



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

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



February 2011

Volume 48

## THIS MONTH'S HEADLINES

**Harbor Soaring Society Begins Its 48th Year.  
 HSS is the oldest chartered R/C Soaring Club in the AMA.**

**Special Activity for February General Meeting  
 The Tuesday Feb 1<sup>st</sup> Meeting is Rescheduled! Instead,  
 Join us at Lyon Air Museum, Saturday Feb 5<sup>th</sup> at 10 AM. See Pages 5-7.**

### Plane Rap Index

Check out the following articles and internet links:

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- Exec Committee Meeting Minutes. P. 3.
- President's Message. P. 4.
- Membership Renewals for 2011. P. 4.
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- Classified Ads/Sponsors. P. 17 – 18,21.
- 2011 HSS Membership App. P. 19 - 20.

### Coming Events and Soaring Competitions

#### February 2011 and into 2011

The following events are of special interest. .

- Saturday Feb 5, 2011. HSS monthly meeting, Lyon Air Museum, John Wayne Field. Meeting at 10 AM. See details on page 5 – 7.
- Sat. - Sunday Feb 19 - 20. Southwest Classic soaring competition. Hosted by Central Arizona Soaring League. See [www.casl.net](http://www.casl.net) and page 16 for further information.
- Tuesday March 1, 2011. HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. General meeting at 7 PM. Exec meeting at 6:15.
- Sunday Mar. 19. First SC2 soaring competition. Host to be determined. See details at SC2 web site: <http://site.sc2soaring> .
- Tuesday April 5, 2011. HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. General meeting at 7 PM. Exec meeting at 6:15.



Jan. 4, 2011 HSS General Meeting Minutes

I. Meeting was called to order at 7:00 p.m. by incoming president Henry Smith IV. Officers In attendance were Vice President Chris Adamczyk, General Director Henry Smith III, Treasurer Dennis Anderson, Competition Chairman Jim Hanson, Newsletter Editor Fred Hesse, Web Site Administrator Fred Wilmott, Safety Officer Karl V. Hawley, and Secretary Ted Broberg. Also attending were Rod Peterson and a guest, Joe George, John Stambuk, Larry Koch, Sylvestra David Whittington, John Anderson, Gary Gough, Mike Fox, Jim McDonald, Jeff Greene, Ross Thomas, George Brimmer, Ralph Chamberlin, and Walter Stewart.

II. Henry Smith IV announced that there will be no speaker this evening, but rather "Show and Tell," and a recap of the "Indoor Fun Fly" held December 28th at the Zeppelin hangar in Tustin. Some business was mentioned:

A. Henry said there had been an incident at the field involving two modelers. One had been hit by a model plane. Little is known at present, but some warnings and reminders are in order:

-- Don't taxi in the pits or on the paved walkway.

-- If any of us see any such problem, try to assist in resolving it without filing with AMA if possible.

B. The club presented a Certification of Appreciation to George Brimmer for his recent contributions to the club. George donated \$80 in March, and \$100 in December. Thanks, George.

C. Henry said that in this new year, we hope to continue to make progress on the field. This depends on people joining the club, as our dues are the main source of income. We are all encouraged to courteously remind our fellow fliers to renew / join HSS for this year.

D. During the meeting, Henry III showed fine aerial photos of the Vernal Ponds on his laptop computer. Ted also ran photos of several interesting aircraft on his little Mac laptop while we were eating.

E. Karl suggested moving the glider launch's turnaround anchor and the flying areas further north. Tabled for further action.

F. Chris A. gave details of our next meeting. Instead of being at Round Table Pizza on Tuesday, February 1, it will be on Saturday, February 5th, at Lyon Air Museum at 10:00 a.m. Group admission is reduced to \$8.00, Lunch arrangements to be discussed at the event.

-- Henry III mentioned the high quality of the restorations on the planes displayed there.

-- Chris suggests bringing our kids and families. It's a great show!

III. Report on the Indoor Fun Fly at Tustin Lighter-Than-Air Base:

A. During this segment, Ted showed a CD of rubber-powered planes that Ralph Chamberlin donated for our archives. It showed movies taken of free-flight indoor aircraft in 1986, flying in the hangar.

B. Fred Hesse told about the event: About 40 paid participants, some from Central California. There was a great variety of planes. We actually made money! See details and photos on page 8-9 of this newsletter.

IV. Show and Tell:

A. Chris showed two planes he made for the indoor event: "STRAIGHT UP" catapult free-flight gliders. It's his first attempt at this, and he enjoyed it. He made them from plans that Jim Sonnenmeier provided to many of the glider fliers.

