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<http://www.HarborSoaringSociety.org>  
<http://www.1hss.org>



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

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### HSS Annual Christmas Banquet

There was a shortage of photos available for reporting the HSS Christmas Party held December 4, 2008, at Coco's Restaurant, in Costa Mesa, but Ted Broberg provided this jovial group. Not in any order, but you can recognize Ross and Maxine Thomas, Andy and Cindy Masidonio, Don Hofeldt, Walt Cloer, Denny Mallett, Mr and Mrs Chuck Billstrom, Jim Hanson, Jim Ward, Silvia and John Anderson, Henry Smith III, Ron Obrecht, John Valentini, and Wayne Kuhn at the front table. Way in the back are Karl Hawley, Mike Gaczkowski, Walter Stewart, and Al and Jan Robertson. To supplement the photo, we do have several verbal descriptions by Ted Broberg and John Anderson.



## Minutes of December Banquet/Meeting

The 2008 HSS Christmas party was held December 4 at Coco's Restaurant, at Harbor and Adams. Thirty people attended, and ordered from "open menus" (no pre-selected, limited choice of entrees). Ted Broberg circulated this year's two photo albums, sailplanes and electric planes, while the waiter took dinner orders. After most people finished dining, Jim Hanson introduced the out-going and incoming officers, and John Anderson presented token gifts to commemorate the duties of each. Jim Hanson's Swiss Army knife's several blades reflected the various duties he has had to perform during the past two years as president and treasurer. For example, the large knife blade indicated all the red tape he's had to cut his way through, and the cork-screw, well, I don't remember.

New president Henry Smith III gave a brief acceptance speech, and passed out pouches of home-made cookies to the attendees, in honor of the occasion.

