



HSS is the oldest AMA chartered R/C Soaring Club  
in the USA. Founded 1964  
Silver Leader Club since 2009  
Gold Leader Club since 2011

October 2013

Volume 50

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### Coming Events and Soaring Competitions October - November 2013

- Tuesday Oct 1. HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. General meeting, 7 PM. See P.4
- Thurs-Sat Oct 10-12. SEFSD Rotor Days Over The Bay Helicopter Fun Fly. See flyer on P.11 and [www.sefsd.org](http://www.sefsd.org) for information.
- Sunday Oct 27. Last 2013 SC2 soaring competition. Hosted by DSH at TPG San Diego. See P.12, or web site <http://sc2soaring.com>.
- Tuesday November 5. HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. General meeting, 7 PM. See P.4



### General Meeting Minutes for September 3, 2013

1. Business Session: None.

2. General Meeting was held at Round Table Pizza in Fountain Valley, and was called to order at 7:03 p.m. by Vice President Jesse Calleros. Officers in attendance were Vice President Jesse Calleros, General Director / Contest Coordinator Henry Smith 3, Treasurer Dennis Anderson, Safety Officer Dave Whittington, and Secretary Ted Broberg. Also in attendance were Mary Lou Calleros, Jeff Greene, John Rittenhouse, Jim Sonnenmeier, Sid Hood, Joni Whitsitt, Randy Wilbur, William Vincent II, Ross Thomas, Henry Smith 4, John Anderson, Mike Fox, and guest speaker Steve Gamble.

A. John Anderson: Remarks: John brought reminded us that we need officers, and younger people. We can work with programs in nearby schools. Can we develop a youth program? Here's a sign-up sheet. Who's going to help? We are struggling to keep the privilege of flying where we do, but if we don't have a club, we won't be able to fly there at all. Some more people need to step up and carry some of the load.

#### B. SHOW AND TELL

1. Henry Smith 4: Stevens Aero HEATH PARASOL 22", 1.5 ounce. Champ Brick, Mustang motor, Tissue covered and sealed with Water Based polyurethane and colored with Red Sharpie. Flight testing continues.

2. Jim Sonnenmeier: "GREEN WEENIE" R/C land-sailor; mylar sails, can make 2-3 times the wind speed. He's looking for a suitable place to run it. It uses only one channel, to operate the steering. The mainsail and jib are NOT ADJUSTABLE, so it must jibe to go downwind. It uses all ball-bearing wheels intended for R/C cars. Built for speed. It was designed by Richard Odle. He made kits. Aluminum tub, carbon-fiber fuselage.

3. Steve Gamble, Pomona Valley Fliers' Club: ESM CORSAIR, ARF. He built the scale cockpit, with lights and switches that work. Now has a SAITO 3-cylinder engine. He'll likely change it out for something more powerful. JR 12 X radio. He has taxied it, but not flown it with the small engine. 74" wingspan, foam. Switches are inside the cockpit. Scale-speed retracts and flaps. About nineteen pounds.

4. Randy Wilbur: Zirolti AT-6; He's doing a magazine article while he builds the plane. He showed the fuselage only: He's recessed the firewall so the engine doesn't stick out too long. Wingspan will be 118". He uses AEROPOXY to adhere to fiberglass. The kit comes with only the fiberglass parts; no wood structures. He's aiming for a take-off weight of 30 or so pounds.

-- He also thanks all who supported the AMA MODEL AVIATION DAY. 25 pilots, with a nice donation to SEMPER FI.

-- RAFFLE RESULTS: Prize, (Donated by), , Winner's Name,

1. KAOS glow-engine plane, (GLENN AND ROBBIE ROBINSON), Dennis Anderson
2. "TWO BY FOUR" glider, (ESTATE OF CONRAD MORALES), Dave Whittington
3. SIGMA EQ Balance Charger, (HOBBY PEOPLE FOUNTAIN VALLEY), Ross Thomas
4. Airtronics VANGUARD 72 mHz transmitter, (KARL V. HAWLEY), Sid Hood (?)
5. Foam-safe glue, (HOBBY PEOPLE FOUNTAIN VALLEY), Jeff Greene
6. Foam-safe glue, (HOBBY PEOPLE FOUNTAIN VALLEY), John Rittenhouse
7. ITOH flying model kit, (ALBERTO DONA), Randy Wilbur
8. Mini screwdriver kit, (JESSE CALLEROS), William Vincent II

