whereas I'm certain that those who are members of thriving clubs will think this article merely states the obvious.

Before anyone decides that what works for other clubs won't matter because your club members are older and you can't get new members, for the sake of discussion, let's say that your club sponsor's a model display at a mall or hardware store. As a result, 5 enthusiastic new people show up at your flying field the following weekend expressing interest in joining the club and flying. Is your club prepared to accommodate them and thereby retain them as members? Or, is your club stuck in a pattern of telling newcomers that they'll first have to learn how to set up an airplane, then, depending of the availability of the instructor(s), they can expect some crashes and to make any number of trips to the flying field before they'll be able to fly on their own. Of course, to the veteran members of the club, that all sounds perfectly normal. However, as many clubs are finding out, that no longer works in today's instant gratification society where so many other activities are vying for peoples' discretionary time and promising to deliver immediate fun.

1. Thus, the first significant trait on display at successful clubs in the modern era is that their leadership is constantly promoting flying! For example, when a potential new member visits the flying field, the club leaders do everything they can to get that person in the air as soon as possible, or at least ask him or her to accompany them while they fly. The point is, an interest in airplanes and flying is what primarily draws people to the sport, and it is what R/C aviation offers that they can't get anywhere else (especially since the training requirements and cost of full-scale aviation have become prohibitive for most people).

The typical busy person today enters the sport to have fun, as well as for the freedom that flying represents and as an escape from the stress of real life. The reason for joining a club is mainly to have access to a well kept dedicated flying site and access to more experienced modelers for help. The camaraderie and everything else that goes with being a club member is always secondary to flying at the beginning. Furthermore, to the consternation of many veteran modelers, the typical R/C pilot today looks at the process of setting up an airplane as mainly a means to fly, and would prefer to not spend a lot of time working on their airplanes.

Recognizing all this, effective club leaders focus on "accentuating the positives" whenever they encounter a potential member or interested spectator, such as, a dedicated runway to fly off of, experienced members to



Fostering a More Active Flying Club (Continued)

help answer questions, and the fact that technology is making it easier and cheaper than ever before for people to enjoy the sport. I.e., they're like any good car salesman who smartly pitches the cars best features in order to elevate a person's enthusiasm before getting into the weeds of price, fees, etc.

Failing clubs, on the other hand, tend to jump right into bringing up dues, prohibitive rules, duties, costs, etc., whenever an interested visitor/potential member shows up at the field, and then wonder why the person never came back.

2. It has to be said that if the reason for the club's existence (a dedicated environment to fly model planes) becomes no longer the main focal point, the primary reason to join or remain part of the club no longer exists. In these cases, the non-flying majority wing of the club will invariably steer the focus and resources of the club to activities not related to flying, such as club politics and alike, causing people who were originally drawn to the sport to have fun flying to have little reason to come back. Of course, there will always be conflicting interests and politics in any organization, but they are far less noticeable when there's a lot of flying taking place in the club.

Herein is the rub; For a variety of reasons, such as seldom having a plan before flying and the de-emphasizing of fundamentals in favor of the latest technology and design, the flying skills of the average club flyer typically plateau within 3-5 years. As a result, those who don't become discouraged or lose interest often turn to constant tinkering and acquiring new equipment to get their kicks. That would be fine, except when constant tinkering is presented to the average newcomer as standard operating procedure, what they mainly see are an endless series of obstacles that get in the way of flying and fun. As these perceived obstacles chip away at their enthusiasm, or as the result of a negative experience like a club member disassembling their airplane rather than helping get it in the air, reasonable people will start thinking about other activities that don't involve so many hurdles. The conundrum that many clubs are therefore facing today is that while the veteran membership acts as though it would literally take the fun out of the hobby if everything worked and nothing needed to be changed, that would be an answer to prayer as far as newcomers and those trying to improve their flying skills are concerned.

Of course, if a newcomer is himself inclined toward tinkering, he won't find a better outlet than R/C aviation. However, all too often veteran flyers forget how intimidating it is to be newbie and how much more there is to learn than anyone expects. Thus, the temptation early on to impress your newbie audience by sharing the setup expertise you developed over many years can prove highly daunting for the newcomer who entered the sport hoping to start flying right away.

Therefore, effective club leaders, motivated by wanting each member to have a positive experience and thereby raise the likelihood of them remaining active in the club, make every reasonable effort to keep things simple and remove obstacles that would get in the way of people enjoying flying at the club field. Consequently, anytime a member brings a new airplane to the flying field, the leadership refrains from pointing out all the things they don't like or would do differently, and instead performs the essential checks to ensure that the plane is airworthy (e.g., CG, correct travels, batteries), and then does their best to get it into the air as soon as possible.

