



AMA Charter Club #128
<http://www.HarborSoaringSociety.org>
<http://www.1hss.org>



HSS is the oldest AMA chartered R/C Soaring Club in the USA
Founded 1964

MAY 2006

VOLUME 43

Planes of the Month

This month we get to feature two beautiful versions of one great plane, the Ryan STA. These models are actually the military version called PT-16's as they are marked as US Army. Production began in 1935 as a sport trainer, and sold for \$4,685. You may be able to buy one now for about \$100,000. The engine was an inverted Menasco C-4 that developed between 95 and 150 HP. Check out www.airminded.net for more great photos and data on hundreds of older planes, including photos of Number 22, hanging in an air museum.

The plane to the right belongs to Don Hofeldt. It has an 82" span, and is powered by an AXI-4130/20. An 18x10 prop is direct drive, and Don uses 24 NiMH 3.3Ahr cells which gives him over 10 minutes of flying time.



The lower model belongs to Al Logue. It is an ARF from AMD which is out of business. It has a 64" span, with an AXI 4120/14 direct drive. Al uses 6 Li-Po 6Ahr cells in series, and gets over 30 minutes of flying time.



The Editor wants to thank Rob Askegaard, especially if he is the one who took these pictures.

MAY 2006



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General Meeting Minutes for Thursday April 7, 2006

There was no steering committee meeting on Thursday. The general meeting started at 7:30 and was run by Walt Cloer, and attended by Jim Hanson, John Anderson, Karl Hawley, Tom Burgess, Chris McKee, Henry Smith and Al Logue.

The agenda was reviewed. Here are some highlights.

- The permit system for pilots has not been established by the city yet.
- Jim Hanson will be in charge of replacing the plastic windows of the kiosk.
- The introduction for new pilots will need to be reviewed.
- The first-aid kit and fire extinguisher have been purchased and are at the storage container at the flying field, according to Jim.

Ideas were solicited to get more people to attend the club meetings and come to the field. Comments were:

1. Meeting presentations and entertainment – invite big name people.
2. Paper plane contest.
3. Swap-meet and raffles.
4. Battery charging safety.
5. Inter-club participation of all the above.
6. Presentations from local manufacturers.
7. AMA Videos.
8. Video library.
9. Air-show.

Other issues:

- Field maintenance – field needs mowing, weeds whacked, crew of 20 or more needed to help.
- Jim Hanson submitted a treasurer's report.

Submitted by Tom Burgess who substituted for Fred Hesse (Thanks, Tom. – Ed.)

HSS Meeting Agenda for Thursday 4 May 06

Our executive council and Steering Committee will meet at 7 PM on Thursday 4 May 06. This will be followed by the General Meeting at 7:30 PM. The following are action items that need to be addressed.

Old Action Items -

- Prepare our non-profit corporation annual IRS tax submittals. Tuan Le has all inventories, but he is waiting for a check to cover the processing fees. Also, it turns out that our non-profit status has not been processed yet by the State of California. However, the IRS has issued us an EIN number.
- Status of our 5 year User Agreement.
- The Activities Committee to determine electric Fun Fly events for our Coming Events Calendar.
- The steering committee needs to plan educational activities to be undertaken, and the public service projects that we should participate in.
- Address the charging station that Tuan Le had assembled. Walt had started on this.
- Discuss status of FAA altitude limits and what can be done. Fred Hesse still needs to contact the FAA concerning NOTAMS.

New Action Items -

- Discuss next steps to support City of Costa Mesa permit program and field rules. The final field rules have been submitted to the city.
- Assist Karl Hawley in planning June 17 Bent Wing Glider contest. Need permits and advertising.
- Discuss moving start time for Steering Committee meeting to 6:30 PM.

Come to the General Meeting and bring your ideas for action items, events, and on how to make Harbor Soaring Society a more exciting club.



HSS Aviation Class at the Scout Sea Base

Anyone interested in assisting in the classroom (typically one day a week from 4 to 6:30 PM), or helping with flight instruction at Fairview Park on Saturday mornings (from 9 to 1 PM) is urged to contact Fred Hesse by phone at 714-963-5838, or E-mail at fhesse@socal.rr.com. All equipment is provided. Also, anyone who has used RC aircraft and/or radio equipment that they would like to donate should also contact Fred Hesse.

