



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



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

NOVEMBER 2005

VOLUME 42

HSS Christmas Party and Awards Banquet

Walt Cloer has arranged for the HSS Christmas party and awards banquet to be held on Tuesday December 6th, at Claim Jumper restaurant in Fountain Valley. It is located at 18050 Brookhurst Ave. on the south east corner of Brookhurst and Talbert. We will have our own banquet room, and the cost of the buffet will be \$31.50 for a choice of ribs or chicken entrees, several salads, breads and drinks. Bar service will be available. Meet at 7 PM for a most enjoyable get together and trophy presentation. See invitation on our web sites and in this newsletter.

Plane and Pilot of the Month

This month we would like to honor Chuck Hollinger, his planes, and his accomplishments. Chuck is one of our long time members who despite his quiet nature, has achieved an impressive history. Our story begins with the photo (below) of Chuck and a plane he calls EZ-Riser.



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Plane and Pilot of the Month (Continued)

Chuck developed this basic design which he first called Maxi-Fli in the early 1990's for the weight lifting event sponsored by Astro Flight. The plane has a fiber glass molded fuselage, an Astro 15 brushed motor and a 3.5:1 gear box machined by Tim Beegin. The beautiful folding props are all hand made by Chuck using epoxy and carbon fiber. In 1992 the rules required an 8 foot maximum wing span, so Chuck designed a wing with tip plates and used a Wortmann FX63-137 airfoil with 13.6% thickness. At that time the requirement was to take off within 200 feet, stay airborne for one minute, and land in one piece, using 7 cells. Chuck won that event by lifting 10.25 pounds, using an 18 inch prop. In 1993 Chuck repeated his victory, this time lifting 12.75 pounds.

This specific wing shown in the photo was designed to meet a revised format which was all up last down, carrying one's choice of weight. Chuck modified his original Maxi-Fli by extending the wings to 11 feet, with polyhedral outer sections. This became EZ-Riser. The 11% airfoil was modified from the original, and Chuck used a 14 inch prop. His winning flight was about 1.5 hours carrying a half pound of lead.

During this time Dr. Michael Selig was introducing an intercollegiate model aircraft weight lifting competition using electric motors. Michael had seen Chuck's plane and felt that it represented one of the best approaches to this type of competition. Michael requested wind tunnel samples of two of Chuck's airfoils, and conducted tests on them. They are now part of the "Summary of Low-Speed Airfoil Data" catalog of airfoils.

Another view of EZ-Riser is shown below.



Minutes of October 4th 2005 HSS Steering Committee Meeting

A special Steering Committee meeting was called for 6:30 PM on October 4 to review the HSS response to a User Agreement draft given to the club by the City of Costa Mesa in mid September. This was attended by Karl Hawley, Walt Cloer, Bill Eckles, Tom Burgess, John Anderson, George Peters, Mike Gaczowski,, and Fred Hesse. Bill Eckles, John Anderson, and Tom Burgess have been working on a reply to the initial draft Users Agreement that was due on 7 October. The committee, led by Bill Eckles, reviewed and amended the suggestions and approved the recommendations. These were submitted to the City on 6 October 2005. Details of this User Agreement are presented in a separate article elsewhere in this newsletter.

Minutes of October 4th 2005 HSS General Meeting

Karl Hawley opened the meeting at 7:30. There were 3 officers, and 11 members. Among our new members that attended were Malcolm Walworth who is volunteering to write an article for our newsletter that describes our hobby from the vantage point of a beginner. This will be particularly fitting as few of us remember back when we were each in such a predicament. Rob Askegaard who has provided so many of the great photos published in this newsletter joined the club. We should now have a steady supply of photos with Rob's special talent of making model planes look so realistic. Thanks again Rob for the excellent photography.

Berkeley Green is now taking over the web master position for our older site, www.1hss.org . Steve Hendry who has done such a great job for so many years, is retiring in order to do some traveling. Berkely can be reached at the contact information shown for Assistant Webmaster, on the last page of this newsletter.

Karl corrected the thank you letter to the city for the fabulous runway that they have provided and delivered it.

Karl sent a letter to the state in support of the high speed bike trail that is planned for Fairview Park.

Karl reports that the city will re-route dirt paths that presently cross the runway.

