

MEMBER JUNE 1998

Plane RAID

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March 1998

Harbor Soaring Society

AMA Charter #128

35 Years of Soaring Bliss!

Volume XXXV Issue 3

Example of a Fine German Motorcar and 1/4 Scale Reiher Sailplane



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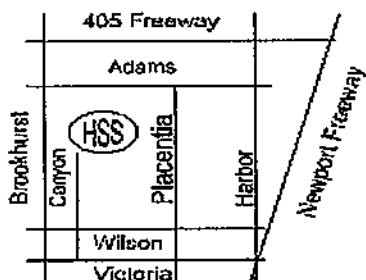
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NEW → Monthly Meeting

Held on the first TUESDAY of each month at 7:00 PM. Meeting location is "THE DUCK CLUB".

Flying Site



PRESIDENT'S MESSAGE

Steve Hendry

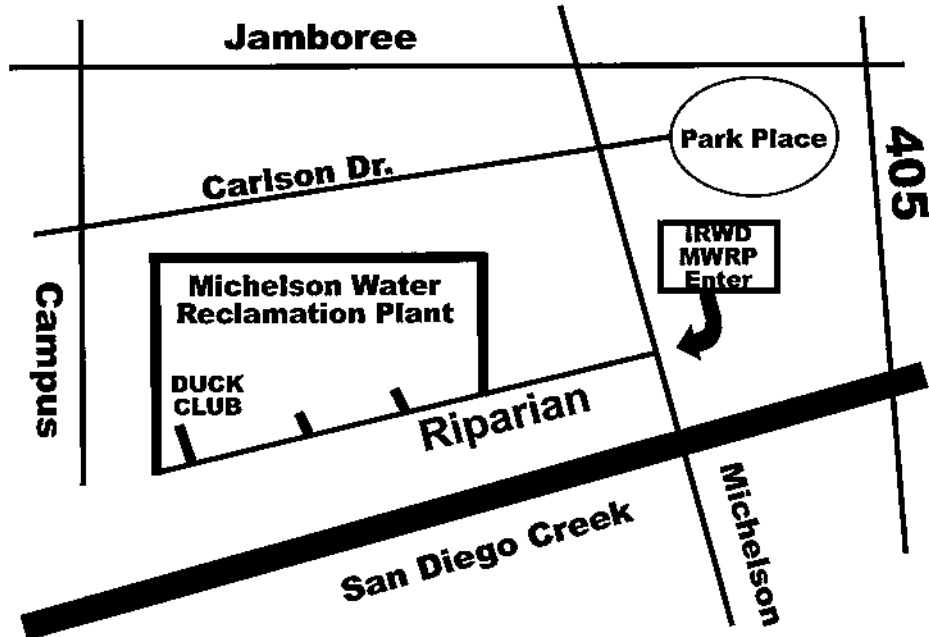
Hi kids,

HSS has gone amphibious! Ducks and submarines... that's what we're into now. It's hard to find a dry place on the sidewalk, much less the field! Our members are putting in some quality building time instead of flying time. So be prepared for some super stuff making an appearance on the field this summer. What are you working on? I'm working on a BOB hand launch...

We all want our field to look nice. We have had several club members who have taken care of the grass for us in the past, but it is beginning to be too much. The consensus is that it is time to purchase a sit down mower. This will require more funds than we have available. It's time to ante up! We are hoping that you will donate the money that is needed without being badgered about it! It is up to you, we can do it either way! Take the donations of those who are kind enough to offer and badger the hell out of the rest of you! Ha! The next HSS meeting will be held at the Duck Club the first Tuesday of March (3-3-98) we will be taking a vote on the situation. Hope to see you all there!

New Meeting Location "THE DUCK CLUB"

405, west on Jamboree, left on Michelson, right on Riparian into the darkness to the Audibon area.





Ist dis nicht ein "Heron"?

Lars Tuohino

The DFS Reiher

(or "heron")

Quarter Scale: 187" Wingspan, 1785 sq." Wing Area, 76" Length, 15 lb. Gross

The Kit I bought the Bob Sealy kit for my birthday two years ago and began construction almost immediately. Basically you just get the fiberglass fuselage in 2 pieces and wire cut white foam for the wings. Everything else you have to find/supply. I often joked with my wife that it "would be the last model I built" though I thought at first because of my budding involvement in full-size soaring but as time dragged on it appeared that I would finish the kit in my old age! Nevertheless, with a little help of a few friends (Rick Briggs bagged the wings, Roger Lackey melted holes for the servo wires, Lyndon Johansen supplied various tools, and John Raley made the decals) it was ready to fly.

