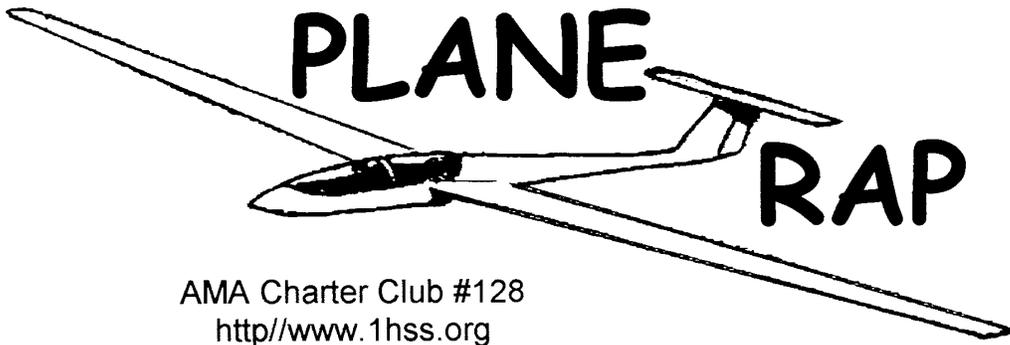


PLANE RAP



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



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

JULY 2004

VOLUME 41

First HSS Electric Fun Fly

May 23rd dawned a cool cloudy day with a light breeze. As the day progressed the clouds came and went as the breeze increased, but a few brave souls committed their aircraft to flight. Some of them won, but all who flew had a great time, and even those who just came to watch enjoyed the event.

Now down to the facts of the Fun Fly. In the precision landing event first place was taken by Jim Ward, second place went to Bruce Mc Avinew. In Slow Stick stock class first place went to Jim Ward, second place went to Henry Smith. Our Limbo event was won by Larry Fleming, second place went to Troy Peterson who managed to break his airplane on landing after the event by smacking one of the Limbo poles, he claimed the wind did it.

As I said a great time was had by all, hope to see all of you and more next year. A heart felt thank you to all of the volunteers who helped make this event a success .

Jim Hanson C.D.

At the right is Contest Director Jim Hanson, and winners Jim Ward, Henry Smith (2nd), and Larry Fleming.



The start of one of the Slow Stick pylon races.



JULY 2004



PAGE 1

More Comments on the Fun Fly

This first HSS Fun Fly was expertly conducted by Jim Hanson, who really put a lot of work into it. Thanks, Jim, it was a great event. We had 17 entrants and over 50 additional spectators.

The Slow Stick Pylon race conducted by Troy Peterson was really exciting, especially in the breeze those planes had to fly in. It took four separate races to determine the winner, and it was close.

The above shot of Troy flying under the Limbo streamer shows how tough the competition was. Troy had impressed everyone by flying the Limbo inverted until the streamer got down to about half the height shown in the photo. The ground turbulence and gusts didn't help.

Walt Cloer, Don Hofeldt, and George Peters put on great demonstrations with their large flying scale planes. Chris of Wing Warrior demonstrated Zipper and Lightning flying wings, the latter being a 120 mph screamer that Chris flew brilliantly.

Shown above is Walt Cloer's Curtiss Robin in Texaco colors. Wing span of 8 ft, power is a large AXI 4120, 18 cells, and weighs 12 pounds.

George Peters finished this B-25 Mitchell, powered by two AXI 28/20 motors providing 8 pounds of static thrust. It weighs in at 11 pounds, and has working flaps.



Walt Cloer built this T-28, electrified from a Pica kit. It uses the smaller AXI 28/20 on 20 cells. This plane weighs 14 pounds.



Don Holfeldt's Spitfire is electrified from a Kyosho .40 IC ARF. This photo makes it look like the real thing.



And below, is the scale compound of George Peters, Walt Cloer, and Don Holfeldt. You can see Walt's Stearman PT-17 Biplane and Spitfire as well as George's Cub. Walt's planes now use AXI outrunner brushless motors.