Very unfortunately Jim Hanson is having family medical problems and will not be able to continue in his position as Treasurer and Assistant Contest Coordinator. This is a great loss as Jim has been extremely dedicated to his positions. He has regularly provided financial statements, and he is one of the few members with the AMA certification of Contest Director. We wish Jim the best of luck, and hope that he will be able to return as a more active member. In the mean time, Karl will sign checks. Anyone interested in becoming club Treasurer should contact Karl as soon as possible. Ross Thomas and Bob Sliff will be approached as possibly becoming the new Contest Director.

Bill Eckles, Tom Burgess, and John Anderson will continue as the rules subcommittee. They are now working on a new set of field rules that complies with the new User Agreement and our new runway.

Bill Eckles gave a presentation of the new User Agreement to the audience. He stressed that the present city draft and the HSS suggestions will run through several terations before they are finalized. Details of this development will be published here as new information becomes available.

Mike Gaczowski suggested that an introductory article covering the new User Agreement be published in the November newsletter. (See following article. – Ed.)

Walt Cloer announced that he is looking into having the Christmas party and awards banquet at the Claim Jumper restaurant on Brookhurst Ave. at Talbert. (See announcement details below. – Ed.)

Ross Thomas stated that the CVRC Fall Glider Festival at Visalia had 305 entries. While HSS did not place remarkably well, there were a number of club members who competed. Results are on the SWSA web site.

Mike Gaczowski reminded everyone that there are two events associated with Orange County Modelers Association (OCMA) coming up. They are the October 29 Fun Fly at Katella High School, and the Fall Swap Meet on Nov. 6. See ads at the end of this newsletter, or on the web site.



Minutes of October 4 2005 HSS General Meeting (Continued)

Walt Cloer suggested that more activities be planned for electric flyers. To this end, a subcommittee was established that will look into continuing the electric fun fly event that Jim Hanson started, develop electric aero tow for gliders, consider an F5J type limited motor run powered glider event, and develop attractive entertainment for the general club meetings.

Karl suggested moving the meeting location. Express your opinions on this and other propositions on the club 2006 election ballot. (Note: Absentee ballots must be received at the club P.O. Box by 31 October, or come to the November 1 meeting to vote. – Ed.)

George Peters brought his nearly finished P-40 for show and tell. This is a magnificent 73" wing span beauty that has an AXI 4130 outrunner for direct drive power. He is using 6 Ahr Li-Po cells configured as 6S x 3P, and will install retractable wheels. The model is an ARF by "Giant Scale" (manufacturer) and has exquisitely detailed paint colors, paneling and rivets. Thanks George for bringing it in to share.

Karl closed the meeting at 8:45 PM.

Respectfully Submitted by Fred Hesse, Secretary

Rules for Altitude Limits

Since Karl Hawley attracted attention last month for flying high, this subject has been big as an HSS topic.

In the August 2005 issue of AMA's Model Aviation magazine, President Dave Brown introduced the problem as seen by the FAA. Dave stated that the most interesting point is that the FAA has no formal rule as to how high model aircraft can fly. The one document by the FAA is nothing more than a DOT/FAA Advisory Circular number AC 91-57. AMA makes this 1981 document available in their Member Services library as document PDF-540C. This is NOT A REGULATION. This simply encourages (not requires) model pilots to fly below 400 feet AGL.

The basic rule for General Aviation (private pilots) is contained in FAR Regulation 99.119 which states that all full sized aircraft must maintain a minimum of 1,000 feet above the highest obstruction in the area.

Likewise, the AMA does not have a formal rule for how high a model can be flown, except in one case. In the General Rules Section of the AMA National Model Aircraft Safety Code, Rule Number 2 states that "I will not fly my model higher than approximately 400 feet within 3 miles of an airport without notifying the airport operator. I will give right-of-way and avoid flying in the proximity of full-scale aircraft. Where necessary, an observer shall be utilized to supervise flying to avoid having models fly in the proximity of full-scale aircraft."

Well, guess what. The area of Fairview Park that we occupy is 3.5 miles from the end of Orange County Airport (John Wayne or SNA if you prefer). We are 3 miles in a line perpendicular to the commercial airline take-off path, and 4 miles from the General Aviation runway. (Editor's Note: These measurements are not confirmed using an aviation map.)