B. Jim Hanson showed his new GAUI flying platform. It has four brushless motors, two that turn "right," and two that turn "left." It can lift a pound of added weight. He plans to use it as a camera plane.

C. John Anderson showed several planes that he's developed in the past.

1. A "membrane-surfaced" plane that looks similar to a Rogallo concept, but is not. A thin plastic sheet covers a wood framework, held to the fuselage by Velcro. A small electric motor powers it... slowly.

2. He passed around a packet of drawings of other concept-planes he's worked on.

3. Then he held up two different sizes of "Flying Desks" that he has designed and built, and told of some of his experiences with them.



**Jan. 4, 2011 HSS General Meeting Minutes (continued)**

D. Henry Smith III showed two of his projects:

1. A "Flying Flea," a biplane that weighs only 1.75 ounces. The upper wing changes incidence, instead of having an elevator.
2. Fuselage of a Proctor Fokker D-VII. He commented on the true-scale details of Proctor kits, and their continued support of their kits. You can always get parts that fit.

E. Karl showed a Glider-themed calendar. He has one left, and offers it for sale: Half-off, \$7.

F. Henry IV showed three of his planes

1. "BEAST," by E-FLIGHT: He highly recommends it. As a "Bind 'n' Fly," it's much better than many others he's had experience with.
2. "SKY BUGGY, by Stevens Aero.
3. Dumas "GEE BEE Z."

V. Raffle Drawing: Dennis Anderson's name was drawn first. He chose the 27" P-51 MUSTANG plastic model; Mike Fox won the SUPER DECATHLON kit (both contributed by John Rittenhouse); and first-time visitor / new member Rod Peterson won the glider that Chris Adamczyk donated.

-- Meeting adjourned at 8:30 p.m. Respectfully submitted, Ted Broberg, Secretary

**JANUARY 14, 2011 HSS Executive Meeting**

Executive meeting was held at HSS Fairview Park Flying Field on January 14, 2011. Meeting was called to order at 3:06 p.m. by President Henry Smith IV. Also in attendance were General Director Henry Smith III, Treasurer Dennis Anderson, Safety Officer Karl V. Hawley, Secretary Ted Broberg, members Ross Thomas, and David Whittington.

A. Henry Smith IV mentioned two items he would like to be considered:

1. Weight limits: Should we have different limits for ducted-fan jets? Discussed and tabled.
2. Changes in the layout of the field: Considerations for the future. Some suggestions included moving the flying area further from the paved walkway; moving the benches 50 feet or so further toward the slope; setting the glider winches about where the benches now are; moving the cable fence west and/or north; making the runway 50 feet wide, and 300 feet long.

B. Karl showed a print-out of the 2003 Master Plan, and pointed out some of the land features. After some discussion, the board members did a walk-around to see the land around the mounds toward the north. David pointed to several places where the original soil level is showing, so we would have some idea how much earth overlay has been added. It was noted that the City will not allow us to remove or import any soil, but we may level the existing dirt. Henry suggested having Chris Adamczyk set some stakes so we can get a more clear idea of lines and areas shown on the map of the field. Discussion topics came up:

1. Dennis mentioned that he would favor a fence or other type of barrier between planes and pilots. Orange plastic netting was suggested.

2. Ross pointed out the three deep areas of the landing surface that are now covered in water.

3. Karl suggested dragging the landing field's surface again.

4. Henry IV mentioned that the present surface is better than that of many fields where he has flown.

5. Dennis commented that the field surface at Black Star has been ruined by the recent heavy rains.

[We had considered using those products on our field.]

6. Karl recommended that we make a long-term plan that would lead to the leveling of the earth mounds, as was planned several years ago. He asked whether we could have such a proposal made up that would show our goals.

7. Henry IV stated that he would work up a proposal, and present it to the membership at March's meeting.

-- Meeting adjourned at 4:01 p.m. Respectfully submitted, Ted Broberg, Secretary.



## President's Message

The future for the club is looking good. The steering committee met this month and we are devising a plan to develop and use the entire area of the park that the city has allotted us. To accomplish this goal we'll need lots of help from the club in both hard work and fund raising. So keep your eyes and ear open for opportunities towards this end. In the meantime, we will keep flying from our current location. The officers of the club are continually working to make the site a better place to fly and enjoy. The runway has recently been marked out with taxi area, runway center line, and flight line locations. Please use all of these guides next time you're out at the field.

Recent safety concerns have been brought up about taxiing in the pits. Do not taxi in the pits. This is dangerous and not necessary. It's not more than 5 feet from the edge of the fence to the table tops. Also please do not taxi down the path. This is a bad idea and could lead to an accident. Even the best R/C pilots in the world can't control a dog off leash.