Donations to the HSS Adopt-A-School Program - Dave Lichodziejewski who is the father of one of our most outstanding students, Ian Lichodziejewski, recently donated the following radio equipment to our education program.

2 each – Futaba Transmitter, Model 8SGA, FM, PCM type with 512 resolution, with charger.

2 each – Futaba Receiver, Model R138DP (or equivalent), FM, PCM type (512 resolution).

1 each – Futaba Transmitter, Model 9ZHP, FM, PPM type set up for helicopter operation.

Thanks so much Dave, for your generosity.

Aviation Web Site

A particularly interesting web site for full size aircraft can be found at www.earthflix.com/stproes/aircraft. While this site has a number of features, the most interesting are some high resolution Quick Time movies of the Collings Foundation B-17 and B-24, and some great clips of two restored P-51's. There are some other aircraft and airship videos as well. The site is using a newer method of video compression that gives high resolution while not requiring high bandwidth.

Problems With Changing Transmitter Frequencies

HSS is a great club partly because we have a membership with broad technical backgrounds. The following comments were provided by George Peters, who has a lot of experience in radio frequency (RF) engineering.

The transmitters we use are tightly controlled by the Federal Communications Commission (FCC). Manufacturers must meet strict design and testing criteria in order to place such a product on the market. In order to produce a transmitter that can be operated on our assigned frequencies, channels 11 through 60, within the 72 MHz frequency range, three approaches are used. Synthesized transmitters may be programmed to any of the 50 channels by using some very sophisticated design concepts. Non-synthesized transmitters use a fixed crystal that locks the transmitter to a single channel. Of the fixed frequency transmitters, the crystal may be buried in the case, or they may have the crystal plugged into the case. This appears as an invitation to easily change to another channel.

This is not the intent of the manufacturer. The transmitter is tuned to a specific frequency by the crystal along with subtle adjustments made by the manufacturer. Changing the crystal without retuning the output will cause spurious emissions (transmitting on other channels), detuned output power (thus reducing range), and may cause excessive current and failure of the transmitter. This type of failure is not covered by warranty. If you wish to change the frequency of your transmitter, all manufacturers will change your crystal and retune your transmitter for a very nominal fee. The test equipment to retune a transmitter includes a spectrum analyzer, a power meter, and a frequency standard, all costing about \$20,000.

Receiver frequencies may be changed, using the type designed for that particular receiver. Various types of receiver crystals include AM, FM single conversion, and FM double conversion. These are not interchangeable, and must be the same brand as the receiver.

If you have further questions, George is willing to discuss them with you. We have a Frequency Usage Table on our web site that shows how many members use which frequencies. You may want to consult this table prior to purchasing your next transmitter.



May 5 Through May 7 - A Really Busy Weekend for Modelers.

Members are reminded that depending upon your interests, there are a lot of model activities happening in Southern and Central California between the 5th and 7th of May.

Fri-Sun May 5-7 Mid Winter Electric Fun Fly. Silent Electric Flyers of San Diego. At field by Sea World. Check www.sefsd.org.

Sat-Sun May 6-7 CVRC Bent Wing Soaring Festival, Russell Pond, Visalia CA.

Sat-Sun May 6-7 RCX 2006 Radio Control Expo, Anaheim Convention Center. Info: www.rcx.com

Sunday May 7 Fifth (tentative) HSS monthly club TD competitions at Fairview Park.

HSS Monthly Competition Results

The following are the results of the April Thermal Duration competitions put on by HSS. Many thanks to Jim Hanson who provides these records.

