



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



March 2011

Volume 48

THIS MONTH'S HEADLINES

**New Dynamic Soaring Speed Record
 Spencer Lisenby Achieves 468 MPH!
 See details on page 2.**

Plane Rap Index

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Coming Events and Soaring Competitions

March - April 2011

The following events are of special interest. .

- Tuesday March 1, 2011. HSS monthly meeting, Round Table Pizza, 11095 Warner Ave. General meeting at 7 PM. Exec meeting at 6:15.
- Sat – Sun Mar 19-20 2011. RCX 2011 RC show at Fairplex, Pomona. Web site: www.RCX.com .
- Sunday Mar. 20. Second SC-2 soaring competition. Hosted by DSH at SWSA Fish Canyon. 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.
- Sunday April 17. Third SC-2 soaring competition. Hosted by VVRC at Victorville. See details at SC-2 web site: <http://site.sc2soaring> .



Dynamic Soaring Speed Record - 468 MPH

In our May 2010 issue of Plane Rap we featured an article on Spencer Lisenby and his dynamic soaring sail plane called the Kinetic DS 100. At the time he had just set a world speed record of 416 MPH. We reported his improved record of 445MPH in our June 2010 issue. Now, Spencer reports that on 4 Feb 2011 in Santa Ana conditions with winds at 68 MPH, he has increased his record to 468 MPH. This was with his 100" model, which he felt he could have pushed for more. Spencer has a web site www.dskinetic.com with information on his planes, but it has not been updated with his new record. He has provided a video link (below). Have fun trying to see this bullet!

<http://www.youtube.com/watch?v=rfoxjNg-eg0>

Latest Report on the FAA Rulemaking Committee

The AMA provides a monthly E-mail communication to members called AMA Today. The February 2011 issue which is available on the AMA web site (www.modelaircraft.org) has a frightening article reporting progress on the Aircraft Rulemaking Committee. AMA Today had this to say:

It is becoming increasingly apparent that the FAA is going to issue restrictions on model aircraft through a proposed rule this summer. AMA has been very hard at work advocating on your behalf. It's time for all who love model aviation to learn about this serious issue. Go to the AMA's Government Relations web pages below for background information and share it with your friends. You can always submit your questions and concerns to the AMA advocacy team at amagov@modelaircraft.org.

Further information is available at www.modelaircraft.org/aboutama/gov.aspx . This section is specifically involved with government relations. The following has been condensed from a four page position paper prepared by the AMA.

PROBLEM

The Federal Aviation Administration (FAA) is poised to impose severe restrictions on the model aviation hobby, sport and industry that will have a potentially devastating impact on a recreational and educational activity pursued by hundreds of thousands of enthusiasts, tens of thousands of employees and an industry that generates more than \$1 billion in revenue.

In 2008, the FAA created an Aviation Rulemaking Committee (ARC) tasked with proposing recommendations for small unmanned aircraft systems (sUAS) that have been proliferating, particularly those in the commercial realm. The ARC's charge was to draft recommended rules relative to establishing regulations for commercial sUAS and to define model aircraft – nothing more.

The ARC began its work with 20 members, more than half of which were from the commercial and public sectors with partisan interests. AMA was the lone seat for the hobbyist. AMA's views and concerns were quickly swept aside in the haste to create enabling regulation for the commercial/public use sUAS industry. Subsequent protests and historical data presented by AMA have been repeatedly dismissed.

In March 2009, the ARC submitted its report to the FAA recommending a two-path approach for model aviation. This two-path approach proposes a "default path" that contains a devastating set of heavy-handed regulations and restrictions that will have a detrimental impact on the industry and thousands of aeromodeling enthusiasts not involved in AMA's membership or programming. Alternatively, AMA must develop and fund an acceptable set of standards in order to overcome the restrictive effects of the default regulations. The two-path approach is extremely problematic and will adversely affect the aeromodeling community. AMA voiced strong opposition to this approach in the ARC's report to the FAA.