I'm excited to be the club president and look forward to serving the modeling community to the best of my ability. This is the best hobby in the world, and it is just a hobby. I know that having all these new rules and changes happening all the time can be a drag. But this is a great hobby because it can push us to be better people. There is always room for improvement in one's flying, ability of setting up of models, understanding the science behind our models and just getting to know other people in the club. If we want to continue in these endeavors we need to follow our guide lines which make our little patch of the park a better place to fly.

Calm winds and clear skies. - HSS President Henry A. Smith IV

## 2011 HSS Membership

Our 2011 HSS membership enrollment season is in full swing. A membership application and optional member survey is included at the back 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.. And, don't forget your City of Costa Mesa Flying Permit. Details are shown below.

## 2011 Park Permits Available Now

Robert Staples has sent us the announcement (below) stating that City Flying Permits are available now for \$20 per year. Remember to bring your new AMA license.

### **RENEWAL NOTICE:**

The City of Costa Mesa will be accepting renewals for the 2011 Flying Permits beginning Monday, October 25, 2010, 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.

Thanks for all your help,

**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.



**SC-2 Annual Meeting**

The Southern California Soaring Clubs had the following announcement on their web site which has recently changed to <http://site.sc2soaring> .

Here are the details for this year's SC2 Annual meeting. The meeting took place on January 22, at 10:00am, so the following is the agenda. **(Hopefully, any HSS member who attended can provide a summary of the meeting to the Plane Rap Editor.)**

This meeting is generally for SC2 Board Members and the soaring clubs representatives, but anyone is welcomed to attend if they like. Items that are covered at this meeting are:

- 1.) Planning the SC2 contests at the different club locations for the season.
- 2.) Discuss any rule modifications.
- 3.) Discuss how we can promote the soaring hobby.
- 4.) Other items that come up in the round table from all the club representatives and SC2 board members which are present.

In the past we've asked for club representatives to bring topics from their respective club members so they can be addressed at this annual meeting. Some folks have stated that their message has been lost in translation with their club representatives... so we have discussed the idea to open this annual meeting to anyone that wants to attend but will ask that any new ideas be communicated through your club representative which will be present at this meeting. This might generate more questions as to the structure of this meeting. If you have any questions you can send me a direct message at "[tdboy\\_10@...](mailto:tdboy_10@...)" and I'd be glad to answer your questions.

We're glad we can get this meeting going early this season, allows us to potentially schedule more events this season! YES, that means another MOM contest format since we had a great turn out during last year's contest.

Looking forward to see all that attend this meeting and let's make this another exciting and fun flying SC2 season!

Edgar Vera (See tentative competition dates on page 16 of this newsletter. - Ed.)

**HSS General Meeting Dates for 2011**

Ted Broberg has provided reservations for the next two HSS General Dinner Meetings in 2011. Essentially they are the same time and place (except for Saturday Feb 5) . As follows:

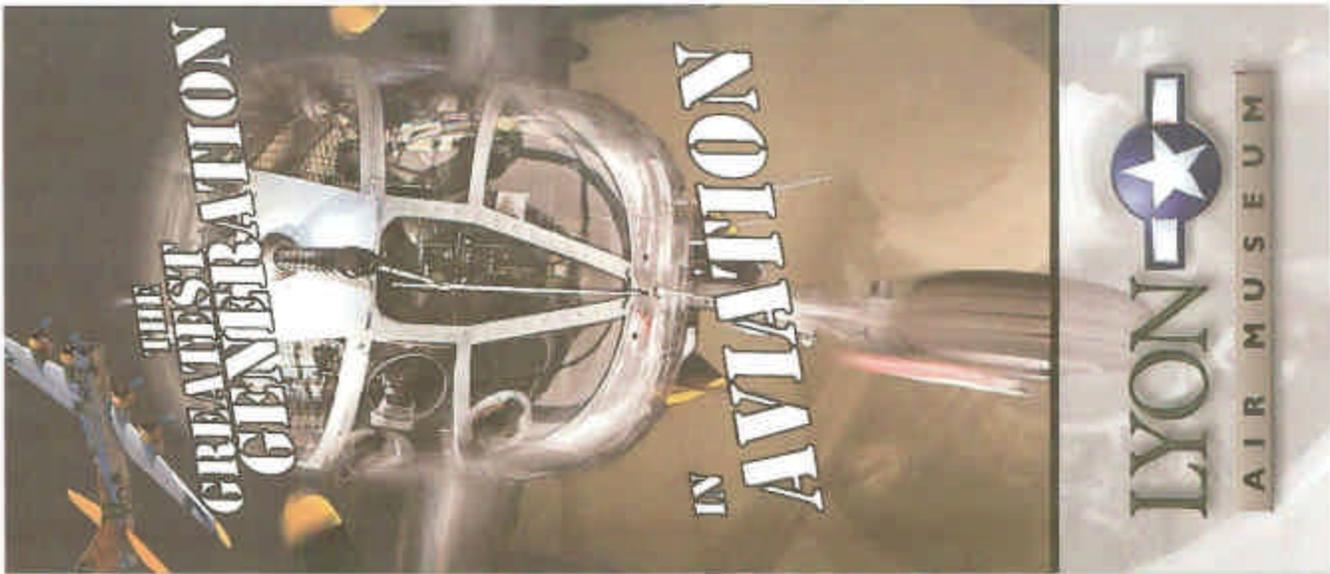
- Saturday, February 5, 2011: Lyon Air Museum, Santa Ana Airport, 10:00 AM.
- Tuesday, March 1, 2011: Round Table Pizza, 11895 Warner Ave., Fountain Valley. General meeting is 7:00-9:00 PM, with Executive Meeting at 6:15.
- Tuesday, April 5, 2011: Same as above for March.