Many thanks to our photo journalists, Jim Ward, Jeff Gortatowski, and Rob Askegaard for the great shots we are able to share with you.



And, to top it off, a small profit was realized from the event.

Be sure to check out these color photos on our web site.



June 1st, 2004 Harbor Soaring Society Meeting Minutes

Meeting called to order at 7pm. Officers Don Ramsay, Jim Parsons, Christoff Adamczyk and 15 members (including new member David Mergele) in attendance.

Prior to the meeting, former member Roger MacGregor, gave his reasons for not renewing his membership. He stated that with all the uncontrolled flying at our field, there was too much risk in terms of personal liability in case there was an accident.

Jim Hansen gave the results of the recent fun fly – very windy conditions but generally everyone had a good time. Jim made several donations to the club along with Joe Ballash and others.

Ross Thomas gave the results of the recent SC Square contest held at SWASA. There were 58 entrants with 17 to 19 RES (rudder, elevator and spoiler) flyers per event. Interestingly, there were more RES flyers than in all the other categories.

Jim Parsons gave the details of the upcoming Lyons Club annual Fish Fry to be held at Lyons Park in Costa Mesa. The event starts at 11 am and HSS will be manning a booth starting at 10:30am. Normally, the fee for a booth is \$85 but with great alpercisity (try to find that word in your Websters), Jim was able to negotiate a price of \$45. A motion was made and approved to provide the \$45 booth fee.

Ross Thomas said that there were several potential members at the field last week but there were no brochures with applications at the field. Karl Hawley said he would take care of the matter.

Karl Hawley said he had the art work for the brochures and T shirts and brought up the point that the logo did not say “Costa Mesa” at the bottom. A motion was made and approved to have the words “Costa Mesa” at the bottom of the design. Karl has also found another source for cheaper club T shirts.

At Karl’s request, Troy will create certificates for free flying lessons for potential new members.

Fred Hesse gave a run down on all the information that is available on the club web site such as field rules, safety, maps, membership applications etc. There will also be a member’s only link which will contain propriety information such as inventories, by-laws, downloadable logos, membership roster etc. Fred also pointed out that we have a substantial inventory of airplanes, radios, tools, winches, riding lawnmowers etc. which have yet to be cataloged. Fred also suggested a management page with letterheads, bank account information etc.

A motion was made and approved to have the club access code changed from thirty digits to eight.

Our club treasurer, Mike Gaczkowski has printed and produced 500 new club brochures.

Ross Thomas asked about the status of our bank account. Club treasurer Christoff, stated that our bank account has now been re opened.

The meeting was adjourned at 8:25

Respectfully submitted, Don Ramsay - Secretary

HSS Group on Yahoo

A new E-mail/bulletin board for HSS has been opened, called the CostaMesaSoaring group at Yahoo! Groups, a free, easy-to-use email group service. (This group is moderated by an unknown someone who we will have to call the Costa Ghosta - Ed).

To learn more about the CostaMesaSoaring group, please visit <http://groups.yahoo.com/group/CostaMesaSoaring> (where you may join the group if you wish - Ed).

To start sending messages to members of this group (after you have joined), simply send E-mail to CostaMesaSoaring@yahogroups.com .

If you do not wish to belong to CostaMesaSoaring, you may unsubscribe by sending an email to CostaMesaSoaring-unsubscribe@yahogroups.com .