Over the past 18 months the AMA has worked diligently in an attempt to develop an acceptable set of standards to address FAA concerns. At the same time, however, the ground rules continue to change, creating a moving target and mounting frustration.



Latest Report on the FAA Rulemaking Committee (continued)**WHAT THIS MEANS FOR MODEL AVIATION**

The potential for these proposed new regulations to destroy an otherwise safe and educational hobby is both real and probable, should this onerous government intervention be approved. AMA believes that the proposed regulations fail to address the substantial diversity of the hobby and its applications and establishes unenforceable restrictions, while leaving absent a safety surveillance program to support the thousands of modelers outside of AMA's formal structure and standards. Although the exact language of the proposed regulation is not yet known, there are a number of conclusions that can be drawn from the ARC recommendations. The following are AMA's areas of concern, the restrictions that are likely to be imposed and their effect on the model aviation community:

ALTITUDE: As proposed, the rule would impose a nationwide altitude ceiling of 400 feet. AMA recognizes the need for altitude limitations when model aircraft are operated in close proximity to airports, and this concept is supported in AMA's current Safety Code. However, a nationwide altitude ceiling for model aircraft is impractical, unnecessary, unrealistic and unenforceable through any reasonable means of compliance and detection.

SPEED: It is likely that the rule will attempt to limit model aircraft performance by establishing a set speed limit such as 100 mph. Imposing such a speed limit will have little to no effect on aircraft performance and is both undetectable and unenforceable through any practical, cost-effective means.

WEIGHT: As proposed, the sUAS rule will limit small unmanned aircraft to 55 pounds or less, and the implication for AMA's Large Model Aircraft Program has not yet been determined. Without an acceptable standard or an alternative means of compliance, this rule may well curtail a vital element of the modeling activity that drives creativity, innovation and technological development.

TURBINE BAN: The blanket prohibition of gas turbine engines suggested in the ARC recommendations does not consider the wide range of products currently in the marketplace. The inclusion of this prohibition in the proposed rule will impose a significant and unjustified economic impact on the industry.

AIRPORT PROXIMITY: It is understood that the FAA is considering going outside the ARC's recommendation and extending the "area of concern" around the nation's 19,760 airports beyond the current 3-mile radius that has been the standard for more than 29 years. The intent to extend this radius has absolutely no statistical basis, has no supporting data and has no accident or incident correlation. Doing so would exponentially impact the number of existing flying sites affected by the rule. Extending the radius by as little as 2 miles (to 5 miles) would nearly triple the area of concern and create more than 1,784,000 square miles in which "no fly without permission" restrictions would be imposed.

CONCLUSION

Based upon the direction the rules are headed, it appears that the FAA's intent is not to properly evaluate model aircraft operations and realistically assess the risks, but rather to unfairly eliminate model aviation from the safety equation by effectively removing it from the national airspace.

The AMA has been diligent in representing the model aviation community and the hobby industry for 75 years. It has attained exemplary records in both safety and model pilot education. AMA fully believes in a safe and workable National Airspace System, and has proven its leadership in this cause for generations. However, the process has become both wearisome and adversarial to a very troubling degree, in spite of assurances that model aviation would remain largely intact and exempted from regulation meant primarily for reining in commercial interests. Model aviation enthusiasts and educators are being unfairly swept up into a set of expanded government regulations truly meant for the increasing others with wide ranging proprietary agendas fully distinct from the pursuits of hobbyists and educators. We urge all who are in favor of full analysis, regulatory restraint and fair play to help AMA save a hobby, a dynamic sport, a vital educational pursuit, and a \$1 billion industry from undue government intervention that will have devastating consequences.



General Director's Message

Any of you who missed the trip to Lyons Museum missed an interesting morning. The airplanes are restored to a very high standard. Everything is flyable and very authentic. They also have some interesting vehicles.