The History While the model kit is foam and fiberglass, the Reiher belongs to the prewar years when sailplanes were still constructed of wood. Designed by Hans Jacobs many feel the original was the peak achievement of the classical designers. The 19 meter wings were large of the time and the first version made the test pilots nervous at the amount of wing flex despite the assurances of the engineers. L/D was 33 to 1 with a minimum sink of .50m/sec. Jacobs built three different versions and the Italian Teichfuss adapted the plans to build his very similar design called the *Turbine*.

Reihers competed in the last three prewar Rhoen Competitions at the Wasserkuppe, and were flown by Hanna Reisch, Wolfgang Spaete, and Erwin Kraft. It was among the last sailplane designed with bungee launches in mind though because of it's weight more successfully aerotowed. Reisch set German women's records with it which stood for 30 years. Spaete and Kraft won the 1938 and 1939 Rhoen Competitions in Reihers. Spaete also developed at that time the first theories of "speed to fly" with inter-thermal cruise

speeds based on average thermal strength to maximize distance traveled rather than simply flying "best L/D" speed.

No Reihers exist today as most were believed burned by the advancing Allies at the end of the war. But recently a group in Germany has begun to build a fullsize replica! If you have an Internet connection click on "<http://www.segelflug.de/vereine/oscwasserkuppe/homepgen.htm>" and you can watch their progress! **First Flights** As good luck would have it with the Super Bowl on one weekend followed by the Arizona Challenge the next, I was able to test fly the Reiher without the usual pressure of "tomatoes from the peanut galley". With most normal people watching the Super Bowl, Jerry Bridgeman and Lyndon Johansen (two premier peanut suckin' tomato throwers I thus successfully distracted) helped me accomplish the first hand tosses into the tall grass which went well. I knew now it would fly so it was quickly put back into the car before it rained, or worse, I broke it!

The next weekend Gene Serrano and I drove to Torrey Pines where we found the wind was straight on to the hill. Gulp, the big moment! On the edge of oblivion Gene struggled to hold the rounded fuselage wings level. "OK toss it!" I called out which he did with an apparent relief.... The Reiher's nose pitched down into the lift but it corrected with a couple of clicks of up trim and she soon flew like she owned the sky! Loops no problem without a bit of wing flex. I found I could turn my head and, because of the distinctive gull wing shape, look back and quickly identify the Reiher amongst the other airborne. Stall tests were benign so she looks like a sweetheart of a flyer!

How the Reiher will thermal is still unknown but she circled nicely tracking with just a bit of rudder - a pleasant characteristic reportedly of the gull wing platform. Landing will take a little practice. At 15 pounds the Reiher penetrates with a lot of energy and it takes some distance to skid to a stop after touchdown. Perhaps when I perfect my "slipping turns" I'll be able to set it down on the mark!

Conclusions I've always had a hunger for full-size soaring so a scale glider just feels real good to me. It's not just the flying as the fun also comes from learning the history and searching down those unusual bits and pieces that add to the scale realism. You don't get that in a non-scale R/C glider. To the degree we "see" our dreamships flying in our imagination, a scale effect heightens the mental pleasure. While scale models are the next best thing to flying full-size they are different. With a scale model you're positioned outside of the plane and enjoy it, as in reality, we enjoy much of aviation...from the ground and in our minds. Try it!



The boy (Lars Tuohino) and his plane!



Jerry Bridgeman haulin' "Reiher"!

Species in Feces

Zoonoses (ZO-e-NO-sez)

Refers to those diseases that can be contracted by humans from animals.

Giardia

Giardia are parasitic protozoans (single celled organisms) found in the intestines of many animals, including dogs. This microscopic parasite clings to the surface of the intestine, or floats free in the mucous lining of the bowel. Walking across ground infected with giardia can transfer it to your feet, hands, and so on. Once you are infected you are a carrier for life. Symptoms include diarrhea (often green in the beginning), gas, and abdominal tenderness. As the disease progresses, the diarrhea will often turn bloody and full of mucus. The prevalence of Giardia in dogs is estimated at 10 percent in the United States.