**Special Location for the February HSS General Meeting**

Our Vice President, Chris Adamczyk, has scheduled a very neat idea for the general meeting in February 2011. Rather than have the usual evening meeting at the pizza restaurant on February 1, he has planned a special group activity in its place. The February meeting will be held on Saturday February 5<sup>th</sup>, at 10am, at the Lyon Air Museum located on the West side of John Wayne airport. This will certainly be of interest to members, who are invited to bring the kids and grandkids and maybe the wife (I'm glad I didn't say that - ed.). With our usual meeting turn out, we should get a group discount, but the museum is not excessively expensive, and HSS members who have gone previously say it is quite a show. After the museum tour, members are invited to an impromptu lunch at a (to be decided) local restaurant or fast foods establishment.

Chris has provided a copy of the museum brochure along with a map which is included on the following two pages. A special group admission price of \$8 has been arranged.





**★ HOURS OF OPERATION**

10 am – 4 pm Daily

May be closed for holidays and special events; please call ahead.

**★ ADMISSION RATES**

- General Admission \$8
  - Seniors and Veterans \$6
  - Ages 5-17 \$4
  - Under 5 Free
  - Groups (10 or more) \$1 off each
  - Pre-arranged School Groups Free
- Prices subject to change.

**★ GROUP TOURS**

Lyon Air Museum is a unique learning opportunity for old and young alike. Book now for a fascinating tour hosted by volunteer docents sharing remarkable stories. With your prior reservation, we can tailor the tour to your group's interests.



SnapIT with your smart phone!  
Get the free app at <http://gettag.mobi>



19300 Ike Jones Road, Santa Ana, CA 92707  
(714) 210-4505 [www.lyonairmuseum.org](http://www.lyonairmuseum.org)  
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**THE GREATEST GENERATION IN AVIATION**



Established by Major General William Lyon, Lyon Air Museum captures the remarkable history of World War II aviation. The Museum features an operational fleet of historically significant aircraft, serving as the foundation for its growing showcase of exhibits. The expansive venue, located on the west side of Orange County's John Wayne Airport, is the culmination of General Lyon's vision of a world-class aviation facility available to the community. Featuring authentic exhibits hosted by knowledgeable docents, the Lyon Air Museum experience is designed to educate and inspire young people and to preserve the stories of the greatest generation in aviation.

**★ OUR MISSION**

The mission of Lyon Air Museum is to provide a world-class venue of inspiration where the stories of aviation's past can touch the lives of its visitors through educational exhibits, authentic historical aircraft and related memorabilia.



# A TRULY MEMORABLE EXPERIENCE



Hitler's Mercedes



WWII Newscycle



Kettnerkrad



Cadillac Series 62



American Airlines DC-3



Ford GPW Jeep



Authentic Displays



Boeing B-17 Flying Fortress



Douglas A-24 Invader



BMW R-75



Indian Chief

## DID YOU SEE IT?

### AIRCRAFT:

- Boeing B-17 Flying Fortress
- Douglas DC-3 Flagship Airliner
- Douglas C-47 Skytrain
- North American B-25 Mitchell
- Douglas A-26 Invader

### CIVILIAN AUTOMOBILES:

- 1929 Lincoln Phaeton
- 1934 Packard Eight
- 1947 Lincoln Continental
- 1941 Cadillac Series 62
- 1940s Helms Bakery Truck

### MILITARY AUTOMOBILES:

- 1941 Dodge Command Truck
- 1939 German VID Tempo
- 1942 Ford GPW Military Jeep
- 1943 Ford GPW Military Jeep