Coming Events For 2004

Tuesday	July 6	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	July 11	Seventh HSS thermal duration contest for 2004. Fairview Park, Costa Mesa.
Sunday	July 18	Inland Soaring Society, Inland Empire RES Challenge, Riverside CA.
Sunday	July 25	5 th SCSC thermal duration competition, HSS, Fairview Park, Costa Mesa.
Sunday	August 1	Eighth HSS thermal duration contest for 2004. Fairview Park, Costa Mesa.
Tuesday	August 3	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	August 29	6 th SCSC thermal duration competition, Thousand Oaks Soaring Society.
Sunday	Sept 5	Ninth HSS thermal duration contest for 2004. Fairview Park, Costa Mesa.
Sat-Mon	Sept 4-6	Vintage Glider Meet (Info will be provided by Larry Tuohino).
Sunday	September 12	CVRC Wilson Cup, Russell Pond club field, Visalia CA.
Sunday	September 26	7 th SCSC thermal duration competition, Inland Soaring Society, Riverside.
Sat-Sun	October 2-3	CVRC Fall Glider Festival, Russell Pond club field, Visalia CA.
Sunday	October 10	Tenth HSS thermal duration contest for 2004. Fairview Park, Costa Mesa.
Thurs-Sun	October 7-10	Hobby Vision Show, Sands Expo and Convention Center, Las Vegas NV.
Sat-Sun	October 16-17	CVRC 3 rd Fall Aero Tow (Giant scale), Russell Pond club field, Visalia CA.
Sunday	October 24	8 th SCSC thermal duration competition, Torrey Pines Gliders, Poway.

The 2nd. annual GAMBLERS' GALA TD contest will be held in Gardnerville, Nevada on July 17th. & 18th. All contest information can be found on the club web site at www.sierrasilentsoarers.com . Contact Lee Cox CD, 1-775-267-3747, or E-mail at lecofly@charter.net .

Big Trouble at Van Nuys Airport

A rumor was floating about that old "Nine-O-Nine" the B17 recently seen flying overhead, had been damaged during a landing at Van Nuys Airport. A quick check with The Collings Foundation in Stow Massachusetts (www.collingsfoundation.org) revealed that their B-17 was OK but it was one belonging to EAA (Experimental Aircraft Association) that had problems. The following article was copied from their web site www.EAA.org .

**ALUMINUM OVERCAST PLACED IN HANGAR AT VAN NUYS
Plan Is to Ferry Warbird Back to Oshkosh.**

(Photo courtesy of Matt Fowle)

May 24, 2004 - EAA's B-17 *Aluminum Overcast* was towed to a hangar today at Van Nuys Airport, California, where it has been undergoing damage assessment since a gear collapse incident on May 5. "The engines and props have been removed, some more detailed damage assessment has been done, and the airplane is now properly stored in a hangar," said EAA Aircraft Operations Director Sean Elliott. "There the necessary work will be done to allow us to ferry the airplane back to Oshkosh."



The vintage WWII bomber suffered the gear collapse after landing safely at Van Nuys during a repositioning flight. The airplane had been in the midst of a West Coast tour for EAA, which has since been put on hold. EAA officials utilized video taken of the entire landing and roll-out sequence to help analyze the incident and what repairs will be required. EAA Museum Director Adam Smith said there did not appear to be damage of major concern "beyond what appears on the video."

No timeline has been set for completion of the aircraft inspection or ensuing repairs. EAA has a long-established B-17 Maintenance Fund that is specifically earmarked for maintenance of the aircraft.



AMA EMERGENCY SAFETY ALERT

The following Safety Alert was just sent out to AMA members by E-mail. It is reprinted here for those who might have missed it.

Lithium Battery Fires

Lithium batteries are becoming very popular for powering the control and power systems in our models. This is true because of their very high energy density (amp-hrs/wt. ratio) compared to NiCads or other batteries. With high energy comes increased risk in their use. The, principal, risk is FIRE which can result from improper charging, crash damage, or shorting the batteries. All vendors of these batteries warn their customers of this danger and recommend extreme caution in their use. In spite of this **many** fires have occurred as a result of the use of Lithium Polymer batteries, resulting in loss of models, automobiles, and other property. Homes and garages and workshops have also burned. A lithium battery fire is **very hot** (several thousand degrees) and is an excellent initiator for ancillary (resulting) fires. Fire occurs due to contact between Lithium and oxygen in the air. **It does not need any other source of ignition, or fuel to start**, and burns almost explosively.