Campylobacteriosis

Campylobacteriosis is a bacterial infection that affects the intestinal tract. It is one of the most common causes of bacterial diarrhea. Many animals including swine, and dogs carry the germ. Anyone can get campylobacteriosis infection by coming in contact with the infected feces. Symptoms include mild to severe diarrhea, often with fever and traces of blood in the stool.

Salmonellosis

Salmonellosis is a bacterial infection that affects the intestinal tract. It is one of the more common causes of food-related illness. The organisms often contaminate raw meat, eggs, and cheese products. Sources of exposure also include contact with infected pet reptiles, ducks, and dogs. Salmonella are spread by eating of drinking contaminated food or water, or by direct contact with infected animals. Symptoms include mild or severe diarrhea, fever, abdominal pain, and occasionally vomiting.

Recommendations

- Watch out for #1.
- Don't step in #2.
- Encourage careful hand washing after landings.



TALK ABOUT DOG BREATH!

Lyndon Johansen

Dog ownership carries big responsibilities. These responsibilities are not only for the wellbeing of the dog, but the health and safety others. The problem of dog waste in urban areas is worldwide I'm sure. No one likes to pick up dog poop in public, but it goes with owning the dog. On hot sunny days you can hardly walk across the field due to the smell of dog crap. It's all over the place. I really hate it when I dork my plane into dog doody. We should not have to deal with dog's crap, it's not fair. A measure of the problem is reflected in the "pooper scooper" laws which can impose considerable fines upon owners who do not pick up after their dogs. Unfortunately enforcement of "pooper scooper" laws is next to impossible. Too many turds! In addition to the aggravation, dog crap poses health hazards in parks and other places when uncollected.

Present methods of removing dog crap from the park are a nuisance and tend to be embarrassing to dog owners who have to pick up the poop by hand, using papers, plastic bags or cumbersome pooper scoopers. Doggie diapers simply do not work. Is there anything that can be done to remedy this problem? The answer could be *Coprophagia*. This is the technical term for dog eating their own feces. Most pet owners consider coprophagia a problem. I think coprophagia is the answer to our problem. Eating poop is gross but it is a simple part of doggie life. They love it! Makes doggie kisses all the more interesting! Coprophagia has been studied in dogs by several people with no definitive answer for "why" being found. There are several ways to discourage this questionable behavior. Vets suggest "Booby trapping" the doody delicacy by cutting it in half lengthwise, and putting Cayenne Pepper and Tabasco sauce on the inside of it, then putting it back together so that the dog is not aware of the hot-sauce until he eats it. Gosh, that sounds so good I might eat it myself! With a little culinary coaxing our canine buddies could resolve the problem they created. So when you see me wandering around the field carrying a knife, and sprinkling garlic salt and bacon bits on dog crap..... DON'T GET THE WRONG IDEA!



FLOTSAM & JETSAM

"Shipwreck"

It seems that the "Vernal Lake" has taken on a mind of its own. It's no longer the pleasant little body of water we all used to love and enjoy. It has taken over Fairview Park and is encroaching on the parking lot. Our landing area is worse than the Okefenokee Swamp. Last Saturday I was flying my new DAW's S1-26 foamy and came in for a landing in front of the benches. When the plane touched down it made a splash and ricocheted back up for a hand catch. Kind of like a "Splash and Go".

For those of you concerned about having your plane melt upon landing there is a solution. Foamy to the rescue! The TG-3 is the best choice because everything is encase in foam, tape, and covering. Next best are the aileron foamies if the servos have been covered completely. The horn exit holes are small enough to withstand a substantial splash down landing. Plus with so much buoyancy in the fuse, it should ride high if it gets stuck out in the lake. If you haven't done so yet, pick up a foamy kit and fly fearlessly rain or shine.

Once again "Duck" shoes were the call for the day. Unfortunately this time I exceeded their capability and came home with soaked socks. Next year I'll have to order the 12" models. A high and dry flyer is a happy flyer



KARL THE WINCHMAN

Karl V. Hawley

When once you have tasted flight you will always walk the earth with your eyes turned skyward; for there you have been and there you will always be. And that's all I have to say about that.



Nick's Views

Nick Buzolich

February contest flooded out. Folks, I went out to the field on contest day and did my best Moses impression. I lifted up my hands over the vernal waters of the pond and low and behold..... the waters parted just enough to let my feet sink in mud! By the time I got myself out of the rain, wind, and muck I looked liked more like old "Grandma Moses". Rescheduling the contest will be discussed at the next Board Meeting...so stay tuned.