HSS CONTEST APRIL 2006						
	#	CLASS	NAME	TOTALS	NORM	NORM BY CLASS
	1	3F	JOHN KRUG	2862	980	1000
	2	3F	TUAN LE	2782	953	972
	3	3F	ROSS THOMAS	2742	939	958
	4	3F	ALBERTO DONA	2738	938	957
	5	3F	ERV SZEGO	2706	927	945
	6	3F	FRANK CORSARO	2165	742	756
	7	E	CASEY ADAMCZYK	2919	1000	1000

HSS Year to Date Contest Results

<u>EXPERT</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>TOTALS</u>
Tom Copp		925	988		1913
Ben Clerx			1000		1000
Casey Adamczyk				1000	1000
Jim Sneed		966			966
Joe Rodriguez			949		949
Mike Morjoseph			840		840
<u>SPORTSMAN</u>					
Tuan Le			1000		1000
<u>RES</u>					
John Krug		1000	845	1000	2845
Ross Thomas		714	842	958	2514
Tuan Le			828	972	1800
Mike Morjoseph			1000		1000
Alberto Dona				957	957
Erv Szego				756	756
Jim Sneed		237			237

New Club T-Shirts

Karl Hawley has HSS T-shirts. They have the club logo on the back in full color, and a small sailplane on the front. These high quality shirts are priced as follows: T-Shirt, no pocket, \$5; T-Shirt with pocket, \$7; Golf shirt with a polo collar and a front pocket, \$13. These are available to all members. Contact Karl.



Finding the Right Safety Coordinator (by Amy Wilson, AMA Special Services)

Now that AMA Chartered clubs are required to have a Safety Coordinator, AMA has created this document to assist clubs in finding the best person for the job. We already have a document of suggested Safety Coordinator duties; however, to offer additional assistance to clubs, we have come up with some suggested skills we believe will be beneficial for the Safety Coordinator to possess.

The Safety Coordinator should be a person who will mentor, serve as a role model and educator and a promoter of safety awareness. He should also have the ability to assist in the development of club activities from a safety aspect and provide support in running such activities. It is important to remember that the Safety Coordinator is not the "Club Field Police," rather the person who displays a positive attitude and willingness to teach others in regards to safety at the club field.

Role Model

An important attribute for a role model to have is leadership skills. A Safety Coordinator should be someone who is very knowledgeable about our hobby, maintains high standards, and displays a positive attitude when dealing with safety issues.

If you lead, they will follow. This statement pretty well sums up how the Safety Coordinator can affect the club. A good leader, with a positive attitude who knows the ins and outs of the club rules and by-laws, will assist in club members gaining trust and respect for the Safety Coordinator. In turn, club members will have an encouraging resource to turn to with any safety issues that may arise.

Educator

Education, education, education! We can't say this enough. Many accidents and injuries could be avoided if only pilots were more educated on the aspects of safety. Start by looking at a person's interpersonal and communication skills. A Safety Coordinator who can work well and communicate effectively with the club board and members will be more effective in teaching safety than a person not as efficient in this area.

Safety Coordinators should work with the club to develop an ongoing educational plan for the club members. Offering quarterly safety meetings, special safety classes for newcomers, and any additional preventative measures the club finds necessary, would be an important step in creating an effective educational program. The Safety Coordinator would play a leading role in the development and implementation of all safety education programs and having skills to educate would be a benefit to the club.

Promoter

Promotion of safety within the club is a must and the club will want to look for a good promoter. An ideal candidate for the Safety Coordinator might be a salesman or marketing major. Salesmen promote the product they are selling, and if they have been in the profession for some time, you would assume he/she has ability in this area. A marketing professional would have a knack for promotion, as this profession would require such skills. This is not to say that someone without a background in sales or promotion couldn't effectively be a good Safety Coordinator. However, we believe someone with this type of background would be a bonus to the coordinator position.

Effective safety promotion will encourage members to become more aware of their surroundings at the club field.

Final Thoughts

When choosing a Safety Coordinator, the club should find a person who will appreciate the importance of creating an atmosphere of safety. Yes, the Safety Coordinator should be responsible for promoting safety first and foremost; however, this person should not be considered the "Club Field Police" and appropriate avenues should be established by the club to handle any safety matters that may surface (i.e. proper steps for the Safety Coordinator to take could be established in the club bylaws).

Good judgment and communication skills are important for your Safety Coordinator to have. The Safety



Finding the Right Safety Coordinator (continued)

Coordinator will not make the final decision on safety concerns as normally these issues would be voted on and decided by the club board. However, the coordinator should be able to use good judgment, make decisions based on facts, and relay any concerns or observations through the proper channels so the club may make an informative decision and take any needed preventative action.