-- Meeting adjourned at 8:00 p.m. . Respectfully submitted, Ted Broberg, Secretary



**Pictures from September's Club Meeting, Guest Speaker and Raffle Winners**

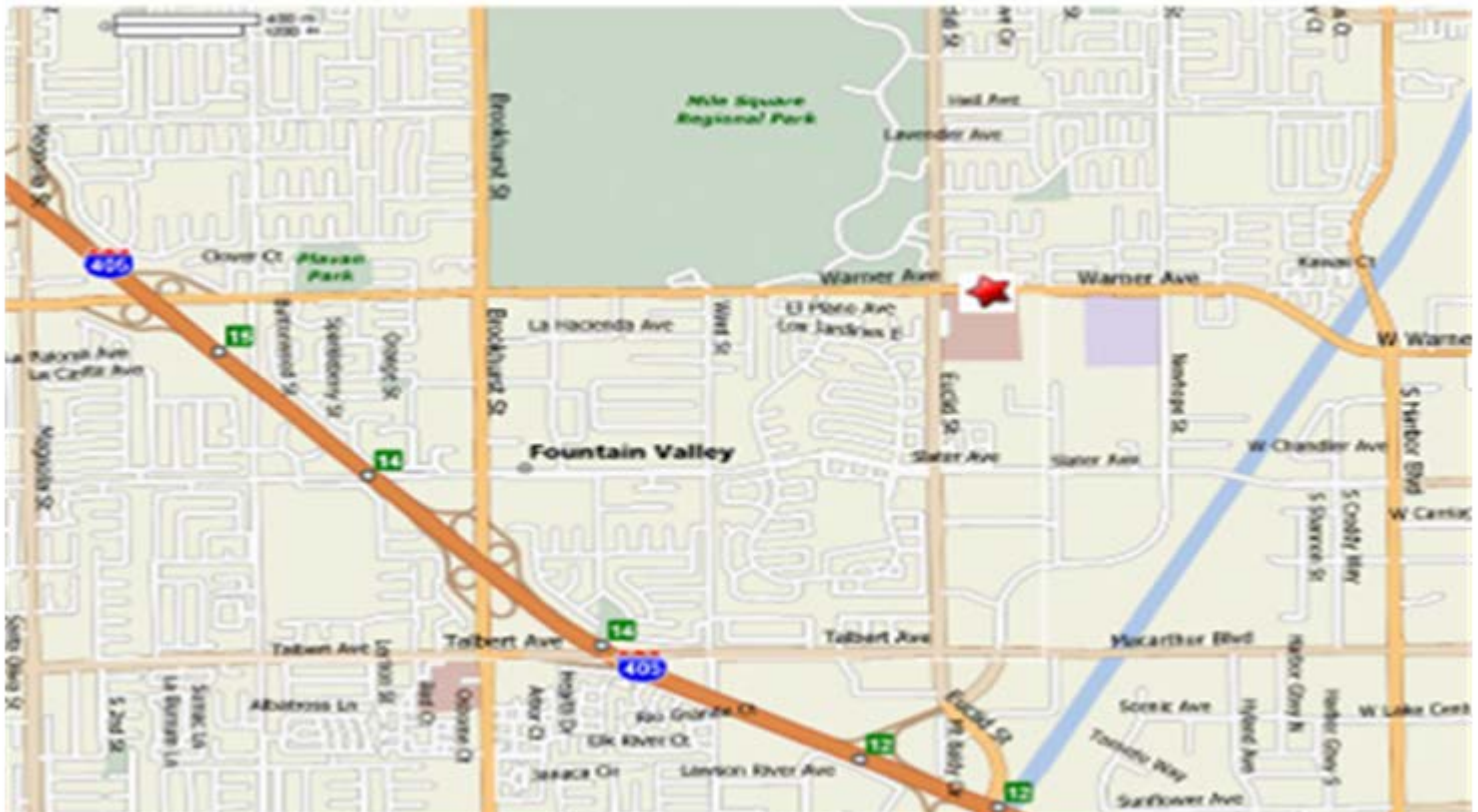


**Pictures from September's Club Meeting Raffle Winners**



### General Meeting Announcement For October 1, 2013

General meetings will maintain our regular schedule with the next meeting on the first Tuesday, September 3 at Round Table Pizza, 11095 Warner Ave. & Euclid (North-east corner) in Fountain Valley. Phone number is (714) 839-0276. The Family Night rate is all-you can-eat pizza, plus one salad bar, for \$6.99. Fountain drinks are an additional \$1.99, self-service, or \$2.99 per liter. Beer and wine are available. Time will be allowed for show-and-tell of your favorite plane. Bring your wife, family, friends. There will be a raffle. The location is shown below.