Is flying through the sun a problem ? Here are some helpful hints when dealing with the sun. Hold your transmitter up to shade your eyes while keeping your plane in sight. Hold the transmitter over the sun as your plane flies through and comes out the other side. Sometimes it is helpful to close one eye as you plane crosses the sun. Open it again once your plane has crossed the sun and you will still have one good eye ball. If you loose track of your plane after crossing the sun it is a good practice to activate full flaps and ????????

"The Good, The Bad, And The Ugly"

- Saw a world champion inspect all his control surfaces before each flight.
- Saw a Master Flyer wipe off his plane before each flight.
- Saw a Visalia contest winner check all his controls after each landing.
- Saw someone take off with their rudder reversed.
- Saw someone improperly connect there elevator rod to the horn.

When was the last time you "Range Checked" your radio? It's cheap insurance!



VP of FUN

Les Kenyon

Arizona in the winter was an interesting time, not only was a good time had by all but add a little controversy and the internet will buzz for weeks. Friday night the boys were out after dark with their night-lights and everything that could fly. I enjoyed the lit up electrics the most, kinda like the boat parade. Fresh and ready to go Saturday AM finally came. We watched Joe Wurts pop off, only to relaunch- this turned into quite a controversy. Goes to show you got to stay tough with your rules as a CD. We again saw Wurts pop off at about 30' and thermal it out plus stuck a 100pnt landing- absolutely amazing to see. No one told me that Ben Clerx had moved to somewhere in San Diego. Not only did Ben's Torey Pine Gulls team take first, but Ben took 1st in a part of the competition called a triathlete. Congrats to Ben & Torry Pines. Ben, was it their new sexy web site that leeward you? I have your trophy Ben, when you come visit us at HSS I'll have it in my car, don't forget the Mako bell crank for Chris. Larry Jolly where are you? If anyone sees Larry remind him that he's a member of HSS and it's ok to put that on your entry forms- Larry flew under no club name. Our club leader Nick Buzolich found the Arizona climate unsuitable to napping- this cost Nick dearly as we watched Nicks 23' Scout warble through the skies, Nick was giving his plane all the chances in the world to come down, but no, the



scout keep flying and Nick finished quite well. Karl Hawley & Tom Vincent finished 50 & 51 with a 3 pnt. Diff.- you ask them! Rick Briggs flew real clean and with no controversy- that we heard of- and came in 37 for the Precision Duration. Roger- not much to say- Lackey kept saying he was doing ok-ok ended up 6th in the duration contest. Chris Kenyon hit the thermals hot as a poker. Round one - perfect time and a perfect 100pnt landing. Round two- 1sec short and a 75pnt landing. Then he must have rubbed against Karl- Hard, side landing-50pnts, time short, tail boom whipped and cracked. CA the cracks and tape her up, and Chris' off to round 3- no sooner than he was off the winch- OOP's- his rudder pushrod ca'd to the fuse. SHORT on time w/no rudder, but 50pnt landing. Take the receiver out and run a rod down the fuse to free the ca'd rod- finally a small hole in the fuse to free the rod. Round 4 and up we go- off the winch and oh- no, pulling the receiver out of the way to fix the push rod, must have pulled flap wires lose- a winch launch took care of the rest, well, very short on time, and a 10 pnt landing ended the day. For Chris the following day's rain left him finishing 104. You see it all at these contest, power line landings. Classics too slow to clear the winch area only to have a full house ship on zoom go through him. Great pop offs and great recoveries. Next year we'll leave early to stop off at Quartzite AZ, yea it's in the middle of nowhere, but that weekend they host the worlds largest swap meet, well over 100,000 RV's camped in the Desert, even saw the Budweiser Blimp, didn't know what it was till we got to the field and asked. It was a good weekend and a great way to learn from watching the best out there. Rose Bowl coming up next in June- mark your calendars. And I'm sorry if I left anyone out.





New Guys In The Sky

Roger Saville

Can't fly due to the weather? Well guys.....it time to start building! Many of you "New Guys" and seasoned veterans are chompin' at the bit for something worthy of your flying prowess. Hand-Launch Gliders may be just what you are looking for. Many experienced pilots consider HLG's the perfect tool for learning how to read the weather and sniff out those illusive little hot air bubbles. There are plenty of HLG kit available ranging from \$50 to \$500.

The following is a clip from (RCSE) by John Roe regarding "HLG of Choice".