A Safety Coordinator who has the skills mentioned in this document and does diligent follow-up on safety issues will increase safety throughout the club all the while strengthening our hobby!

As always, we should remember, above and beyond, Safety Comes First!

Coming Events For 2006 (Updated with SC-2 schedule)

Thursday	May 4	HSS monthly meeting, 7:30 PM, at the Newport Sea Base. Steering Committee at 7:00 PM. Address is 1931 West Coast Highway, Newport Beach.
Fri-Sun	May 5-7	Mid Winter Electric Fun Fly. Silent Electric Flyers of San Diego. At field by Sea World. Check www.sefsd.org .
Sat-Sun	May 6-7	CVRC Bent Wing Soaring Festival, Russell Pond, Visalia CA.
Sat-Sun	May 6-7	RCX 2006 Radio Control Expo, Anaheim Convention Center. Info: www.rcx.com
Sunday	May 7	Fifth (tentative) HSS monthly club TD competitions at Fairview Park.
Sunday	May 21	Second SC-2 Thermal Duration Competition conducted by EDSF at SWSA.
Thursday	June 1	HSS monthly meeting, 7:30 PM, at the Newport Sea Base. Steering Committee at 7:00 PM. Address is 1931 West Coast Highway, Newport Beach.
Sunday	June 4	Sixth HSS monthly club thermal duration competitions at Fairview Park.
Saturday	June 17	Annual HSS Bent Wing Soaring Competition. Fairview Park. Jim Hanson CD, Karl Hawley contest manager.
Sunday	June 25	Third SC-2 Thermal Duration Competition at HSS Fairview Park Costa Mesa.
Sunday	July 2	Seventh HSS monthly club thermal duration competitions at Fairview Park.
Thursday	July 6	HSS monthly meeting, 7:30 PM, at the Newport Sea Base. Steering Committee at 7:00 PM. Address is 1931 West Coast Highway, Newport Beach.
Sunday	July 16	Fourth SC-2 Thermal Duration Competition hosted by Santa Clarita Soaring Association. See SCSA web site for location.
Thursday	August 3	HSS monthly meeting, 7:30 PM, at the Newport Sea Base. Steering Committee at 7:00 PM. Address is 1931 West Coast Highway, Newport Beach.
Sunday	August 6	Eighth HSS monthly club thermal duration competitions at Fairview Park.
Sunday	August 20	Fifth SC-2 Thermal Duration Competition hosted by Thousand Oaks Soaring Society (TOSS). See web site for location.
Sunday	September 3	Ninth HSS monthly club thermal duration competitions at Fairview Park.
Thursday	September 7	HSS monthly meeting, 7:30 PM, at the Newport Sea Base. Steering Committee at 7:00 PM. Address is 1931 West Coast Highway, Newport Beach.
Sunday	September 24	Sixth SC-2 Thermal Duration Competition hosted by Inland Soaring Society (ISS). See web site for location.
Sunday	October 1	Tenth HSS monthly club thermal duration competitions at Fairview Park.
Thursday	October 5	HSS monthly meeting, 7:30 PM, at the Newport Sea Base. Steering Committee at 7:00 PM. Address is 1931 West Coast Highway, Newport Beach.
Sunday	October 22	Seventh SC-2 Thermal Duration Competition hosted by Torrey Pines Gulls. Held at TPG site in Poway.
Thursday	November 2	HSS monthly meeting, 7:30 PM, at the Newport Sea Base. Steering Committee at 7:00 PM. Address is 1931 West Coast Highway, Newport Beach.
Sunday	November 5	Eleventh HSS monthly club thermal duration competitions at Fairview Park.



Ground Crews Wanted for Full Size Glider Flights

Are you interested in adventure and adding to your aviation and glider knowledge? Every weekend from Spring to Fall cross-country pilots flying straight out from Crystal Gliderport need support crews. Its a weekend all expense paid road trip! If you are interested contact Larry Tuohino at LarSwan@aol.com or 714-319-9988. He'll hook you up with pilots from the "Crystal Squadron".