### MILITARY MOTORCYCLES:

- 1943 BMW R-75 Sidecar
- 1944 BMW R-75 Sidecar
- 1945 Indian Chief
- 1943 Japanese Flikuo
- 1943 German Kettnerkrad

## HSS Sponsors the December 28<sup>th</sup> Indoor Fun Fly

A grand opportunity to fly indoor model aircraft in the Tustin Dirigible hangar emerged by chance. Henry Smith III attended a small group arranged by Ralph Roy of San Diego, where he learned that Ralph could schedule three days in December. A peculiar set of rules had been established by the Navy proprietors, in which the site could be rented for \$500 a day, with a maximum of 40 attendees. Henry put down a check for one day, and we were able to bring together nearly 40 enthusiasts. We set an entry fee of \$20 which netted HSS a profit of a little under \$300. A total of three days were planned. Norm Furitani of Soaring Union of Los Angeles (SULA) organized the Isaacson Winter Classic on December 29, and Ralph Roy managed the third day.

The hangar is about 1000' long by 300' wide by 160' high. For the HSS Fun Fly, we invited three types of planes:

Indoor Free Flight Rubber Duration – Microfilm, penny planes, scale, and similar aircraft.

Indoor Glider – Hand launched, catapult, and (would you believe) towline.

Electric Powered – Light (small) sport, 3-D, and slow flyers.

Rob Askegaard captured lots of photos (shown below), and Norm Furitani's son put about 180 photos on the following web site: <http://www.flickr.com/photos/44670670@N02/sets/72157625704170810/>.

Attendees were from a number of local clubs including Soaring Union of Los Angeles (SULA), Black Sheep Squadron and San Valeers from San Fernando Valley, Orange Coast RC Club (OCRCC), SCAMPS, Orbiteers, and the Sierra Eagles from Oakland and Woodbridge CA. Of course HSS had a good turnout, including Ron Monn, Henry Smith's (III and IV), John Anderson, Rob Askegaard, Reed Peterson, Gytis Tamulaitis, Ralph Ranalli, and Gary Gough.

For those who missed the indoor fun fly event because of lack of planes, or have the desire to learn more about indoor flying, the best source is A2Z Corp who is combining with Tru Weight Indoor Balsa, F1D.biz, and Indoor Model Supply as the world's largest Indoor Specialist. Check out their extensive selection of indoor specialties as well as Indoor Balsa Wood and other hard to find items on the web at: [www.a2zcorp.us/store](http://www.a2zcorp.us/store). They also handle free flight model supplies and indoor model specialties from Peck Polymers, Indoor Model Supply, Sting Aero, and A2Z CNC, with the same rapid shipping.

A2Z Corp and Peck Polymers, Sting Aero, Indoor Model Supply  
3955 S Mariposa St. Englewood CO 80110  
720-833-9300

They also sell the best book available on indoor models titled Building and Flying Indoor Model Airplanes, by Ron Williams. This is a 260 page masterpiece that explains all types of indoor free flight models, and takes you from beginner to master of microfilm.

The first photo (below) gives you an idea of the immensity of the hangar. There are people in the image. Below right is a very light electric powered RC endurance plane. It is covered with about 0.0002" mylar.



HSS Sponsors the December 28<sup>th</sup> Indoor Fun Fly (continued)



Henry Smith IV and John Anderson were among a number of HSS participants.



Scale electric RC models were quite popular as shown above and below left.



Attendees came from as far as central California. Above right, Larry Norvall of Woodbridge CA set the pace for top quality planes. He is attempting to represent the US in international competition.



**Seen (Hovering) Around the Field**

Your editor blundered in last January's Plane Rap by miss-titling a neat helicopter photo, which thankfully brought out the following correction from Chris Hill.