### Be a Concerned Enthusiast – Support the AMA

As discussed in the April 2012 issue of Model Aviation (the AMA publication sent to all AMA members), the federal government has passed the FAA Modernization and Reform Act of 2012, which includes Sec. 336 Special Rule For Model Aircraft. This law prevents the FAA from passing any rule that controls model aircraft being flown under the AMA safety code. The details appear on pages 14 and 15 of the April 2012 issue of Model Aviation. This Act resulted in part by the 90,000+ letters written by AMA members to their representatives.

The AMA will shortly be facing a new FAA regulation called the "small Unmanned Aircraft Systems" (sUAS) rule. In the next several months the FAA will post the preliminary regulation for public review. At this time the AMA will initiate a concerned citizens organization made up of AMA members to express their opinions of the preliminary regulation. To do this rapidly, the AMA will again contact all members by E-mail with instructions on comments and congressional contacts, which means the AMA needs everyone's current E-mail address. If you are not presently receiving occasional E-mail from the AMA, please go to [www.modelaircraft.org](http://www.modelaircraft.org) and update your personal information. It is important for all of us to actively support the AMA in this endeavor.



**Accolades For Dick Baxter**

HSS member Dick Baxter received recognition on P. 129 of the AMA monthly Model Aviation magazine, for his long standing sport free flight design called Pussycat and it's many variations. These were the planes that appeared in our September issue of Plane Rap as part of several mass launches. Dick also recommended a procedure for treating flat tail surfaces to fix or prevent warps.

**More FPV Aircraft Seen at Fairview Park**

Joe Kacin has been doing a lot with first person view (FPV) model aircraft at Fairview Park. At right, Joe holds his SIG Kadet Senior, built and modified by Bob Shourt. This has a 78" span, and is powered with an AXI 2826-10. Joe has set up a TV recording camera with a 120 degree field of view along with a Security 2000 viewing camera. A three cell 5000 mAHr battery provides power for everything.

Below left shows the plane and it's dipole antenna system. Below right shows the camera set-up. Joe's videos can be seen on YouTube.

Photos courtesy of Rob



### 2013 HSS Membership

Our 2013 HSS membership enrollment season is in full swing. A membership application is included in the last pages of this newsletter. These can be mailed in 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.1hss.org](http://www.1hss.org). Applicants must be members of the AMA prior to joining HSS. AMA Membership applications can also be obtained at the AMA web site [www.modelaircraft.org](http://www.modelaircraft.org), download document No. 902 from the publications page. Or you can apply on line. If you renew your AMA membership online, be sure to print the receipt that they provide as proof that you paid. And, don't forget your City of Costa Mesa Flying Permit. Details are shown on page 10 of this newsletter.

### Carpet Cleanup Crew

Here are the names that Henry was able to jot down for the carpet cleanup crew. If you have other names, please send them to Henry Smith Work was started at 7:30, and by 9:30 all was finished.

Rob Askegaard, Joe Bushor, Alex Beller, Jesse Calleros, Merle Halloway, Scott Reed, Henry Smith III, Jason Martin, & Ted Broberg. Bruce Schaefer took some of the photos with Rob's camera, so Rob could be in the photos {he's usually behind the lens, and left out of the "lineup."} Thanks again for a super job! Ted B.

### September Meeting Raffle Prizes



ASTRO WORKS BD-4 ducted fan ("James Bond Jet Plane"), from Bill and Dennis Booher, ASCENT electric glider, from Bill and Dennis Booher, 7" PRACTICE PLANE, for 3D routines, from Glenn and Robbie Robbison 6" DIGITAL CALIPER, from Ted Broberg. In addition, we may receive some prizes from HOBBY PEOPLE, FOUNTAIN VALLEY



## Someone With a Point of View of Real Aircraft With Round Engines

**For those with the experience of flying a plane with R-3350 engines, you will particularly enjoy this.**

Starting, take off and flying the wonderful radial-powered AD-6 aircraft

Starting a Wright R-3350 engine on an AD-6

The engine is an 18 cylinder R-3350 that develops 2,700 HP.