May 4nd 2006 Meeting Notice - NEW LOCATION AND NEW DAY

We have obtained a new meeting facility for our monthly HSS general meetings. Our next meeting is the 4th of May 2006 which is the first Thursday of the month, a new day, starting at 7:30 PM. Our new location is the Newport Sea Base at 1931 West Coast Highway, in Newport Beach. We will be meeting upstairs in the "Yacht Room". Berkeley Green, our alternate web master and Program Director at the Sea Base, has made these no cost arrangements for us in exchange for HSS providing model aviation instruction for the Boy Scout Aviation merit badge. This facility is large, new, and magnificent. It is right on the water, and overlooks a number of the sailboats that Berkeley uses for youth instruction. There is a parking lot in front of the building, and an additional public parking lot a short block up from the corner of Coast Highway and Tustin Avenue (City of Newport not City of Tustin). Some metered parking is also available on Coast Highway. This is much closer to our flying field, and is easy to reach from the freeways. We have included a nice large map to assist everyone, but it is easy to find. Take anything to Coast Highway, then go East on Coast Highway several blocks East of Newport Blvd. It is adjacent to the UC Irvine/Orange Coast College sailing facility. Warning, do not park in business lots such as Ardels or Taco Bell. They have observers to prevent improper parking.



Final Draft of Flying Field Rules

With the addition of our new runway, and the desire of the City of Costa Mesa to establish a permit requirement to fly at Fairview Park, it was necessary to develop a new set of Flying Field Rules. The Academy of Model Aeronautics (AMA) has advised us on these rules, and they have been reviewed and amended by the HSS membership at the March 2nd meeting. The rules have been condensed down to the following two pages and the attached field map. Anyone with questions or concerns is invited to discuss them at our next meeting.



FAIRVIEW PARK FLYING FIELD RULES

Rev: 5 Mar 2006

1.0 Field Rules The intent of these rules is to promote flying safety, financial responsibility and environmental protection by maintaining order, controlling frequency usage, educating and training fliers, and to act as good neighbors to the community.

Rules are based upon the AMA Safety Code, the AMA field recommendations, FAA Advisory Circular AC 91-57, ordinances as established by the City of Costa Mesa, and these requirements prepared by the Harbor Soaring Society (HSS). All pilots must follow these rules to fly at Fairview Park.

2.0 Permit Requirements All pilots are required to have a permit to fly at Fairview Park. This permit ensures each pilot has financial responsibility and promises to follow these field rules. The permit is obtainable from the City of Costa Mesa Parks Department. Only the following are excepted:

Visiting Pilots - These are licensed AMA members who are experienced pilots visiting Fairview Park to participate in a scheduled event. Visiting pilots must show their AMA Membership license, and review the Flying Field Rules. They are then allowed to fly in the event.

Inexperienced Pilots- These persons are new to the hobby and will not be aware of the Flying Field Rules, or how to fly a plane. These guests must locate an HSS member with an AMA Introductory Pilot rating. The HSS member will check the aircraft for airworthiness. Free flying lessons will be offered with the use of a club training plane and radio. This will be done with a buddy box.

3.0 Environmental Protection Vernal pools are large, shallow depressions in the ground that acquire several inches of water during rainy seasons. These pools contain Fairy Shrimp that are an endangered species and are protected by Fairview Park ordinances. Everyone is restricted from walking in the vernal pool areas, whether wet or dry. Pilots should fly over the vernal pools only at an altitude that ensures they will not land in the pool area. In the event of an unavoidable landing in the vernal pool area, the pilot should retrieve his plane in a manner that degrades the area the least. Launching or landing aircraft equipped with floats is not permitted in the pools.

Harassment of animals and birds is not allowed in the park. Do not disturb native plants.

4.0 Safety All pilots must follow the Official AMA National Model Aircraft Safety Code which is posted at the flying site, in addition to the following field rules.

All aircraft flown at the park may be subject to a safety inspection by the HSS Field Safety Officer or his appointed delegates. Any aircraft considered to be in un-flyable condition by the Safety Officer shall be grounded. Any aircraft surviving a crash should be re-inspected before being allowed to fly again.