"I believe there is one clear choice for a first HLG, when the pilot is already experienced and wants to get into the air quickly. Buy a Climax from CR Aircraft. Get the simple poly version, pre-built. It will cost about \$170 and the workmanship is fantastic. Use a 150mh pack, a micro-receiver and two CS-21bb servos and a 10 oz. flying weight is achievable, a modest cost. I have been flying HL less than a year, and came 1 second behind Joe Wurts at last year's Visalia hand-launch contest flying my Climax. As soon as you get it flying, order a Wizard from DJ Aerotec for the windy days, and you will be ready for most conditions. Add a D-Light or a Mapleleaf and your garage will start to look like mine. Oh yeah, get a couple of foamy HLG's, like the DAW s-126 and Bowman Hobbies Javelin for practicing in the front yard. (Only EPP foamies will do). And Get Endless Lift For Inspiration..." John Roe



Joe Rodriguez - Master HLG launch!

I have been thinking about an inexpensive, durable and good flying glider. I like the hand launch size but also the long flight time of 100" wing span designs. I like the simple planes for 2 or 3 channel simplicity. Also in thinking about the challenges of "New Guys", to be low tech and easy to build. Well, there are compromises and trade off in design...no free lunch.

The end result of my thinking were two planes, a hand-launch and a 100". For the fuselage I used EPP (TG-3 durability) with 1/16" ply on the sides for rigidity. The tail is light weight build-up. The wing is balsa over foam. The hand launch is 13 oz., respectably light. The big bird is about 50 oz., light for the size.

While these projects are not yet completed, I have been cleaning up my messy shop in the process. I have a feeling of accomplishment. The rainy days may be with us for quite a while according to weather predictions and the lurking "El Nino". Perhaps I will start cutting out some more of these experimental designs in case other club members need something to do on rainy days. If the rain persists, I may even build an electric version!

When the field dries and the sun shines again, there will be more "New Guy" activity. I will bring the R/C videos to the next meeting for loan out to novice pilots. These tapes are another rainy day activity to assist you in learning the finer aspects of thermal flying and building.

Note: Bob Sliff "Midway Model Co." kits are available at local Hobby Shacks. The "Tossette HLG" and "Gnome HLG" feature straightforward construction, outstanding performance, and are reasonably priced. Suggested retail:\$44.95



Bob Sliff - Sailplane Designer

Classified Ads:

Duration MOD1

106" span, 64 oz. flying weight with 9 oz./sq. ft loading. SD 7037 wing includes six metal-g geared Futaba servos. Ready to fly. \$350 with 6 MG servos, \$300 with 4 MG servos, \$225 without servos. Or make offer!

Diamant

96" span all-molded construction, E193 airfoil, 10 oz wing loading, includes 4 metal-gear Futaba servos. \$325 w/servos, \$200 without. Or make offer.

Sagitta 900 kit

It's the 99" span, 900 sq. in. version, built-up wings, spoilers, all hardware, etc. etc... in other words, an Airtronic kit! \$125 for the kit (compare to an Olympic II at \$100). Or make offer.

Electric Kalt Whisper

Astro Cobalt 05 motor, Futaba MC144 speed control, G155 one-piece gyro, and a tired 8-cell battery. The frame has been cracked in a few places from one crash, but is repaired cleanly. Blades, shaft, etc. have never been damaged. \$350 with four 9601 servos or \$250 without servos. Will consider lower offers or trade for a LMH helicopter.

Dynamic Modeling products:

Guide To Computer RC Systems

Don Edberg's 190-page book describes EVERYTHING about programmables. Only \$15 to HSS members (usually \$20).

Computer Radio Comparison Chart

Compare features, functions, programming, and other thing of interest of all the computer radios I have been able to get my hand on, with a slant towards sailplane needs. \$3 to HSS members (usually \$5).

Programming Futaba's Super 7

Replaced factory manual with 96 READABLE pages! 3,000 sold! \$12 to HSS members (usually \$18).

For any of these items, please call 714-552-1812, or e-mail to dynamic3@flash.net

K&A "Dego Red" \$60

This hot little pistol is set-up to fly slope. It has a Speed 400 firewall installed for an easy conversion to pylon racing. Too much plane for me... got to let it go.

Lars Tuohino 548-7968

Eagle Slope Glider \$150

This 52" sloper has a V-tail, fiberglass fuse, and four channel Fuaba radio. LIKE NEW!