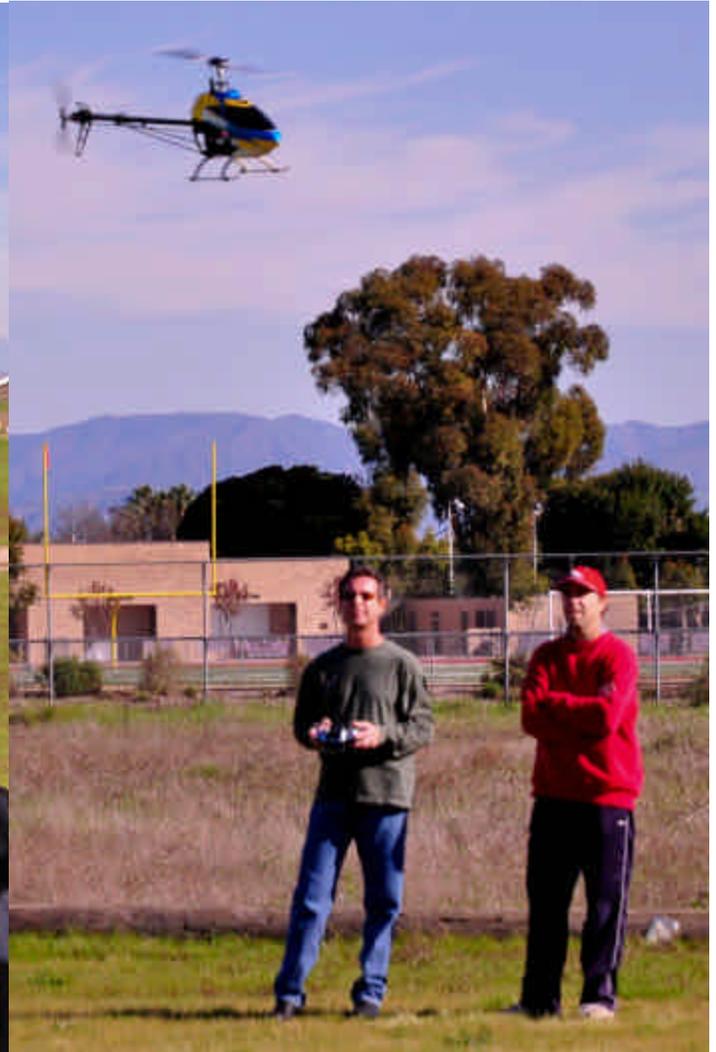
The photo in the January 2011 Plane Rap captioned as being Chris Hall (my name is Chris Hill, and I don't know of any Chris Hall) with his big electric heli, is actually Jason (I don't know his last name) who is not actually a club member, with his Trex 450.

So, with many apologies, your editor stands corrected.

However, the best part is that this has inspired Chris Hill to provide not only some great photos, but nice descriptions of the choppers and their pilots.



Bill Lawrence and his latest helicopter; the Trex 550. Bill's 550 uses 5000 mAh 6s batteries and 550 mm blades. His grin is from enjoying his first flips and inverted flight in front of his flying buddies.



Member Alex Beller (left) flying his Logo 600, a German helicopter set up with 3750 mAh LiPos in a 12s configuration swinging 600 mm blades. Alex can get about 10 minutes of flight time on this heli. Member Joe Bushor looks on.

Many thanks to Chris Hill for the photos and descriptions. This sort of thing keeps our newsletter diverse and more interesting. The invitation is always out to all members to send jpg photos and captions to Fred Hesse, E-mail: [fhesse@socal.rr.com](mailto:fhesse@socal.rr.com).



Seen (Hovering) Around the Field (continued)

At right is Steve Roy flying his new MSH mini-Protos. It is about the same size as a Trex 450. The mini-Protos is an Italian design that uses 325 mm blades. Steve is a big fan of the small helicopters, owning about 10, approximately the same size. This heli's drive system uses a single belt around the motor shaft to drive the main and the tail, making an extremely quiet heli.



Another photo of Steve Roy's helicopter. Chris Hill is the photographer, and had these comments: 'I shot these shutter priority at 1/1000th of a second, intending to show some motion blur in the blades. I think my cam goes up to 1/2500 or so, which would freeze the blades, or nearly so. My current thinking is to slow the shutter to 1/250 or so to make the blades appear as a disk, but to use a wide aperture to control depth of field at those slow speeds. This may require using filters to reduce incoming light.'

Chris gives us a hint of the mix of high science and art in photography. - Ed.



**Plane of the Month**

We have not had a Plane of the Month for a while, but now Rob Askegaard has provided some great photos of Phil Bland's SPAD 13.

This is a beautifully finished Balsa USA kit with an 88" wing span. The motor is a NUE brand. Hopefully we will get further details, but in the meantime, ask Phil. Note the magnificent scale prop. Is that just for show, or is it being used in the flying photo?

Thanks for the excellent photos, Rob.



Seen Around the Glider Field

Jim Sonnenmeier is one of our more fervent glider pilots, but at times, electrics capture his interest. At the right, we have his Playboy Senior up close, and in the air (below).

Next, Karl Hawley attempts to give instruction to Todd MacAndrew's cousins Elise MacAndrew holding the radio, and Kaley MacAndrew waiting for her turn. Elise was visiting from Czech Republic for the holidays. Kaley came up from Vista to spend the morning with Todd and try a lesson with Karl.

At the bottom is a fabulous stitched(?) composite photo that shows about 20 members and guests having a great day in 84 degree temperatures in early January, while Mount Baldy is seen in the distance covered with snow. Ted Broberg provided all of the photos.