These batteries must be used in a manner that precludes ancillary fire. The following is recommended:

1. **Store, and charge, in a fireproof container**; never in your model.
2. Charge in a protected area devoid of combustibles. Always stand watch over the charging process. **Never leave the charging process unattended.**
3. In the event of damage from crashes, etc, carefully remove to a safe place for at least a half hour to observe. Physically damaged cells could erupt into flame, and, after sufficient time to ensure safety, should be discarded in accordance with the instructions which came with the batteries. **Never attempt to charge a cell with physical damage**, regardless of how slight.
4. Always use chargers designed for the **specific** purpose, preferably having a fixed setting for your particular pack. Many fires occur in using selectable/adjustable chargers improperly set. Never attempt to charge Lithium cells with a charger which is not, specifically, designed for charging Lithium cells. **Never use chargers designed for Nickel Cadmium batteries.**
5. Use charging systems that monitor and control the charge state of each cell in the pack. Unbalanced cells can lead to disaster if it permits overcharge of a single cell in the pack. If the batteries show **any sign of swelling**, discontinue charging, and **remove them to a safe place outside** as they could erupt into flames.
6. Most important: **NEVER PLUG IN A BATTERY AND LEAVE IT TO CHARGE UNATTENDED OVERNIGHT**. Serious fires have resulted from this practice.
7. Do not attempt to make your own battery packs from individual cells.

These batteries CANNOT be handled and charged casually such as has been the practice for years with other types of batteries. The consequence of this practice can be very serious resulting in major property damage and/ or personal harm.

Safety Committee Academy of Model Aeronautics

5161 E Memorial Drive
Muncie, IN 47302



F5-D Pylon Racing

Among other things, Harbor Soaring Society's President Troy Peterson is a world class F5D pylon racer. He has been racing electric pylon since 1994 and has been a Team Member of the U.S.A. F5D Pylon Team four times traveling to such countries as the Czech Republic, Germany, and Switzerland to represent the U.S. Now, Troy has participated in local selection competitions, and once again has won the opportunity to represent the USA at the 2004 World Championships in York, England in August. The 2004 team is made up of Dan Kane of Chicago, Travis Flynn of Burbank, Troy Peterson of Costa Mesa. Tim Lime of Phoenix is Team Manager. In order to be on the USA Team, Troy had to compete at a Team Selection in San Diego during one weekend in September. They flew for two days and the highest three scores make the Team. The cost of attending the competition is mostly up to the individuals but sponsors such as AMA do ease some of the expenses. Troy has had to practice regularly, mainly down in San Diego because the planes require a large, uncrowded space and helpers who know the format of racing. Typically there are a couple of the local teammates and some of the San Diego Club's members who also fly these pylon racers. They tend to run a combined practice between the F5D pylon and the F5B motor gliders for convenience and abundance of helpers. Both Teams go to the Electric World Champs but the events are distinctly different. It makes for a supportive environment where technology, skills, and game plans can be developed.

"The basic rules for F5D competition require the pilot to fly 10 laps around a group of three pylons placed in a 180mX180mX40m triangle with the pilots standing in an area between the closest two pylons 40m apart. The race is begun by three airplanes being launched at 1-second intervals towards the farthest pylon and the time starts when the aircraft crosses the start/finish line just ahead of the launch area. A spotter at the far pylon indicates by colored lights that the plane has successfully reached the pylon and the pilot's caller tells him to turn. The closer pylons are judged by other spotters but it is up to the pilot to make it around them without any signal. This is why the planes are generally flown so low; the pilot has a better idea of depth judgement. With the airplanes reaching speeds of 175+mph and being sometimes only 15-20ft off the ground, it is important to keep a smooth flight course with minimal mistakes. There are really only a couple of rules to F5D airframes and equipment. The airframe has a maximum surface loading of 24 oz. per square foot, the batteries are limited to NiCd or NiMH weighing no more than 425g for the pack, and the rest is wide open to be creative. This yields a competitive plane of about 40" wingspan at about 28.5oz using anything from a 7-cell subC pack to a 10-cell 1950FAUP NiMH pack. The motors are brushless and turn a 4.75" prop at around 35,000 RPM, pulling 95-120amps at about 700watts."