People using the field will notice some lines painted on the dirt denoting pilot stations, the taxiway and runway centerline. Please do not fly while standing or sitting in the picnic bench area. Pilots are supposed to stand in the pilot station area, taxi out downwind, turn onto the centerline and take off into the prevailing wind. If everyone follows this procedure flying is safer and more enjoyable. I for one find it is easier to take off and land when on the pilot stations instead of flying while standing in the picnic bench area. Being closer to the runway makes it much easier to judge the flare.

During times when the wind is very mild I notice some pilots take off downwind because that is the way they always do it. Note some flyers have very small models that cannot operate downwind so please everyone take off into the wind no matter how mild it is. Having small light aircraft operating the opposite direction from heavier ones will eventually lead to a head on incident on the runway. Henry Smith III, - General Director

Contest Coordinator's Message

HSS will host the SC2 contest on Sunday May 22, 2011 at SWSA flying field. We will need Club members to assist at this event. Contact Jim Hanson at 949-294-8365, or tog4rc@pacbell.net .

Also would like to set up an Electric fun fly and swap meet in late April or early May. Club officers need to get together and talk about upcoming Club activities. Jim Hanson - Contest Coordinator

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. 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. 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) – 3rd 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 . You do not need to be a Harbor Soaring Society member.



Southern California Soaring Clubs (SC-2) Competition Dates for 2011

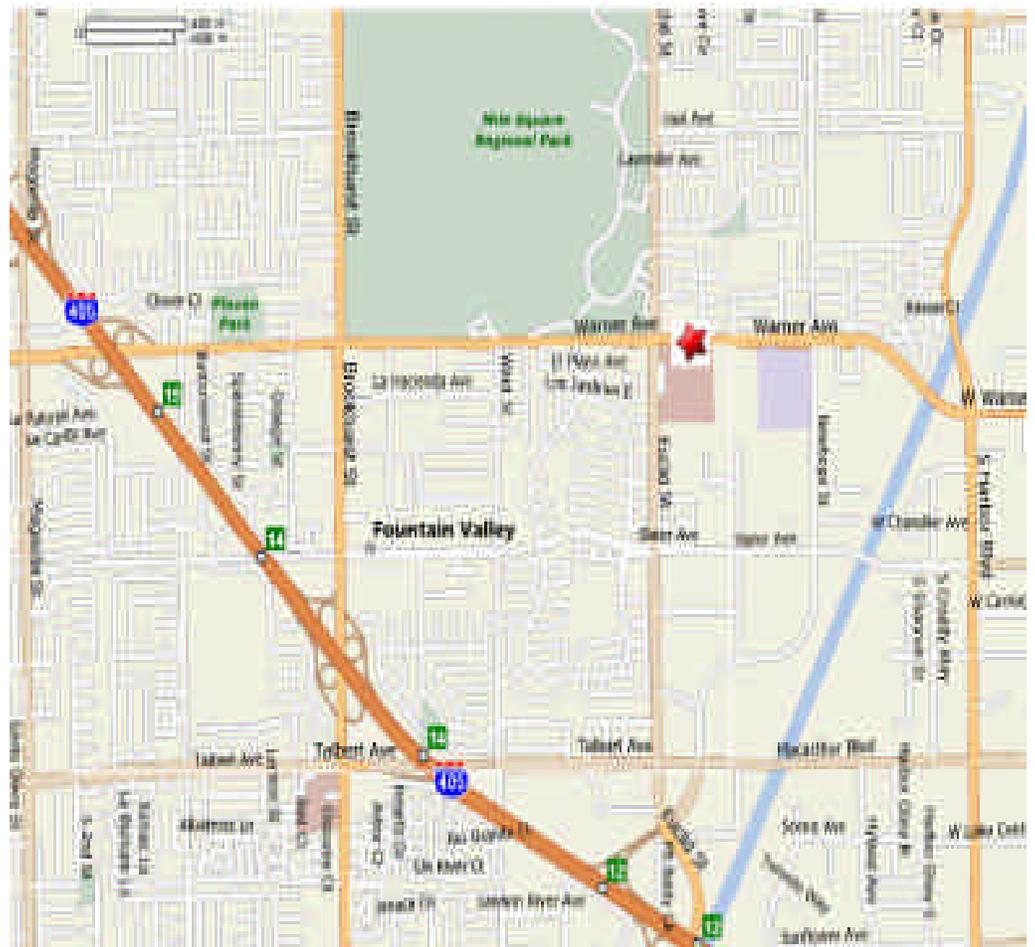
SC2 - 2011 Contest Schedule			
Date	Club	Location	
February 27, 2011	Hosted by SWSA	Fish Canyon	
March 20, 2011	Hosted by DSH at SWSA	Fish Canyon	
April 17, 2011	Hosted by VVRC	Victorville	
May 22, 2011	Hosted by HSS at SWSA	Fish Canyon	
June 25, 2011	2 Day MoM hosted by SULA	Field of Dreams	pilot BBQ Sat
June 26, 2011	2 Day MoM hosted by SULA	Field of Dreams	
July 17, 2011	MoM Hosted by VVRC	Victorville	
August 21, 2011	MoM Hosted by ISS	Riverside	
September 25, 2011	Hosted by TOSS	Thosand Oaks	
October 23, 2011	Hosted by TPG	Poway	
November 20, 2011	Rain Date		
December 4, 2011	Hosted by SULA and DSH	Field of Dreams	Toys-for-Tots