Seen Around the Runway

At the right, we have a darling photo of Jim Ward's grandson, Eltaes DeLaney, crew chiefing Jim's SE-5A. Rob Askegaard always captures the kids so well.

Instructor/Secretary Ted Broberg and his Gypsy Moth.

A bunch of regulars wait while Walt Cloer compacts the field. (What was that about who will help, said the little red hen?).

The PT-17 belonging to Kenny Blasius does a fly by. Photos by Rob.



Seen Around the Runway (continued)

At right, we have Jim Ward and his WACO biplane. Jim has really been prolific lately.

Below is a grand collection of big World War I biplanes. Walt Cloer is with his Fokker D-VII, Phil Bland with his SPAD, and Jim Ward with his SE-5A.

At the bottom is Paul Lee's Lockheed U-2, a Phase 3 EDF foam plane from Hobby People with 60" span - flies very realistically.

Again, photos and comments by Rob Askegaard.



**2011 SC2 Proposed Contest Dates**

The Southern California Soaring Clubs are still planning the following dates for the 2011 year of thermal duration competitions. We will update this information if it changes.

Contest #1 Mar. 19 <sup>th</sup>	Contest #5 Aug. 21 <sup>st</sup>
Contest #2 Apr. 17 <sup>th</sup>	Contest #6 Sept. 18 <sup>th</sup>
Contest #3 May. 22 <sup>nd</sup>	Contest #7 Oct. 16 <sup>th</sup>
Contest #4 Jun. 19 <sup>th</sup>	Rain Date Nov. 20 <sup>th</sup>
SC2 Man on Man July 23 <sup>rd</sup> / 24 <sup>th</sup>	

**AMA Convention**

Your editor missed the AMA Exposition on January 7-9, so if anyone has some information on any great observations at the show, please contact your editor.

**New Receiver by OrangeRx**

Recently we ran a feature on a new low cost 2.4 GHz receiver from a firm in the orient. This product was a substitute for a small Futaba receiver. Now, they have come out with a replacement for the Spektrum DSM2 systems. Here is their description.

A perfect foamie or parkflyer receiver. Very small and very light!

The new range of OrangeRx receivers are built using original components and MCUs and with state of the art

SMT automation to ensure a quality product each and every time.

All OrangeRx receivers are QC tested before leaving the factory.

The OrangeRx will work with ANY Spektrum DSM2 2.4Ghz transmitter.

Key features.

Super light weight 2.5g / 2.9 grams with shrink tube!

Compatible with DSM2 & DSM aircraft radio and module systems with 4 Channels

Compact design 36x14x7mm , with shrink tube 37x15x8mm

Short 29mm antenna for mounting in almost any location.

NOTE\* This is not a Spektrum receiver, nor is it a copy of a Spektrum Receiver.

The Spektrum brand is a trademark of Horizon Hobbies USA.

Editor's Note: Check [www.hobbyking.com](http://www.hobbyking.com) and read comments. Cost is about \$14 (Wow). Note that binding plug may not be included. Range is apparently OK considering it has only one 29 mm antenna.

**From Annette Dora, Editor of the Inland Soaring Society (ISS) Newsletter****Coming Event: Southwest Classic in Phoenix**

For you competition pilots, the Southwest Classic event is now open for pre-entry. This is the annual event held in Phoenix, and this year has lots of flying to be done. Beginning on Thursday, Feb 17, 2011, the event starts with F3J in the Desert. This is a slightly modified version where launches will still be done simultaneously, but instead of human mules to pull the tow line, winches will be used. The event will fly Thursday and half day Friday. Friday afternoon will feature a LMR electric glider event. Saturday and Sunday will feature the main event of thermal duration mixed in with 3 rounds of add-em-up. On Saturday evening, the field turns to HLG, the Slo-Stik Combat event and night flying. If you wish to enter this event, use this link:

[www.casl.net](http://www.casl.net).

**Choose the Right U.S. Air Force insignia for your model**

Since World War I, The United States has had over eight different aircraft identification markings designed for its aircraft. Four of the insignia changes were made during World War II alone. There were many reasons for insignia changes: looks too similar to enemy markings, hard to identify at a distance, etc. So if you are interested, check out this United States Air Force Museum Web site: [www.wpafb.af.mil/museum](http://www.wpafb.af.mil/museum) .(search insignia). The Web site goes into detail about each U.S. insignia, why it was used, then changed, and how they were placed on the aircraft. From Jan OCRCC Hangar Talk newsletter. Thanks, Joni Whitsitt, Editor.