Before turning on his transmitter, each pilot must first check the frequency control board to ensure no other pilot is using his frequency. He must then place his identification clip on that frequency on the board. Identification clips are to have the channel number and the pilots first and last name. Only then may he turn on his transmitter and fly his aircraft.

When finished flying, the pilot must remove his clip from the control board. He must not attach his clip onto an existing clip. A pilot may use only one frequency channel at a time.

When other flyers are using his frequency (have their clip on the frequency number), a pilot must make every reasonable attempt to locate those flyers. Check all cars in the parking lot and also flyers on the slope soaring area. Once any pilot using his frequency is identified, after personal discussion to decide shared usage, flights should be limited to 20 minutes.

All new aircraft must have a radio range check performed before its first flight. Any crashed aircraft should also be radio range checked after repair.

All model aircraft must be identified with the owner's name and address or AMA number on or in the aircraft.



5.0 General Field Rules

Approved types of planes - Approved types of planes include all forms of radio controlled gliders, motor gliders, electric powered aircraft and helicopters, and free flight models. Models that may not be flown include fuel (gas) powered internal combustion engines, rockets, and aircraft exceeding the AMA weight limit.

Rules applicable to all model aircraft. Every pilot shall perform a pre-flight inspection prior to each launching of his aircraft, to ensure that the aircraft is safe to fly and no unobserved damage was sustained from the previous flight.

Excluded Flying Areas - Aircraft should not be flown over the Waldorf School property while classes are in session, nor the parking lot, the vernal pools, and pedestrians on or off paths, unless at a safe altitude.

Altitude Limitations - All pilots flying greater than 400' above ground level are required to have a spotter who watches for low flying full size aircraft. One spotter may be observer for more than one model aircraft. When a full size aircraft enters the area, all models must descend to less than 400'.

Flying Methods - No Combat flying allowed. No high speed passes at low altitude over the runway. Flying near people is not allowed. The flight line for powered aircraft is identified on the attached site map in front of the pit area. Flying behind (South of) the flight line is not allowed.

Hours of Use - The field may be used during the posted hours which is between dawn and dusk, seven days a week except for those times when the field is closed for special events.

Pedestrian Traffic: - Pedestrians, skaters and bicyclists use the park. Pilots MUST NOT fly close to these visitors. Maintain a safe distance between your aircraft and other park users.

6.0 Specific Flying Areas and Rules. Consult Flying Field Map (Attachment 1)

Gliders - Gliders shall be launched from the designated area marked on the map, using electric winches, electric motors or bungee hi-starts. Gliders should use the area north of the runway with care. Gliders in flight have right of way over powered aircraft. Gliders in flight have right of way over gliders being launched.

Electric powered model aircraft - Electric powered models are to be flown from the runway shown on the map. Do not fly behind the flight line (or dead line), over the paved pedestrian path or anywhere south of the runway. Powered aircraft must yield right of way to gliders. Pilots must remain out of the landing area except when retrieving their planes.

Slope soaring gliders - Slope soaring gliders may use the bluff at the western edge of Fairview Park. Electric powered aircraft are not allowed on the bluff. Pilots should avoid landing in the vernal pools. Pilots should take care to follow frequency control procedures.

Motor gliders - Motor gliders should be launched in the vicinity of the glider winch.

Hand launched gliders - Hand launched gliders are to be flown from the area designated on the map.

Helicopters and 3-D Stunt Planes - These aircraft are to be flown in the area indicated for electric power aircraft. Helicopters must give right of way to all other aircraft.

Free flight model aircraft - Free flight models are currently being flown on a grassy area within the developed part of the park.

7.0 Large Events. HSS is authorized to hold model aviation events that are scheduled by HSS and where a Special Event Permit has been issued by the City. This applies for 25 or more participants. During these 1 – 2 day events, the field will be closed to general public flying for part of each day, hours to be announced and posted at least 2 weeks in advance.

8.0 Regulations Enforcement. Members of the Harbor Soaring Site are empowered by the city of Costa Mesa to ensure compliance with these rules by requesting an offender cease inappropriate behavior. If the offender refuses to change his behavior, the HSS member will contact a Park Ranger who will cite the offender and secure his/her permit.