<http://site.sc2soaring.com>

locations unless otherwise noted - check website

March 1st General Meeting Notice

The next club meeting is Tuesday March 1st 2011, 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. Bring your wife, family, friends, etc. Our president, Henry Smith IV, will hold a discussion about what goals and projects the club will have for 2011. Join us and bring your ideas. We expect to have show and tell. The meeting will be concluded with a raffle for to-be-determined items. The location is shown in the map below. The executive/steering committee meeting begins at 6:15 PM.



Lyon Air Museum Tour

In place of the usual Tuesday night general meeting, about two dozen HSS members met Saturday February 5th at Lyon Air Museum, located at the John Wayne Airport. This report will replace the usual meeting minutes provided by Ted Broberg.

The museum is an elegant facility with super clean vinyl flooring on which are assembled some of the most well restored world war II aircraft seen anywhere. The queen of the show is a Boeing B-17, reported to be General Eisenhower’s personal plane. Other planes included a North American B-25, Douglas A-26, A Douglas C-47 and it’s civilian counterpart DC-3. All planes are in flying condition, and are taken out at regular intervals. There were a number of military and civilian vehicles, including a Mercedes G4 Staff Car belonging to Hitler.

This special event was planned by our vice president, Chris Adamczyk. It was a great idea, and our members really appreciated the outing.

The following photos show our group with our own museum docent, Douglas Young. He gave details about the planes, and lively background. Rob Askegaard took the photos, but we were able to capture one where he was the subject rather than the photographer.



This is the entrance to our tour. Nice facility.

Our docent, Douglas Young, giving explanations.



The facility had a balcony that ran all along the hangar. This made a great spot for all-encompassing photos.



Lyon Air Museum Tour (continued)



The B-25 was all polished up with "Never-Dull".

The C-47 attracted a lot of attention.



Hitler's Mercedes staff car was in near perfect condition.

Finally we get a photo of Rob Askegaard.



The A-26 had an undercambered airfoil.

Our docent shows off the DC-3 to club members.



New TV Show

Rob Askegaard sent the following note concerning an aviation program on PBS.

I just want to alert you to a new TV program - not a drama or sitcom.- it's half hour program is all about aviation.

For those of you in the Los Angeles TV area the first episode will be on channel 28 (PBS) at 9:30 PM Thursday, Feb 17. There will weekly programs - don't know how many.