**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**

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MEMBERSHIP APPLICATION 2011

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

AMA's Oldest Chartered Soaring Club

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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> _____ |
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| <b>Electric Pylon Racing</b> _____      | <b>Indoor Electric Planes</b> _____    | <b>Electric Helicopters</b> _____   |

Applicants making application for senior membership between July 1st and October 31st pay a reduced rate of \$10.00 (Name tag extra). 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 \$20

**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** \_\_\_\_\_



**HSS MEMBERSHIP SURVEY – 2010 - 2011**

Please take a few minutes to share your flying-related information with the HSS board so that we can better maintain and enhance the enjoyment of flight for you and all Fairview flyers. Thanks!

Name \_\_\_\_\_ Date \_\_\_\_\_

**1. What kind of RC flying/planes do you enjoy?** (1=favorite, 2=next, etc):

Glider: Winch launch\_\_\_ Hi-start\_\_\_ Slope\_\_\_ Hand-launch\_\_\_ Other \_\_\_\_\_

E-power: Powered Sailplanes\_\_\_ Scale\_\_\_ Sport\_\_\_ Acrobatic\_\_\_ 3D\_\_\_ Speed\_\_\_ Helicopter/autogyro \_\_\_

Other-such as \_\_\_\_\_

**2. Where do you prefer to fly at Fairview?** (1, 2, 3, etc) Sailplane area \_\_\_ Slope \_\_\_ Runway \_\_\_ Other \_\_\_

**3. Which days do you usually fly?** Weekday\_\_\_ Saturday\_\_\_ Sunday\_\_\_

**4. When is your usual time?** Early AM\_\_\_ Mid-late AM\_\_\_ Noon\_\_\_ Early PM\_\_\_ Late PM\_\_\_

**5. How often do you usually fly?** Almost Daily\_\_\_ Two-three days/week \_\_\_ Every week or so\_\_\_ Less\_\_\_

**6. At the field what do you prefer to do?** Mostly fly\_\_\_ Mostly socialize\_\_\_ Both equally\_\_\_

**7. What kind of activities would you best enjoy at the field?** (1=favorite, 2=next, etc):

Contests\_\_\_ Which kind? \_\_\_\_\_

Fun flies\_\_\_ Swap meets\_\_\_ Displays\_\_\_ Airshows\_\_\_ Social activities\_\_\_ breakfasts\_\_\_ BQ lunches/dinners\_\_\_

Other-such as \_\_\_\_\_

**8. Do you often fly at some other site(s)?** \_\_\_ **9. Where?** \_\_\_\_\_

**10. Do you belong to any other RC club(s)?** \_\_\_ **11. Which?** \_\_\_\_\_

**12. Do you read the HSS Plane Rap** \_\_\_ Comments? Suggestions \_\_\_\_\_

**13. Do you visit/use the HSS web site?** \_\_\_ Comments? Suggestions? \_\_\_\_\_

**14. Do you attend HSS meetings?** Usually\_\_\_ Sometimes\_\_\_ Seldom\_\_\_ Never\_\_\_

Comments? Suggestions? Speaker/Subject Ideas? \_\_\_\_\_

**15. Are you retired?** \_\_\_ **16. Do you have any special skill, expertise, experience or time which you might share?** \_\_\_ What? \_\_\_\_\_

**17. Would you help out occasionally with small simple club projects (one-two hours)?** \_\_\_

**18. Would you consider donating planes, equipment, funds or other for club purposes?** \_\_\_

Comments? Suggestions? \_\_\_\_\_

**19. What can the club do better as to the field, membership services, etc?** Comment? Suggestions? \_\_\_\_\_

**20. Would you consider serving as a HSS board member?** \_\_\_ **Contest Director?** \_\_\_ **Trainer?** \_\_\_

**Committee member?** \_\_\_ **Special Projects helper?** \_\_\_ **Meeting speaker?** \_\_\_ **Other?** \_\_\_\_\_

Thanks for your info! Please: respond as instructed in the on-screen survey; or email via: [www.1hss.org](http://www.1hss.org);

Or mail to: Harbor Soaring Society . P.O. Box 1673 . Costa Mesa, CA 92626



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Winch and Key Master	Karl Hawley	949-232-4590	<a href="mailto:kvhawley@yahoo.com">kvhawley@yahoo.com</a>

See our web site at [www.1hss.org](http://www.1hss.org), and our photo site at <http://picasaweb.google.com/rc.goat> .

## NEXT CLUB MEETING WILL BE:

**SATURDAY MORNING FEBRUARY 5<sup>TH</sup> AT LYON AIR MUSEUM  
WEST SIDE OF JOHN WAYNE AIRPORT AT 10 AM**

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