9.0 Emergencies. Who to contact.

Medical emergency or injury, crimes, rules violations and unauthorized activities:

Call 911 or Costa Mesa Police Communications 714-754-5252

Request Park Ranger. They will page the park ranger.

Harbor Soaring Society:

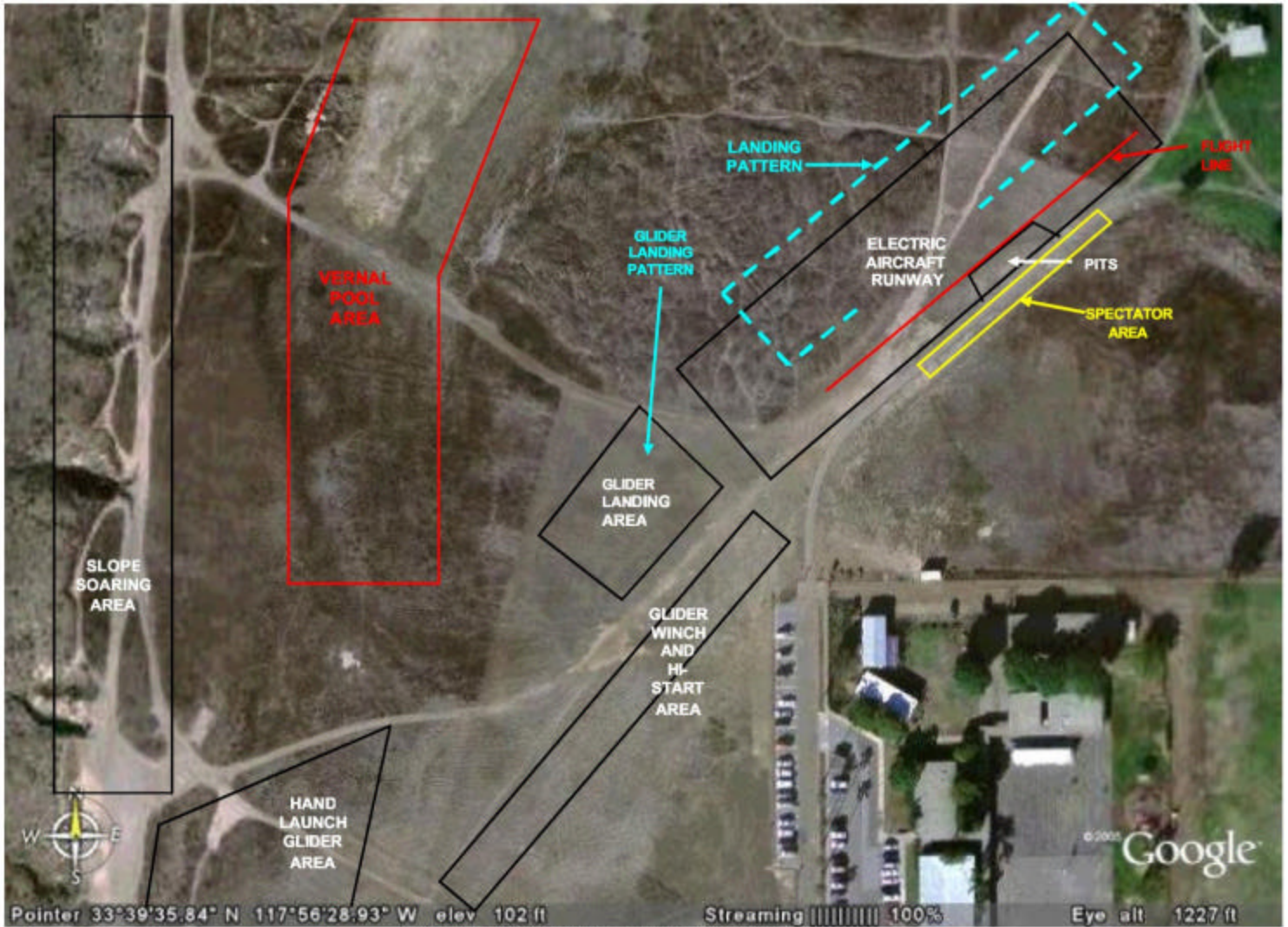
Officers: President Walt Cloer 714-865-6411

Vice President Tom Burgess 949-376-7919

Address: P.O. Box 1673, Costa Mesa, CA 92626



Pilots who cause damage to another's aircraft through rules violation must pay for the damage.