Respectfully submitted, Ted Broberg, Secretary

## Additional Comments on the Christmas Banquet

### GENERAL DIRECTION

By John Anderson, General Director/VP

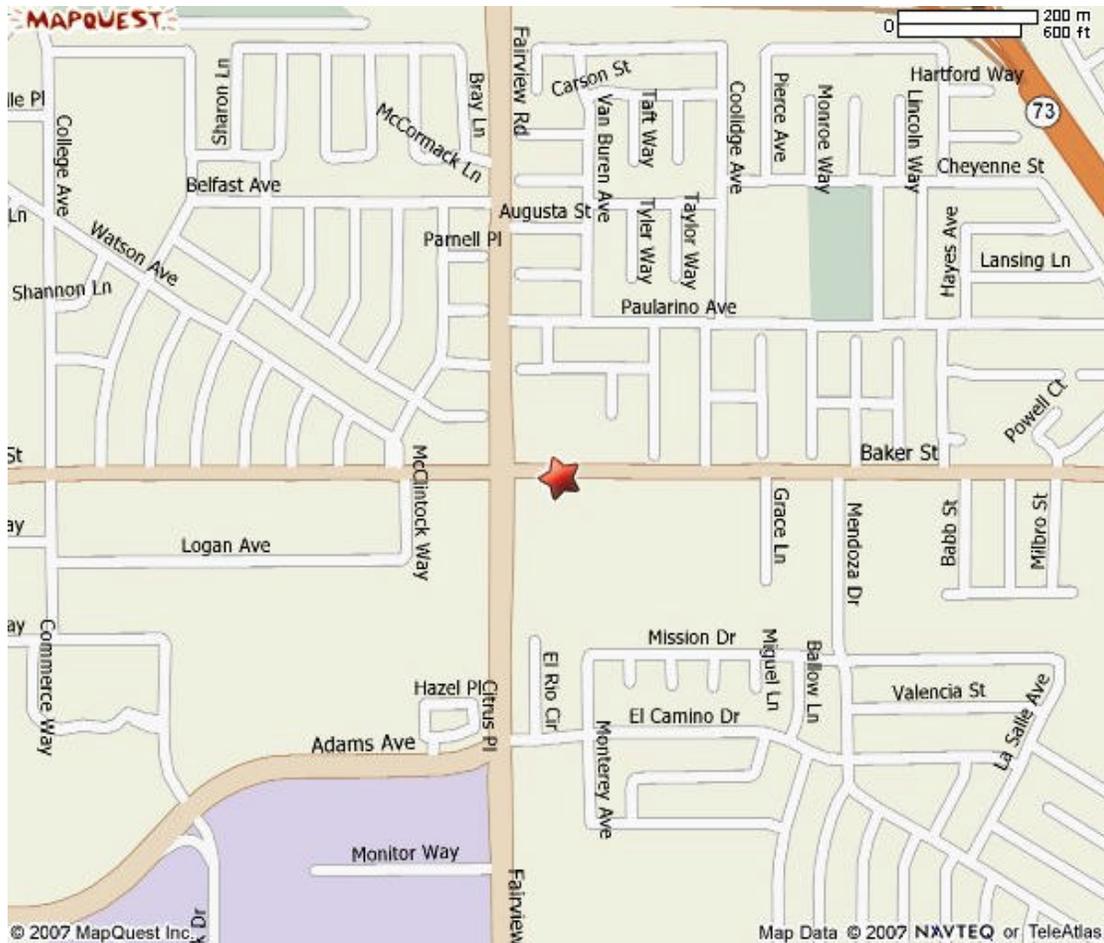
1. The Annual Banquet was well attended and enjoyed by all. I especially enjoyed presenting personalized tokens of our appreciation to fellow club officers: Outgoing President Jim Hanson (given his multiple tasking), received a Swiss Army Knife with features such as a big blade for slicing large problems down to size; outgoing VP Karl Hawley (another multi-tasker) received a slightly smaller knife with features such a scissors to cut through any red tape as our ambassador at large to the City; outgoing Newsletter Editor Jerry Laux (given his extensive reading tasks) received a light/magnifier; continuing Contest Coordinator Ross Thomas (given his quiet leadership) received a Ross the Boss megaphone decorated with HSS/AMA logos; and Safety Officer Mark Gund (given his low key approach to enforcement) received a fully opaque night mask and ear plugs (See no evil, hear no evil, etc). All in good fun and sincere thanks to all!
2. Henry Smith and John Anderson met with Berkeley Green to review the various donations stored at the Sea Scout Base. Items primarily donated to HSS were transferred to Henry's industrial facility. These include some very nice models some of which will likely be made available soon for monthly raffle prizes and/or offered at a swap meet to help fund HSS training efforts.
3. Henry Smith was introduced to Robert Staples, Fairview Park Administrator, during a recent luncheon meeting also attended by Karl Hawley and John Anderson. The purpose of the meeting was to introduce our new President, Henry Smith to Mr. Staples and also to explore various field maintenance and improvement issues. In that regard, an HSS team will prepare a rather detailed proposal to the City requesting: improvements to the field layout/surfacing; container replacement/enhancement; battery charger (co-located with the frequency board); and minor items such as awnings, butt cans, etc. The proposal will include a draft AMA grant application. We anticipate that the proposal will be presented to the City in mid-January. Also at the meeting, the 35 new additional parking spaces were noted and it is likely that the overall parking area will be signed for no overnight parking and that park rangers will begin ticketing accordingly.
4. John Anderson prepared custom HSS Christmas Cards, which were signed by Henry Smith, and distributed to the City Council, Parks & Recreation Commission, City Manager, Park Rangers, etc. It's the least we can do to express our appreciation to our gracious hosts. But we need to do more! And so we will. Your new board has quick started our takeoff roll. Along the way, we intend to solicit your input and your help! The idea is that if we work together to maintain solid control and optimum flying speed; then the sky's the limit. That's the general direction as of January 2009.

Ed. Note: Thank you Ted and John. Between the two of you, this is more like a comedy club!



**January 2009 Dinner/Meeting Notice**

Our next general meeting will be held Thursday, January 8<sup>th</sup>, at 6:30 pm at Round Table Pizza 1175 Baker St. Costa Mesa. Bring your wife, family friends, etc. We will have Show and Tell night, and a raffle. The location is shown below. The executive/steering committee meeting will be held a little later in January.