They also have a terrific web site called <http://www.TheAviators.TV>. It looks like you can watch all the episodes on their web site. It's very well done.

RCX 2011 – The Big RC Show in Southern California

Don't Miss It!
RCX 2011
March 19-20
Fairplex
Pomona, California

Order your tickets today and get **\$5 off** the regular admission price.

Two full days of nonstop, hands-on excitement for everyone!

- Watch the pros battle in **Supercross** on the largest indoor dirt track
- See amazing maneuvers by **top plane & heli pilots**
- Defy gravity with **rock crawling trucks**
- Watch gymkhana-style racers tear up the **Drift Track**
- Test your skills on our **Try Me tracks**
- Watch an attempt to **break the world's record** for longest car jump
- Enter to win a **\$10,000 custom HPI 5T**
- Kids can build their own gliders and fly them in **Make It & Take It**
- **Top deals** from local hobby retailers

From kids to adults, everyone can get in on the action!

Go to RCX.com to order your tickets today. Use the code **PA10** at checkout and get **\$5 off** the regular admission price!

Editorial Correction

Last month we incorrectly reported that Ralph Chamberlin donated a DVD of indoor flying. Actually, the original movies were taken in the Tustin hangar in 1986 by Ron Monn who then paid to have the media converted to DVD. Ron donated the DVD, Ralph performed the delivery service. Thanks for the donation, Ron. There was also a model aviation magazine from about 1986 brought to the meeting. If anyone has it, please return it to Ron Monn.

Note that this DVD as well as other video tapes and our collection of archived newsletters may be checked out by any member. We will shortly publish an inventory of our library.



Plane of the Month

Rob Askegaard reports the following.

Ron Obrecht brought out his new P-47 for its maiden flight - very successful. It's a Top Flight ARF powered by an AXI 5320. It has a 63" span and weighs right at 10 lbs. It has retracts, of course, and flaps and working, very detailed bomb racks just like the real ones. Notice the nice engine details.

Thanks for the excellent photos and comments, Rob.

- ed



Seen Around the Glider Field

A beautiful day brought out a lot of our glider pilots.

At right we have Ted Broberg, Todd MacAndrews, and Ross Thomas (left to right) with a trio of Danny's from Hobby Club.

Below, there must be nearly 20 gliders of all sorts, with enthusiastic club members preparing for some great flying.

At the bottom is Ross Thomas's Danny coming in for a landing.

Ted Broberg provided all of the photos. Thanks, Ted.



Seen Around the Runway

On the right is Alan Hill with his Stinson Reliant by Park Zone, ready - to - fly foam plane with a 48" span. Gary Gullickson has provided the link to: "Early WWII Civilian Pilot Bombs U-Boat with Stinson Reliant." Part 1: <http://www.youtube.com/watch?v=EmqilkRLprs> Part 2: <http://www.youtube.com/watch?v=6EiX4jZs0f4&feature=related> .

Rob Askegaard does a great job of providing photos for our newsletter. However we wonder when Rob gets time to fly. Well, here he is below with his beautiful scale PT-19.

Next, Jim Ward has this nice Spitfire made by Hobby King USA. Cost - \$139 with motor and uses 4000ma 3 cells.

At the bottom is Joseph Park's good looking C-47, also a foam airplane. Nice scale landing gear.

Photos by Rob.



een Around the Runway (continued)