Be sure you drain both the sumps. (You can fill your Zippo lighter while you do this)

Look out the left side of the oily cockpit canopy and notice a very nervous person holding a huge fire bottle. Nod to this person.

1. Crack throttle about one-quarter of an inch.
2. Battery on
3. Magnetos on
4. Fuel boost on
5. Hit starter button (The four bladed 13' 6" prop will start a slow turn)
6. Begin to bounce your finger on top of the primer button.
  - a. This act requires finesse and style. It is much like a ballet performance. The engine must be seduced and caressed into starting.
7. Act one will begin: Belching, banging, rattling, backfiring, spluttering, flame and black smoke from the exhaust shooting out about three feet. (Fire bottle person is very pale and has the nozzle at the ready position)
8. When the engine begins to "catch" on the primer, move the mixture to full rich. The flames from the exhaust will stop and white smoke will come out. (Fire bottle guy relaxes a bit). You will hear a wonderful throaty roar that is like music to the ears.
  - a. Enjoy the macho smell of engine oil, hydraulic fluid and pilot sweat.
9. Immediately check the oil pressure and hydraulic gages.
10. The entire aircraft is now shaking and shuddering from the torque of the engine and RPM of the prop.
11. Close cowl flaps to warm up the engine for taxi.
12. Once you glance around at about 300 levers, gauges and gadgets, call the tower to taxi to the duty runway.



Take off in the AD-6

1. Check both magnetos
2. Exercise the prop pitch
3. Cowl flaps open.
4. Check oil temp and pressure.
5. Crank 1.5 degrees right rudder trim to help your right leg with the torque on takeoff.
6. Tell the tower you are ready for the duty runway.
7. Line the bird up and lock the tail wheel for sure.
8. Add power slowly because the plane (with the torque of the monster prop and engine power definitely wants to go left).
9. NEVER add full power suddenly! There is not enough rudder in the entire world to hold it straight.
10. Add more power and shove in right rudder till your leg begins to tremble.
11. Expect banging, belching and an occasional manly fart as you roar down the runway at full power.
12. Lift the tail when it "feels right" and pull back gently on the stick to get off the ground.
13. Gear up
14. Adjust the throttle for climb setting
15. Ease the prop back to climb RPM
16. Close cowl flaps and keep an eye on the cylinder head temp.
17. Adjust the power as needed as you climb higher or turn on the supercharger.

Flying with the round engine.





**Someone With a Point of View of Real Aircraft With Round Engines (Continued)**

1. Once you reach altitude, which isn't very high (about 8000 feet) you reduce the throttle and prop to cruise settings.
2. The next fun thing is to pull back the mixture control until the engine just about quits, then ease it forward a bit and this is best mixture.
3. While cruising the engine sounds like it might blow or quit at any time. This keeps you occupied scanning engine gauges for the least hint of trouble.
4. Moving various levers around to coax a more consistent sound from the engine concentrates the mind wonderfully.
5. At night or over water a radial engine makes noises you have never heard before.
6. Looking out of the front of the cockpit the clouds are beautiful because they are slightly blurred from the oil on the cockpit canopy.
7. Seeing lightning in the clouds ahead increases the pucker factor by about 10.
  - a. You can't fly high enough to get over them and if you try and get under the clouds----you will die in turbulence.
  - b. You tie down everything in the cockpit that isn't already secured, get a good grip on the stick, turn on the deicers, tighten and lock your shoulder straps and hang on.
  - c. You then have a ride to exceed any "terror" ride in any amusement park ever built. You discover the plane can actually fly sidewise while inverted.
8. Once through the weather, you call ATC and in a calm deep voice advise them that there is slight turbulence on your route.
9. You then scan your aircraft to see if all the major parts are still attached. This includes any popped rivets.
10. Do the controls still work? Are the gauges and levers still in proper limits?
11. These being done you fumble for the relief tube, because you desperately need it. (Be careful with your lower flight suit zipper)

The jet engine and aircraftStart a jet

1. Fuel boost on.
2. Hit the start button
3. When the TPT starts to move ease the throttle forward.
4. The fire bottle person is standing at the back of the plane and has no idea what is going on.
5. The engine lights off---and---
6. That's about it.