**Airplane Raffle at the January 8<sup>th</sup> Meeting**

An anonymous benefactor has donated the beautiful model shown to the right. This will be raffled off at the next general membership meeting to be held on Thursday January 8<sup>th</sup>, 2009. The model has a 40" wingspan, and includes a Mega in-runner motor and four servos. Raffle tickets will be given to all meeting attendees. Come to the meeting and enjoy a delicious pizza dinner, find out the plans by our new president, and maybe get lucky!



Unfortunately, we have sustained extensive vandalism at our flying site on the night of December 12. The photos (taken by our returning staff photographer Rob Askegaard) show some of the damage that was caused, including broken plexiglass on the new kiosk, extensive spray painting, and breaking up of the pit railings donated by the Park Department. Karl Hawley reported the incident to the Costa Mesa police, who came out, prepared a report, and took pictures.



**Return of our Staff Photographer**

Your editor is extremely pleased to report that Rob Askegaard has returned as our club photographer.

Rob builds immaculate models and his preference leans towards large scale war birds. Rob is shown here with his Heinkel He-100D, one of many in his aerodrome.

Rob has a real talent for photo composition and content, and you can often recognize his pictures by the camera angle. Rob likes to get down low to give a more realistic appearance to his subjects.

Welcome back, Rob, and thanks.



## Introducing our new President, by Henry Smith III

Just a few short words to let the membership know a little bit about your incoming president. I have been active in R/C modeling since 1973 and flew control line for a few years before that. After moving to California in 1979 I flew R/C at Mile Square for some years and later flew with another club at the Tustin Helicopter station. During this same time period I took flying lessons and received my Private Pilot license.

Around 2003 or so I discovered electric power and joined HSS. My main interest is scale but I also fly other types of aircraft and the occasional Autogyro.

As your president I hope the club can accomplish the following in 2009:

1. Improve cooperation between glider fliers, electric flyers and park flyers groups in the club.
2. Improve the runway situation at the field.
3. Return to the former custom of having speakers at the monthly meetings.
4. Maintain the current excellent relations with the city of Costa Mesa.

I look forward to a year of fun and progress for HSS.



The above photo shows Henry proudly holding his big RV-4, an ARF from Great Planes/Tower Hobbies. It has a 70" wing span.

## 21<sup>st</sup> Annual South West Classic 2009

The Central Arizona Soaring League (CASL) will be conducting their annual Southwest Classic soaring competition. This is their 21<sup>st</sup> year of sponsoring this event, which has become one of the really big glider activities in the western USA. Details are below. More information and applications are available at [www.casl.net](http://www.casl.net).

- Date: Feb. 21 and 22, 2009
- Location: Schnepf Farms in Queen Creek, Arizona
- Format: Precision Duration
- 4 rounds on Saturday
- 3 rounds on Sunday
- (Times to be announced)
- Classes: Open, Two Meter, RES, and RES Woody
- Multiple Class entries are encouraged \$48.00 for initial entry and \$35.00 for additional class entries. (Up to 4 class entries per pilot)
- Contest Director: Pablo "Chico" Romero Email: thunderbirds84 -at- YAHOO.COM Phone: 602-301-9578
- Co-Contest Director: Darwin Barrie
- Camping at the Field: Dry Camping and RV spaces with hookups are available on the field. If you would like to reserve a space please contact Schnepf Farms directly at 480-987-3100
- Vendors: If you would like to participate in the 21 year tradition of the South West Classic please contact Mike Bergerson or Jeff Sansoterra for details. Contact details to follow soon.
- Registration opens on October 25, 2008.



Note: The T-shirt prices will be announced as soon as they are finalized.