Michael 960-2835

Duck Shoes

LLBean 800-341-4341

Cabela's 800-237-4444

HSS Meeting Minutes Feb 3,1998

Les Kenyon felled in for the missing Steve Hendry who was battling El Nino.

Treasurers report indicated the club had \$4920 total to date. 123 members. Some members have not paid dues for the year.

New pilots are covered under AMA rules while they ere fling with a certified instructor until they get AMA coverage of their own.

Previous minutes were approved.

The February contest will be on the 15th. Nick will CD the contest. February 7th will be a foamie contest if the field is dry enough. HSS is hosting SC2 in September.

Newsletter - Lyndon will get the whole year laid out so we can see the whole picture including local and out of town events. Hendry will schedule a board meeting to set up the calendar.

We have the Duck Club on the first Tuesday of the month for the next 12 months.

The April contest is being moved up to the 5th in support of Easter.

New Business:

Lets spend some money on winches, raise the turn around to minimize line wear like the F3B guys do.

Karl will measure his balls and machine a set for the club.

The club approved a motion to buy a set of ball bearings to upgrade the club winch.

Karl and Dick will upgrade the winch base to minimize loading on the shaft.

Donations flew in from the crowd for a new mower, \$120 raised in cash. Now we're only around \$300 short.

Meeting adjourned

Program: Lars showed off his new 1/4 scale Reiher, Ben Clerx gave an informative talk on the different aspects of aerotowing.

P.S. The Duck Club added a bit of elegance to the club meeting with the cedar paneling and roaring fire.

The Real Stuff!



Calendar Of Events

HSS Club Meeting 7:00 The Duck Club	Mar 3,1998
HSS T.D Contest	Mar 8,1998
Inland Impire Soaing Championahips Contact Vince Botkin (909) 792-842	March 21-22,1998
Torrey Pines Scale Soaring Classic Contact Ron Scharck (619) 454-4900	Mar 28,1998
HSS T.D Contest	Apr 5,1998
HSS Club Meeting 7:00 The Duck Club	Apr 7,1998
HSS "Speed 400 10 lap" Jerry Bridgeman	Apr 18,1998
I.S.S.A. April Fun Fly for Scale Sailplanes Contact David Hall (909) 790-5875	Apr 18,1998
SC2 T.D. Contest @ SULA	Arp 26,1998
Pasadena (Rose Bowl) T.D. Contest Contact Al Zimmerman (818) 500-9019	May 2-3,1998
HSS Club Meeting 7:00 The Duck Club	May 5,1998
HSS T.D. Contest "MOTHER'S DAY"	May 10,1998
Los Banos Slope Scale Soar-In Contact Lynsel Miller (408)275-6403	May 15-17,1998
HSS "Foamie Slope Race" Jerry Bridgeman	May 16-17,1998
Central Valley (Visalia) Bent Wing Fun Fly Contact Jerry A. Fox (209) 733-8091	May 16-17,1998
SC2 T.D. Contest @ EDSF	May 31,1998
HSS Club Meeting 7:00 The Duck Club	Jun 2,1998
HSS T.D. Contest and AUCTION Lars Tuohino	Jun 7,1998
SC2 T.D. Contest @ TPG	Jun 28,1998

HSS Club Meeting 7:00 The Duck Club	July 7, 1998
HSS T.D. Contest (Wives Time and BBQ)	July 12,1998
SC2 T.D. Contest @ TOSS	July 19,1998
HSS Club Meeting 7:00 Duck Club	Aug 4,1998
HSS T.D. Contest	Aug 9,1998
SC2 T.D. Contest @ SWAS	Aug 30,1998
HSS Scale Aerotow	?????
HSS Club Meeting 7:00 The Duck Club	Sep 1,1998
HSS T.D. Contest	Sep 6, 1998
SC2 T.D Contest @ HSS	Sep 27,1998
Central Valley (Visalia) T.D. Contact Phil Hill (209) 686-8867	Oct 3-4,1998
HSS Club Meeting 7:00 The Duck Club	Oct 6,1998
HSS T.D. Contest	Oct 11,1998
SC2 T.D. Contest @ PSS	Oct 18,1998
HSS Club Contest 7:00 The Duck Club	Nov 3,1998
HSS T.D. Contest	Nov 8,1998
SC2 T.D. Contest @ ISS	Nov 22,1998
HSS T.D. Contest	????????
HSS HOLIDAY PARTY	????????
	Dec 6,1998
	Dec 8,1998

Harbor Soaring Society

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