When Troy began this sport, he had the very first Hacker brushless motor in the United States. The planes themselves are true works of art. Troy used to build his own planes, but now they are available from the Sukoi factory in Russia by other hobbyists who happen to be engineers with a lot of high tech equipment. They are so well made and such a good value that one can't justify duplicating them for anywhere near the price or quality. The planes have been tracked at 170 to 180 MPH, and pull 20+ G's in the turns. The current world record for the course is 65.8 seconds set by a German but Troy and his Teammates were only fractions of a second slower at the Team selection.

Troy says, "Having had the chance to compete in World Championships has been very rewarding and a lot of fun, but it has also been a lot of hard work. I have been places I had never imagined I would have gone and met many people from around the world who enjoy the sport for its challenge and love of flying. When I started flying this event it was almost completely unknown in the U.S. and electrics were still very "un-cool" to fly. Now, we have very serious interest and attention from the modeling community and even the gas pylon guys are blown away at how fast we are. It keeps getting more and more exciting as the sport makes technological leaps and bounds. The U.S. Team has always performed well in the past but the undefeated Germans have always had a technical edge. With the added support at home and having the access to some of the more competitive equipment, we may very well have our shot at gold."

That will make for some good racing in York. Troy has mentioned to me that he has some fund raising items such as attractive Team hats and drink cozies to help the Team out. The Team also has it's own website introducing the other members at: www.teamusaf5d.com .





The photo at left shows Troy Peterson and World Champion Robert Wimmer from Germany. The right hand photo shows a Speed 400 hot-liner with it's larger sister the F5D racer.

HSS Contest Report

The sixth club monthly duration contest was held on 6 June 2004. The results are as follows.

The tasks were: 30 minute add em up. Must fly 3 rounds minimum
 Must land on the minute. 5 PPS off the minute
 100 points per minute 100 point landing tape
 As many attempts as necessary for the 30 minutes.
 Here is the kicker: Only you're worst 3 landings count!

With the worst 3 landings counting it was slightly beneficial to have only 3 flights. Any more and the chances were that you would lose ground in the LZ. Only 2 pilots made it in 3 flights all day.

Here are the scores. 3300 points possible:

1 st	3265	Mark Taylor	Tragi 705X
2 nd	3244	Tom Copp	F3J NYX
3 rd	3037	Jim Sneed	Tragi 705X
4 th	2990	Jim Parsons	Spectrum 123
5 th	2944	Mark Browning	Zenith
6 th	2700	Ross Thomas	Gmome 3m 3-F
7 th	2685	John Krug	Buzzard 3-F
8 th	2375	Karl Hawley	Gnome 3-F

The conditions were very tough today, lots of sink and small fast moving thermals. Next month is SC2 (Sunday, July 25th at Fairview Park) so see you there.

July 6th Meeting Notice

The next meeting will be Tuesday July 6th, 2004, at the Irvine Water District. The address is 15600 Sand Canyon Drive. There are exits for Sand Canyon Drive on both the 5 and 405 freeways. The business meeting starts at 7:30 PM. We had 18 members present at the last meeting. There are lots of things being planned, and we need your help.



Adopt-A-School Status Report for May 2004

As Delivered at the 1 June 2004 HSS Meeting

The Thursday classes at the Boys and Girls Club of Huntington Valley are continuing, with additional lessons on Saturdays at Fairview Park. The Cirrus 2 meter glider (donated by Hobby People) really got a work out over the past several Saturdays. Wes Burnham and Josh Garcia both caught a number of thermals. Each student was getting six to ten minute flights. We have a pretty consistent group of six to eight students flying each Thursday, and our group leader Jason Le is doing a great job as assistant flight trainer. Jason guides the students on a daily basis with the flight simulator, and with his help, we are able to fly two planes at a time at the soccer field next to the Boys and Girls Club. At present, no other classes are planned until fall. Support is still going to those students who have planes donated to them or had purchased their own. This support is actually the third phase of our Adopt-A-School program.

Our YES Grant mid year financial and progress report to the AMA will be submitted before the end of June. This shows the expenditures to date, as well as the extensive inventory resulting from donations. This inventory is over three pages and is posted on our web site on the Members Page.