## Crash and Burn

I am sorry to report that we are having way too many problems with Lithium polymer batteries. Starting with the brush fire of several months ago in which the Costa Mesa fire department was called, we have had a (rumored) battery fire near the rest rooms some weeks ago, and now the event shown below (left) which occurred Saturday December 13th. We are not the only ones with this problem, as evidenced by similar problems with El Dorado Silent Flyers of Long Beach (below right). The Extra 300 belonged to Steve Butters, President of EDSF. While his problem was traced to a broken BEC wire, the resulting crash crushed the large LiPo battery pack and caused it to smoke intensely.



Two major problems are contributing to these crashes and resulting fires. The first involves the lack of quality in many of the Lithium polymer batteries, supplemented by the inaccurate specifications provided by manufacturers. The second problem involves lack of consumer knowledge.

Only one manufacturer (Kokam) is certified as usable on commercial aircraft. This is because Kokam has an established manufacturing quality control. No other brand meets the requirements of the aviation industry, and this lack of quality makes their cells unsafe.

Adding to this is the false advertising presented by manufacturers suggesting that their products are capable of higher discharge ratings than is safe. This is misleading and contributes to the problems we have with overheating, fire, and lack of operating life.

As consumers, we all must understand this and de-rate the manufacturer's specifications by a wide margin. Using these cells at only 70% of their claimed discharge rating is suggested. In addition, we must monitor cell temperature from the very first flight. We also have one final alternative, that of technology. We prefer Lithium Polymer technology because it gives us better energy per weight ratio. While LiPo technology is supposed to give us 200 W-Hrs/kg, the more recent LiPos are made heavier in order to provide the higher discharge rate. These give us about 135 W-Hrs/kg. We are now seeing the Lithium-Iron-Phosphate cells (A123 an example) that give about 100 W-Hrs/kg. This technology will provide discharge rates as high as 60C without any danger of fire. Consider this when you buy your next battery.



Be sure to plan on attending the 2009 AMA Convention this coming January 9<sup>th</sup> through 11<sup>th</sup> at the Ontario Convention Center. Details are shown below.



**January 9-11, 2009**  
**Ontario Convention Center • Ontario CA**

**Friday, January 9    Saturday, January 10    Sunday, January 11**  
**Noon-6pm                      10am-6pm                      10am-4pm**

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- Model Accessories*

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**Advance Ticket Price**  
**AMA Members**  
**(Nonmembers)**  
**One-Day Pass - \$11 (\$13)**  
**Two-Day Pass - \$20 (\$23)**  
**Three-Day Pass - \$27 (\$32)**

**- Admission -**  
**At the Door**  
**Ticket Price**  
**AMA Members**  
**(Nonmembers)**  
**One-Day Pass - \$13 (\$15)**  
**Two-Day Pass - \$24 (\$28)**  
**Three-Day Pass - \$33 (\$36)**

Presented by



\*Parking Fee \$5.00 per car (subject to change)

**DIRECTIONS TO THE ONTARIO CONVENTION CENTER**

## Flight School

We are seeing more interest in discus launched gliders (DLG) which is a newer method of launching hand launched gliders. For those that are unfamiliar, these are built up or foam molded radio controlled gliders with a wingspan of about 60". They are launched in much the same manner as an athlete would throw a discus, but with significantly less strain on one's body.

While the web site listed below is a major source for these models, they also provide technical guidance. This is one of a number of articles from Handlaunch University, a section of the Polecat Aero site. These are highly recommended, along with videos, that can be found at [www.polecataero.com](http://www.polecataero.com).

### **Bruce's Discus Launched Glider (DLG) Clinic**

By Bruce Davidson, member of the Polecat Aero Team

I kinda liked talking at the DLG clinic so I thought I would give a few tips to practice for better contest performance.

### **Coring your thermal**

When I circle in a light thermal I talk to myself (in my head but you can say it out loud if you wanna). Actually talking it out helps. Last weekend I worked a few 2-man thermals. They were so light I asked Mike Smith, my timer, to help me find the best part of it and we talked it out to find the core. I like to divide my thermal turn into four and say better or worse as I pass each quarter. It is easy to make corrections and open your circle to the better side on the next pass. Especially in light thermals it is all about being efficient so unless you wanna come down NEVER change directions, just open the circle up a bit on the better side and pull in some elevator. When all four sides of the thermal are lifting you up at the same rate you got the core. If you are just practicing this is when you come home for some out and in, (more on that later). In a contest you need to climb as fast as you can so pull on that elevator and don't stall it.