HARBOR SOARING SOCIETY FLYING FIELD MAP
FAIRVIEW PARK, COSTA MESA, CALIFORNIA

REV: 6 March 2005

Plane Rap Classified Ads - For Sale

Larry Enger is doing a stock reduction. He has 17 airplanes ready to fly plus another half a dozen in various stages of construction. They range from gas to electric in addition to slope and thermal gliders. There are many gas and electric engines/motors, covering material and building supplies. Even control line kits and engines, plus accessories galore. Inventory available soon. Contact Larry at ljbenger@comcast.net or 951-245-2521.

RTF XANTIPA F3J CARBON/GLASS MOLDED 130" SAILPLANE/SD7037 AIRFOIL/White

3-piece wing. Last flown at 2005 Visalia Fall Soaring Festival. Price includes 6 servos, Airtronics Vision with manual, XMTR case, wall charger & quilted V-Tail covers. Can be seen at GYRO Hobbies in Lake Forest. Buy & fly the same day. **\$875 FIRM.** Also: Hitec Eclipse transmitter with Spectra synthesized frequencies. Includes charger, manual, \$180. Contact Curt Nehring, work: 714-259-2111, or home 949-389-9900.



HSS Sponsors

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

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	SAN DIEGO 4344 Convoy St. South of Balboa 858-268-7997	LA HABRA 1401 S. Beach Blvd. Near Imperial 562-947-2574 714-994-5721	ORANGE 311 E. Katella Ave. Near Glassel St. 714-288-8170	LAKEWOOD 5449 South Street South at Bellflower 562-804-2515	CHINO HILLS 2971 Chino Ave. In Rolling Ridge Plaza 909-364-0167	MURRIETA 26755 Jefferson Ave. Between Murrieta & Winchester 951-677-5816	<p style="font-size: 2em; color: red; text-align: center;">NEVADA</p> <p style="text-align: center;">LAS VEGAS #1 2610 S. Decatur Blvd. Decatur at W. Sahara 702-871-6191</p> <p style="text-align: center;">LAS VEGAS #2 5466 Boulder Highway At E. Tropicana Ave. 702-547-2204</p> <p style="text-align: center;">LAKE FOREST 23788 Mercury Road In Rockfield Showplace Corner of Rockfield & Mercury (949) 809-1135</p>
	EL CAJON 469 Broadway At Ballantyne 619-444-6135	PASADENA 270 North Hill Ave. North Hill at Locust 626-568-0883	LAWDALE 16725 Hawthorne Hawthorne & 168th 310-214-0244	CAMARILLO 1775 E. Daily Drive, H near Carmen Drive 805-445-1305	RIVERSIDE 10128 Indiana Ave. Tyler Village Center 951-785-6773	REDLANDS 835 Tri City Center Drive I-10 at Alabama 909-307-1185	

HOBBY PEOPLE STORE HOURS: Monday-Friday: 10a.m.-9p.m., Saturday: 10a.m.-6p.m., Sunday: 10a.m.-5p.m.



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See our NEW web site at www.HarborSoaringSociety.org for a bright new club image. Our other web site can still be viewed at www.1hss.org . Both feature the latest news, the color issue of Plane Rap, photos, and more.

NEXT CLUB MEETING WILL BE AT OUR NEW LOCATION! 7:30 PM, THURSDAY MAY 4, 2006 AT THE NEWPORT SEA BASE AT 1931 WEST COAST HIGHWAY, NEWPORT BEACH. SEE MAP ON PAGE 7 OF THIS ISSUE FOR DIRECTIONS AND PARKING INSTRUCTIONS. SEE THE COLOR VERSION SENT BY E-MAIL AND AVAILABLE ON OUR WEB SITES.