Don't misunderstand me. If you're familiar with 1st U.S. R/C Flight School or my training and setup manuals and articles, you know that I'm a big proponent of doing everything possible to improve performance and therefore speed of learning. Even so, the reality is that many of the improvements that I make to the planes used in the school would barely be detectable by the average club flyer. So the point is, whether it's a recreational club environment or commercial R/C flight school, the main thing is to get the basics correct, knowing that refinements only help to fine tune airplanes that are fundamentally sound to start with. Hence, effective leaders know that it is not wise to bring up all the minute ways to "make things better" until a person first has a good handle on the fundamentals. I.e., what good is a slightly more capable radio or gadget going to be if the majority of club members haven't yet mastered the basic setup and operation of the equipment they already have!



Fostering a More Active Flying Club (Continued)

3. Another factor contributing to declining club membership is the tendency of the people that everyone looks to for advice to recommend the latest-greatest equipment and setups that line up more with their own interests and ways of doing things, rather than what best lines up with the skills and interests of the members asking for advice. The problem is it won't matter how valid your advice is if it's beyond the abilities of the most of the membership and causes them to become discouraged or give up on flying before realizing any benefit from your advice. On the other hand, effective leaders try to make practical recommendations that they feel will give each member the greatest likelihood of success (sometimes for the simple reason that they're busy and wish to focus on their own stuff rather than having to continually correct peoples' mistakes).

Consider the E-flite Apprentice basic trainer; Veteran modelers typically advise any newbie buying an Apprentice to forgo the basic radio offered with the plane, and instead buy a radio with more features. However, the radio offered with the Apprentice is pre-set by the factory, so all the newcomer has to do is charge the batteries and fly. Those who "upgrade" to a more capable radio now have to overcome the challenge of learning a lot of confusing terminology and how to program it, rather than experiencing the immediate gratification of flying. We all know that learning to program radios has taken over as one of the greatest challenges in the sport, and it is often counterproductive to thrust that daunting task on any newcomer whose motivation for getting into the sport was to have fun (and already has so much else to learn). Of course, at some point they'll have to learn to set up a plane and radio, and possibly even enjoy it, but setting the precedent of expecting to face a complicated process of programming before flying is very intimidating for any newbie, and often erodes their enthusiasm before even getting to fly.

Furthermore, despite many clubs struggling to get and keep new members, many older members continue to frown upon airplanes like the Apprentice that utilize modern 3-axis stabilization technology aimed at making learning to fly much easier and less likely to involve significant repairs. Because some of these planes require unconventional control techniques compared to the way the newbie will eventually fly, veteran modelers will often frame stabilization technology as a crutch and subsequently convince the newbie to turn it off. However, what good does it do to point out that those who learn with the stabilization turned on will have to learn different control techniques in the future, if before they get to that point they become discouraged and quit the sport!

Conversely, active clubs today with a high retention rate never discourage, but rather encourage the use of anything that helps new members get to the point of being able to safely fly on their own whenever they wish. Plus, those systems aimed at speeding up success in the air can usually be diminished or turned off as the pilot's confidence increases and they're no longer needed. Furthermore, since Safe technology often enables new pilots to solo the first day, it solves the biggest challenge facing clubs for the past 40+ years of finding committed instructors who are available to train on a regular basis.

This concludes Part 1. Next time we'll continue highlighting the tendencies on display at clubs that continue to thrive in the modern era, and conclude with a summary list of actionable strategies aimed at stemming declining club membership and promoting growth.

The author, Dave Scott, is a champion full-scale aerobatic competitor, airshow pilot, and founder of 1st U.S. R/C Flight School. His articles and books feature the training techniques he developed during the professional instruction of over 1700 R/C pilots of all skill levels. More information about his books and flight school can be found at www.rcflightschool.com

HSS Steering Committee Meetings

The HSS Steering Committee has had meetings on February 8 and 19 of 2021. Anyone wishing minutes of either of these two meetings should contact President Mike Costello as shown on the last page of this newsletter.



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. **Cancelled.**
- Monthly Steering Committee Meetings – To be planned as needed. 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:

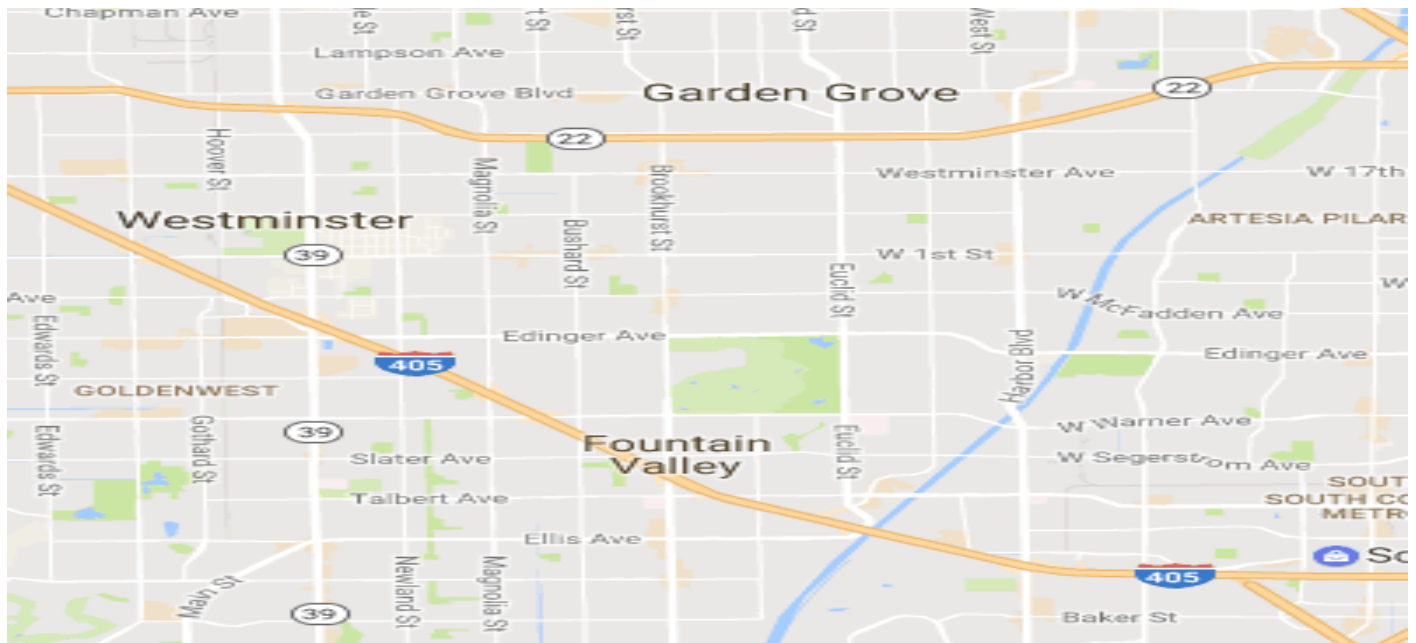
- February Wix, website management and domain name re-registration payment due.
- March Network Solutions, website domain name re-registration payment due.
- March AMA charter and "Gold Leader Club" renewal.
- March Club must purchase "Certificate of Liability Insurance" from AMA.
- April Imaginology - 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. **Planned as a virtual event.**
- **June Southern California Soaring Clubs (SC-2) glider competition. HSS hosts local glider clubs, for one of the monthly events held throughout Southern California.* Canceled.**
- 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. **Cancelled.**
- **July Bent Wing Glider Competition. This event is open to all club members and guests.* Canceled.**
- **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. **Cancelled.**
- September Electric Fun Fly Competition. Tentative schedule is Multiple events are planned for club members and guests. **Cancelled.**
- 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. **Cancelled.**
- October Nominations made for new club officers.
- November New club officer election. Done by E-mail and USPS.
- December Christmas party and new club officer installation. **Cancelled.**

*** 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 a restaurant to be determined.. Bring your favorite plane for show-and-tell. Bring your wife, family, and friends. There will be a raffle. The location map will be shown below when a new meeting place is determined.



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. rmaskgrd@gmail.com.

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.

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.



Final Proposal

Our President, Mike Costello, has been working on a final proposal to be presented to the City of Costa Mesa and the Fairview Park Steering Committee around the middle of February. He has finished it and had it reviewed by Greg Stone. If you have an urgent desire to read the document, contact Mike as shown on the last page of this newsletter. Alternately, it will probably be posted on our web site.

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> sales <sales@airpixeltek.com>

AirPixel Technologies: North American FrSky Distribution and Service Center
[9690 Telstar Ave.](http://9690TelstarAve.com) [Suite 226](http://Suite226.com) [El Monte, CA 91731](http://ElMonte.com) 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

robsrchobbies@earthlink.net





MEMBERSHIP APPLICATION 2021

Revised 30 December 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 # _____

FAA Registration Number _____ Date of Registration _____

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 2021

President	Mike Costello	714-962-7994	mikefre@gmail.com
Vice President	Henry Smith III	714-322-6537	henry.smith.3@earthlink.net
Treasurer, Membership	Joni Whitsitt	714-396-2523	whitsittjo@gmail.com
Secretary	Fred Hesse	714-963-5838	fhesse@socal.rr.com
Contest Coordinator	Bruce Schaefer	714-814-6412	metaterra@msn.com
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Flight Instructor	Jerome Mezzasalma	714-887-7913	sdgusa1@msn.com

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

IN PERSON CLUB MEETINGS ARE CANCELLED INDEFINITLY.
WHEN RE-INSTATED, THEY WILL BE AT A TO BE DEFINED RESTAURANT.
VIRTUAL MEETINGS AARE BEING ATTEMPTED. SEE PAGE 3 FOR DETAILS.
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.