### **Consider your next move**

Knowing where your are gonna find the next ride is almost all the task strategy you need. During your flight you gotta decide if you can get back to that thermal again. If you can then life is good so stay out of traffic and enjoy the ride. Think about getting set up for the catch and focus on the transition. If you don't wanna go that far downwind and you have the altitude then get home early and high to feel out the air. It is so sweet when you fly through another thermal up wind and come in for the transition with the confidence you are gonna chuck right into another one.

### **Practicing the out and in**

I think this is the most satisfying part of hand launch flying. When you find the core of a thermal roll out and see how fast you can get back into it. Once there, work the quarters to find the best part and then get out and in again. During the flying part of the clinic I took the same thermal for a ride five times.

### **More on practice**

If you are by yourself get one of those taking timers and set on a one minute loop to work on the transitions. I like to start all my flying sessions with at least 10-20 of these quick turnarounds before I even start looking for lift.



**A few thoughts on wind**

Next time you get out to fly try pushing your plane over right after launch to about a 45 degree angle to the ground. Let go of the sticks and let it fly fast, this will show you what your plane wants to do in the wind. By flying fast you get a better look at your trim settings too. If the plane pulls up to quickly you are doomed to an off field landing. I trim for the wind by setting up the plane to fly very neutral so that it would nearly hit the ground if I didn't pull up. I have to remember to watch my speed (keep it slow) in lift and pull a bit more elevator than normal.

**HSS Aviation Class at the Scout Sea Base**

Read about the great plans John Anderson (and Ted Broberg?) have for the latest classes at the Scout Sea Base next month.

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 John Anderson by phone at 949-723-1556, or E-mail at [A1673.1300@netzero.net](mailto:A1673.1300@netzero.net). All equipment is provided. Also, anyone who has used RC aircraft and/or radio equipment that they would like to donate should also contact John Anderson.

**Coming Events For 2009**

Thursday	January 8	HSS monthly meeting, 6:30 PM, at Round Table Pizza, Steering Committee at 6:30 PM. Address: 1175 Baker St. Costa Mesa.
Fri-Sun	Jan 9-11	AMA Convention. Ontario Convention Center, Ontario CA. See details in Plane Rap Page 7 of this issue.
Sunday	January ?	First HSS monthly club thermal duration competition at Fairview Park. Details TBS
Thursday	February 5	HSS monthly meeting, TBD time and location.
Sat-Sun	Feb 21-22	21 <sup>st</sup> Annual Southwest Classic. Queen Creek, AZ 21-22 Feb 2009. Central Arizona Soaring League. Gilbert, Arizona, near Phoenix. <a href="http://www.casl.net">www.casl.net</a>
Sunday	February ?	Second HSS monthly club thermal duration competition at Fairview Park. Details TBS
Thursday	March 5	HSS monthly meeting, TBD time and location.
Sunday	March ?	Third HSS monthly club thermal duration competitions at Fairview Park. Details TBS
Thursday	April 2	HSS monthly meeting, TBD time and location.
Sunday	April ?	Fourth HSS monthly club thermal duration competition at Fairview Park. Details TBS
Thursday	May 7	HSS monthly meeting, TBD time and location.
Sunday	May ?	Fifth HSS monthly club thermal duration competition at Fairview Park. Details TBS
Thursday	June 4	HSS monthly meeting, TBD time and location.
Sunday	June ?	Annual HSS Bent Wing Soaring Competition. Fairview Park. Ross Thomas CD, Karl Hawley contest manager
Thursday	July 2	HSS monthly meeting, TBD time and location.