Take off in the jet

1. Lower full flaps
2. Tell the tower you are ready for takeoff.
3. Roll on to the duty runway while adding 100% power.
4. Tricycle gear---no tail to drag---no torque to contend with.
5. At some exact airspeed you lift off the runway.
6. Gear up
7. Milk up the flaps and fly.
8. Leave the power at 100%

Flying the jet

1. Climb at 100%
2. Cruise at 100%
3. It is silent in the plane.
4. You can't see clouds because you are so far above them.



### Someone With a Point of View of Real Aircraft With Round Engines (Continued)

5. You look down and see lighting in some clouds below and pity some poor fool that may have to fly through that mess.
6. The jet plane is air conditioned!! Round engines are definitely not. If you fly in tropical areas, this cannot be stressed enough.
7. There is not much to do in a jet, so you eat your flight lunch at your leisure.
8. Few gauges to look at and no levers to adjust. This leaves you doodling on your knee board.
9. Some call girl friends on their cell phones: "Guess where I am, etc"

#### Some observed differences in round engines and jets

1. To be a real pilot you have to fly a tail dragger for an absolute minimum of 500 hours.
2. Large round engines smell of gasoline (115/145), rich oil, hydraulic fluid, man sweat and are not air-conditioned.
3. Engine failure to the jet pilot means something is wrong with his air conditioner.
4. When you take off in a jet there is no noise in the cockpit. (This does not create a macho feeling of doing something manly)
5. Landing a jet just requires a certain airspeed and altitude---at which you cut the power and drop like a rock to the runway. Landing a round engine tail dragger requires finesse, prayer, body English, pumping of rudder pedals and a lot of nerve.
6. After landing, a jet just goes straight down the runway.
7. A radial tail dragger is like a wild mustang---it might decide to go anywhere. Gusting winds help this behavior a lot.
8. You cannot fill your Zippo lighter with jet fuel.
9. Starting a jet is like turning on a light switch---a little click and it is on.
10. Starting a round engine is an artistic endeavor requiring prayer (holy curse words) and sometimes meditation.
11. Jet engines don't break, spill oil or catch on fire very often which leads to boredom and complacency.
12. The round engine may blow an oil seal ring, burst into flame, splutter for no apparent reason or just quit. This results in heightened pilot awareness at all times.
13. Jets smell like a kerosene lantern at a scout camp out.
14. Round engines smell like God intended engines to smell and the tail dragger is the way God intended for man to fly.

Pass this on to real pilots.

### A Simple Request

A few neighbors and a few at city hall have claimed we are "grumpy old men" who ignore visitors to the flying field. Let's fix this **misconception** by going out of our way to greet visitors with a cheery smile and a friendly hello. Offer to show off your stuff, explain how these gizmos work... offer flight training if you can. Why is this important? We are fighting mightily for our survival at Fairview Park and grumpy, even if only perceived, doesn't win friends or influence neighbors.

**Like to fly? Learn to smile... greet folks with enthusiasm.** Thanks and see you soon!

### AMA District X Website

AMA District X Vice President Lawrence Tougas wants to invite AMA members from all districts to enjoy District X's new website. "We have a lot of great articles in our blog, plenty of pictures in our photo albums, and a spot where you can learn more about our associate vice presidents and myself," says Lawrence, AMA District X Vice President.



**SEFSD Rotor Days Over The Bay**

Here is an event that may be of interest to our helicopter enthusiasts. The Silent Electric Flyers of San Diego (SEFSD) are having a free event at their magnificent flying field. No fixed wing aircraft allowed for these three days. Check directions to their field at their excellent web site: [www.sefsd.org](http://www.sefsd.org). Easy to get to as it is just off the 5 freeway by Marine World.

**SILENT ELECTRIC FLYERS OF SAN DIEGO**

---

*Presents:*

# ROTOR DAYS OVER THE BAY





**October 10, 11, 12, 2013**

Join us in San Diego, California by the bay for:

- Endless Flying
- Raffle Prizes
- Workshops
- Pro-Pilot Demos
- Night-Flying

And if you have what it takes, sign up for a chance to win \$50 in any of the following competitions:

- Spot-Landing Auto
- Hang-Time Auto
- Drag Races
- Night Flying

---

Food truck available all weekend. • AC and DC Power available.

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## NO ENTRY FEE!



*Sponsored by:*







### **2013 City Flying Permits Available Now**

Robert Staples has sent us the announcement (below) stating that City Flying Permits for 2013 are available now for the new price of \$25 per year. Remember to bring your new AMA license. Note that renewal by mail is now allowed. Submit application (available on line), copy of AMA license, and payment.