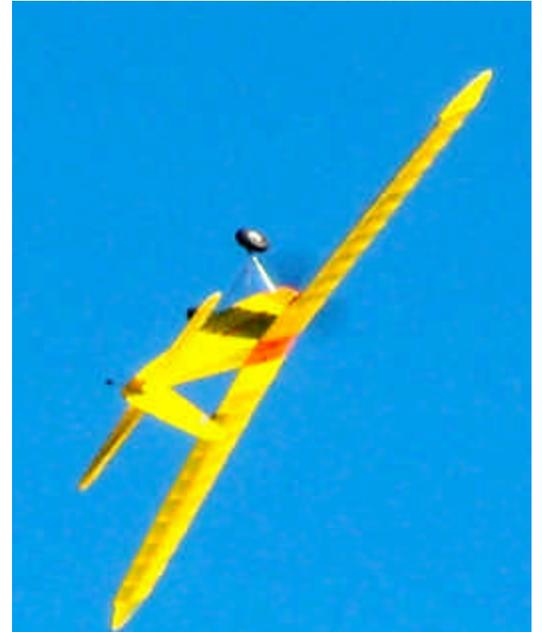
At right, we have Jim Sonnenmeier and his electric conversion of a Playboy Senior. He has made a dummy engine up front.

Bob Goff holds his Dallaire Sportster below and shows off a big roll which is impressive for a model this size. We are looking forward to hearing the details of the model.

At the bottom is Ted Broberg's Magister which he is fixing up as a club trainer.

This time our assistant club photographer Ted Broberg provided the photos.

Thanks, Ted.



Centennial Naval Aviation Show – San Diego

The 100th anniversary of naval aviation was celebrated at North Island Naval Air Station in San Diego on the 12th of February 2011. The popularity of the event created unforeseen traffic jams. A number of club members attempted the trip, which included Rob Askegaard who finally got there, and Ted Broberg who got close. Rob and Ted have provided some spectacular photos, a few of which are shown below. The first two are from Ted, taken from the Coronado Bridge. Rob took the subsequent photos after reaching the site well after noon.



Two Marine helicopters are hooking up for refueling.



A Boeing MV-22 Osprey in flight.



A Boeing FA-18F Super Hornet. All those people must be changing a tire.



A Northrup F-5F Freedom Fighter looks great in black, but what is with the red star on the tail?



Centennial Naval Aviation Show – San Diego (continued)



Grumman E-2C Anti-Submarine Tracker.

Check the eight bladed props. Also four rudders, two sub rudders. Tough to make this puppy fly straight?



The very first Navy aircraft, by Curtis. Not sure if it is a mock up, but this started it all 100 years ago.



Boeing MV-22 Osprey.



Naval Aircraft Factory N3N-3.



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 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 or email us at LaserCutting@gdhconsulting.ca.

Regards, Glen Harbottle President GDH Consulting Corp. Tel: 905-668-2326 glenh@gdhconsulting.ca

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MEMBERSHIP APPLICATION 2011

Harbor Soaring Society
P.O. Box 1673
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AMA Chartered Club # 128

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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.
I request E-mail delivery of the monthly newsletter.
I request printed copy of the monthly newsletter by U.S. Mail.

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

- Thermal Duration Gliders Slope Soaring Gliders RES Gliders
Large Scale Gliders Hand Launched Gliders Electric Motor Gliders
Park Flyer Electric Planes Acrobatic Electric Planes Scale Electric Planes
Electric Pylon Racing Indoor Electric Planes Electric Helicopters

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 1st through the following year.

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.

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;

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



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Secretary	Ted Broberg	714-235-6430	tbroberg@earthlink.net
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Winch and Key Master	Karl Hawley	949-232-4590	kvhawley@yahoo.com

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

NEXT CLUB MEETING WILL BE:

**TUESDAY MARCH 1ST, AT ROUND TABLE PIZZA, 11075 WARNER AVE.
FOUNTAIN VALLEY, 7 – 9 PM. ALL YOU CAN EAT \$6.99.**

**BRING YOUR WIFE, FAMILY, AND FRIENDS FOR DINNER. HELP PLAN HSS GOALS AND
ACTIVITIES FOR 2011. THERE WILL BE A SPECTACULAR RAFFLE, AND SHOW AND TELL.**

SEE DETAILS AND MAP TO LOCATION ON PAGES 7.

SEE THE COLOR NEWSLETTER SENT BY E-MAIL AND AVAILABLE ON OUR WEB SITE.

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