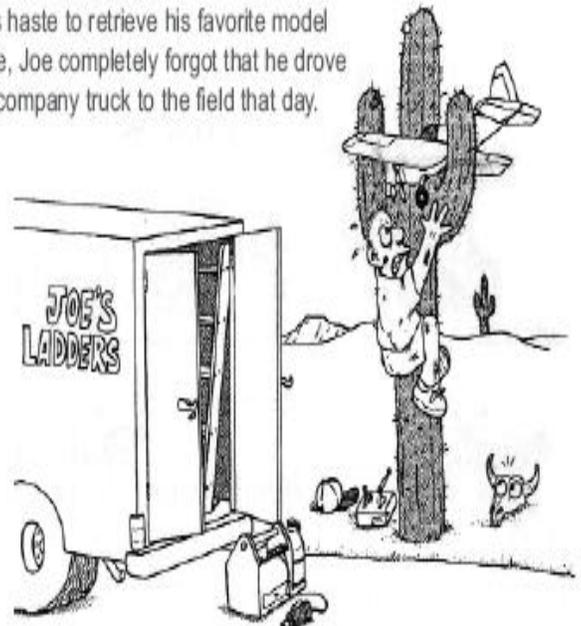
From the 1995 Warped Wings Calendar by Bob Zimmerman

## Cartoons

"But honey, I already made the parachute and the sign and everything!"



In his haste to retrieve his favorite model airplane, Joe completely forgot that he drove the company truck to the field that day.



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

Tim Beegan, HSS Member: Do you have a need for machine work? I can do small parts for R/C planes. Call me at (949) 646-6285 or see me at the field for consulting.

### 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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## HARBOR SOARING SOCIETY OFFICERS FOR 2009

President	Henry Smith III	714-838-3964	<a href="mailto:henry.smith.3@earthlink.net">henry.smith.3@earthlink.net</a>
Vice President	John Anderson	949-723-1556	<a href="mailto:A71673.1300@netzero.net">A71673.1300@netzero.net</a>
Treasurer	Dennis Anderson	TBS	TBS
Secretary	Ted Broberg	714-554-4739	<a href="mailto:tbroberg@earthlink.net">tbroberg@earthlink.net</a>
General Director	John Anderson	949-723-1556	<a href="mailto:A71673.1300@netzero.net">A71673.1300@netzero.net</a>
Contest Coordinator	Ross Thomas	714-638-0705	<a href="mailto:mtthomas@adelphia.net">mtthomas@adelphia.net</a>
Assist. C/C	Jim Hanson(pending)	949-646-3603	<a href="mailto:tog4rc@pacbell.net">tog4rc@pacbell.net</a>
Safety Officer	Mark Gund	949-510-7260	<a href="mailto:boatmark@yahoo.com">boatmark@yahoo.com</a>
Assistant Safety Officer	Karl Hawley	949-574-9379	<a href="http://www.1hss.org">www.1hss.org</a>
Editor	Fred Hesse	714-963-5838	<a href="mailto:fhesse@socal.rr.com">fhesse@socal.rr.com</a>
Publisher	Mike Gaczowski	949-582-9390	<a href="mailto:mgaczowski@cox.net">mgaczowski@cox.net</a>
Club Photographer	Rob Askegaard	TBS	<a href="mailto:rmaskegrd@juno.com">rmaskegrd@juno.com</a>
Webmaster	Berkeley Green	949-370-2755	<a href="mailto:AMA826255@gmail.com">AMA826255@gmail.com</a>
LSF Coordinator	Jeff Donoho	562-868-2190	<a href="mailto:jdonoho@ellisonsc.com">jdonoho@ellisonsc.com</a>

**NEXT CLUB MEETING WILL BE AT OUR NEW LOCATION! 6:30 PM, THURSDAY JANUARY 8, 2009 AT THE ROUND TABLE PIZZA RESTAURANT, 1175 BAKER ST, COSTA MESA. SEE MAP ON PAGE 4 OF THIS ISSUE FOR DIRECTIONS. PLAN FOR DINNER AND RAFFLE! SEE THE COLOR VERSION SENT BY E-MAIL AND AVAILABLE ON OUR WEB SITES.**

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Costa Mesa, CA. 92626

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