#### **RENEWAL NOTICE:**

The City of Costa Mesa will be accepting renewals for the 2013 Flying Permits beginning about October 20, 2012, at the following locations:

Costa Mesa City Hall (77 Fair Drive, Costa Mesa 92626) – 3<sup>rd</sup> floor Recreation Counter, during regular business hours from 8:00am – 4:30pm (excluding City observed holidays). Call 714-754-5300 for details.

Temporary permits are issued at the Downtown Recreation Center (1869 Anaheim Avenue, Costa Mesa 92627) between the hours of 10:00am – 1:00pm on Saturdays. For information, call 714-327-7560.

**Joyce M. Santos** Administrative Secretary - City of Costa Mesa - Recreation Division  
77 Fair Drive, Costa Mesa 92626 Phone: 714-754-5009 Fax: 714-754-5166

Note that to fly at Fairview Park you need the above permit, liability insurance (preferably AMA), and you need to follow City of Costa Mesa Ordinance No. 07-01, City Regulations for Issuance, Suspension and Revocation of Permits to Fly at Fairview Park, Academy of Model Aeronautics Safety Code, and the Fairview Park Flying Field Rules which are all posted at Fairview Park and on our web site at [www.1hss.org](http://www.1hss.org). You do not need to be a Harbor Soaring Society member (but it is good to have you join us).

### **SC2 Competition Schedule for 2013 (NOTE! REVISION)**

Here is the schedule for your Southern California Soaring Clubs (SC2) monthly contests for 2013. Check the SC2 web site at <http://sc2soaring.com/> for further details and competition results. Check individual club web sites for directions to their flying field.

#### **2013 Contest Schedule**

March 17, 2013 Hosted by VVRC

April 21, 2013 Hosted by TPG

May 19, 2013 Hosted by TOSS

June 15-16, 2013 Hosted by SULA (2-day MOM)

July 21, 2013 Hosted by HSS at SWSA

**August 25, 2013 Hosted by ISS**

September 15, 2013 Hosted by VVRC

October 27, 2013 Hosted by DSH at TPG

November 17, 2013 Rain Date

Dec. 2013 Toys for Tots Hosted by SULA & DSH

SWSA - Silent Wings Soaring Association - West Covina – [www.silent-wings.org](http://www.silent-wings.org)

VVRC – Victor Valley RC Flyers – Victorville – <http://www.vvrcf.org>

ISS - Inland Soaring Society - Riverside – [www.glideiss.us](http://www.glideiss.us)

TPG - Torrey Pines Gulls - Torrey Pines, San Diego – [www.torreypinesgulls.org](http://www.torreypinesgulls.org)

TOSS - Thousand Oaks Soaring Society - Thousand Oaks – [www.toss.freesevers.com](http://www.toss.freesevers.com)

SULA - Soaring Union of Los Angeles - San Pedro – [www.sulaclub.org](http://www.sulaclub.org)

HSS – Harbor Soaring Society – Cost Mesa – [www.1hss.org](http://www.1hss.org)

DSH – Downey Soar Heads – Downey

### **City of Costa Mesa's Bubbling Cauldron**

Jim Sonnenmeier wishes to alert everyone to links for the various turmoil's involving the City of Costa Mesa. These include:

<http://abubblingcauldron.blogspot.com/2013/08/the-natives-were-restless-last-night.html>

<https://www.facebook.com/FairviewNaturePark>

<http://www.savefairviewpark.org/>

HSS officers are tracking these events quietly, and from a distance.



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

This area of the newsletter is free to club members to sell planes, related equipment, and services. Contact Fred Hesse at [fhesse@socal.rr.com](mailto:fhesse@socal.rr.com) with any material that you wish to insert here.

**Custom laser cutting services** are now provided by GDH Planes, in addition to manufacturing kits. With the currently weak Canadian dollar (we are a Canadian company), it is a great time to use our services and take advantage of the exchange rates, adding to our already reasonable rates (US\$1 is currently equal to about \$1.157 Canadian). Should any of your members require this service, please have them visit our web site at [www.gdhplanes.com](http://www.gdhplanes.com) or email us at [LaserCutting@gdhconsulting.ca](mailto:LaserCutting@gdhconsulting.ca).