Donations to HSS Adopt-A-School Program

Eric Thornton, a long time member of HSS, just brought in several planes donated by his neighbor Michael Thompson. These gifts include a beautiful 56" span Piper Tomahawk with a new OS Max 25 engine. The plane has never flown and the engine looks brand new. It has four new servos and a steerable nose wheel. The workmanship is excellent, and it is painted white with blue factory style trim. Also, a Hobby Shack 1/2A SST airframe was included. This is a 32" span, foam and balsa shoulder wing design intended for 1/2A gas engines, but could make a reasonable electric conversion. This model needs further construction and covering. A third aircraft of unknown design was included, which also needs structural completion. Thank you Eric for thinking of us. If anyone knows someone who is flying gas engine planes and might want the Piper Tomahawk, we would like to sell it for about \$150. The 99" Aquila sailplane that we advertised has just been sold to Tuan Le who is a new HSS member. The proceeds of \$90 will be added to the Adopt-A-School account. Thank you Tuan.

In order to run the RealFlight G2 Simulator which we intend to purchase, a personal computer is needed. If any one has an old PC that is not being used, and it meets the following requirements, we would be delighted to take it off your hands.

Minimum Requirements: Intel Pentium 300 MHz, Windows 95/98/2000/ME, DirectX 8.0 compatible video and sound card, 3D accelerated video card with 8 MB RAM, 32 MB RAM, 500 MB hard drive space, 4X CD-ROM drive, 15 pin game port, 15 inch monitor.

Preferred Requirements: Pentium 600 MHz, 3D accelerated video card with 16 MB (or more) RAM, 64 MB RAM (or more), USB interface, 17 inch monitor.

The components need to be in working condition. We can't afford to fix it. This computer would be used at any of the schools or boys and girls clubs that cannot afford a copy of RealFlight Simulator or a computer on which to run the program. It would also be set up in our shed for use by adults and children who would like to practice before operating the controls of a real model.

Used Equipment for Adopt-A-School

Anyone wishing to sell used radio or aircraft that are too valuable to give away should contact Fred Hesse (Adopt-A-School instructor). We have a steady market of young students that would appreciate purchasing used planes and equipment for a reasonable price.



Plane Rap Classified Ads

3 Meter Zenith Glider For Sale: This is a brand new (flown once) full competition thermal duration glider, yellow on top, dark blue on the bottom, wings plug in, and two sets of tips which also plug in. One set is plain tips and the other set have the tips swept up. HS-125 servos are installed in the wings, and HS-85MG servos control rudder and elevator. It has an RD-6000 Airtronics receiver, and 1.6 Ahr flight batteries. It comes in Bag Lady protective covers. Asking price is \$1,000 without any electronics. Willing to negotiate for servos and receiver. Contact John Bradford, (714) 772-1831.

Anyone with planes or equipment that they wish to sell may advertise for free in this newsletter. Contact Fred Hesse by phone or E-mail as shown on the last page.

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.

Wireless Video Cameras.com is a recent sponsor who has some neat airborne video systems designed specifically for radio controlled planes. Check out their products at www.wirelessvideocameras.com.

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As a courtesy to HSS members, 10% will be taken off regularly priced items. Special price adjustments will be made on sale items. Mention HSS club affiliation prior to ring up.

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“Taste of the Faire” Set for July 8

The 2004 Orange County Fair will kick off with “A Taste of the Fair,” a free preview reception 7-8:45 PM July 8. The event, open to the public, will feature a performance by the Fab Four with the Pacific Symphony, as well as a fireworks show. Other highlights will be food and beverages, wine tasting, and a drawing for two tickets to each of the Pacific Amphitheatre’s 21 concerts.

The 112th annual Orange County Fair is July 9 - Aug 1.



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Field Marshal	George Azvedo	(714) 832-7819	No E-mail address

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NEXT MEETING AT IRVINE WATER DISTRICT, TUESDAY 6 JULY, 2004

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