Regards, Glen Harbottle President GDH Consulting Corp. Tel: 905-668-2326 [glenh@gdhconsulting.ca](mailto:glenh@gdhconsulting.ca)

### 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.

## ROB'S R/C HOBBIES

Sales / Parts / Repair

Radio Control Airplanes, Helicopters, and Cars.  
**15071 Goldenwest St. Huntington Beach**  
**S.W. Corner of Goldenwest & Bolsa Ave**  
**(714) 372-3777**

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

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

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**LAGUNA HILLS, CA 92653**

**Phone: 888-748-7697**

[www.gyrohobbies.com](http://www.gyrohobbies.com)



**HARBOR SOARING SOCIETY MEMBERSHIP APPLICATION FOR 2013**

**P.O. Box 1673  
Costa Mesa, CA 92626  
AMA Chartered Club # 128**

**AMA's Oldest Chartered Soaring Club Gold Leader Club, 2012; Silver Leader Club Since 2009**

I understand that by applying for membership in the Harbor Soaring Society, I must be a current member of the AMA. **Please Print**

**NAME** \_\_\_\_\_ **Home Ph.#** \_\_\_\_\_

**ADDRESS** \_\_\_\_\_ **Work Ph. #** \_\_\_\_\_

**CITY** \_\_\_\_\_ **STATE** \_\_\_\_\_ **Zip** \_\_\_\_\_ **E-MAIL** \_\_\_\_\_

**AMA #** \_\_\_\_\_ **(PROOF OF STATUS REQUIRED, Xerox copy OK)**

**DATE OF BIRTH** \_\_\_\_\_ **Frequency channels used** \_\_\_/\_\_\_/\_\_\_/\_\_\_

- NEW APPLICANTS (Without Name Tag)--(17 years and older) = \$20.00**
- SENIOR MEMBER (Renewal W/O Name Tag)(17 years and older) = \$20.00**
- JUNIOR MEMBER -----(16 years and under), = \$10.00**
- Optional or Extra HSS Name tag----- = \$15.00; including mailing**
- I hereby give my permission to publish my [ NAME ], [ ADDRESS ], [ PHONE ], [ E-MAIL ADDRESS ] in the monthly newsletter. (Strike out any element of personal information that should not be published). Note that newsletter is published on club web site.**
- I request E-mail delivery of the monthly newsletter. (Include E-mail address above.)**
- I request printed copy of the monthly newsletter by U.S. Mail. Printing and mailing = \$20/year.**

**My interests in radio control flying include (Check all that apply including future interests):**

- |   |  |                                     |
|---|--|-------------------------------------|
| <b>Thermal Duration Gliders</b> _____   | <b>Slope Soaring Gliders</b> _____     | <b>RES Gliders</b> _____            |
| <b>Large Scale Gliders</b> _____        | <b>Hand Launched Gliders</b> _____     | <b>Electric Motor Gliders</b> _____ |
| <b>Park Flyer Electric Planes</b> _____ | <b>Acrobatic Electric Planes</b> _____ | <b>Scale Electric Planes</b> _____  |
| <b>Electric Pylon Racing</b> _____      | <b>Indoor Electric Planes</b> _____    | <b>Electric Helicopters</b> _____   |

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 from November 1<sup>st</sup> through the following year. A signature is required from all Harbor Soaring Society members, and applicants, agreeing to comply with the current AMA Safety Code and the current HSS General Field rules and Field Safety Rules. Note that a City of Costa Mesa permit is required to fly at Fairview Park. Obtain this from the Costa Mesa Parks and Recreation Department. Cost is \$25.

**The undersigned attests that: I will operate my model using only radio control frequencies currently allowed by the FCC. Further, any transmitter that I use at any designated HSS flying field must be manufactured to meet the AMA/FCC specifications for model aviation. I understand that my failure to comply with the above restrictions will result in nullification of liability coverage for damages caused or claimed.**

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

**Total dues owed and attached: \$** \_\_\_\_\_

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

Rev: 8 January 2013



HSS Sponsors (continued)

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**HARBOR SOARING SOCIETY OFFICERS FOR 2013**

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and our YouTube site at <http://www.youtube.com/user/hssletsfly> .

**NEXT CLUB MEETING WILL BE:**

**TUESDAY OCTOBER 1ST, 2013, AT ROUND TABLE PIZZA, 11095 WARNER AVE.  
HUNTINGTON BEACH, GENERAL MEETING 7-9 PM.**

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