So, What should we do? Your editor called AMA Programs Director Jay Mealy for clarification. Jay acknowledged that all of the above guidelines are without legal value, but since we are right on the edge of the low altitude zone around SNA, we need to be particularly careful. He stressed that as model pilots WE HAVE THE PRIVILEGE of flying higher, but if we mistreat this privilege, we will have no privilege at all. His very strong suggestion is that we enforce a field rule that says that anyone exceeding the 400 foot altitude limit MUST ALWAYS have an observer (spotter) to watch for full-sized aircraft.

If you do not feel this is important, ponder the fact that glider flying at El Dorado Park was severely restricted about a year ago for obstructing full-size aircraft approaching Long Beach airport. Also, the AMA has on record a complaint by the FAA against HSS for incurring a hazard to full-sized aircraft during an event held here at Fairview Park on the 16th of May 2001.



Rules for Altitude Limits (Continued)

Jay Mealy graciously provided copies of the extensive correspondence that documents the incident. These documents include:

Letter from Roger MacGregor to AMA Programs Director Jay Mealy, asking for help.
Letter from City Attorney of Costa Mesa to FAA Flight Standards Supervisor Bob Kemp requesting interpretation of regulation FAR 91.130 related to Class C Airspace. 20 Mar 2001.
Letter from Roger MacGregor to FAA Flight Standards Supervisor Bob Kemp.
Letter from Robert Kemp to Roger MacGregor. 23 Mar 2001.
Map showing 3.85 mile distance from HSS flying site to South end of John Wayne Airport.
Letter from Roger MacGregor to AMA Programs Director Jay Mealy.
Memorandum from FAA Regional Counsel, rendering requested opinion. 17 May 2001.
Letter from Linda Silvertooth, Flight Standards Manager to Roger MacGregor. 25 May 2001.
FAA Advisory Circular AC 91-57, recommending a 400 foot maximum altitude. 9 June 1981.

Copies of these documents will be on the Members Page of our web site.

The Conclusion: The FAA states that full size aircraft rules apply to model aircraft. (Strangely, models are not considered ultralight vehicles – Ed). At this time, the FAA still recommends the provisions of AC 91-57, and cautions that careless or reckless operation will result in an enforcement action under FAR 91.13(a), the regulation against such operation. FAR 91.13(a) states:

§ 91.13 Careless or reckless operation.

(a) *Aircraft operations for the purpose of air navigation.*

No person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.

Our best position is to follow Jay Mealy's recommendation of using a spotter above 400feet. This will become a mandatory part of the new Field Rules.

The following is an applicable article from the AMA Insider Newsletter (September 2005)

Condensed text in printed version, full text in E-mail version and on web sites.

FAA and Model Aviation

by Dave Brown

Why are we hearing so much about the Federal Aviation Administration (FAA) lately? Many modelers are asking this question, so I'll try to give you an explanation that you can share with other members. The FAA's recent interest in our activities is coincidentally coming from two separate areas within the FAA. The first issue at hand is airspace used by model airplanes. Their attention is focused on us because of technological growth within model aviation and the use of unmanned aircraft for myriad commercial and governmental purposes. The FAA is wrestling with the best way to safely integrate these operations into the national airspace, which will be a daunting task. Another reason the FAA is focusing on model aviation is because many of these commercial and government activities are being conducted with model airplanes that have been modified to make them suitable for these tasks.

In the eyes of the FAA—or at least within the current thinking of the FAA—a model airplane ceases to be a model airplane when it is used for any commercial purpose, regardless of its size. What it becomes and what regulations it is subject to is still up in the air. Although the FAA is discussing this topic, it seems to be adamant that the aircraft are no longer model airplanes, and should not be operated under the guise of the unregulated—or perhaps more appropriately, self-regulated—sport of model aviation.

Unmanned aircraft or UAs are the latest moniker for these non-model airplanes, replacing the earlier RPV and UAV. At the root of the difficulty is the basic philosophy of the FAA, which separates model airplanes flown for



FAA and Model Aviation (Continued)

sport and recreation from UAs. It is one of its uses rather than one of its descriptions. Within the aeromodeling community, we tend to differentiate between UA and model airplanes on the basis of equipment and technology, and this difference in philosophy creates a few misunderstandings.

As you can imagine, this transitional period, while they develop regulations to apply to these unmanned aircraft, will be full of turmoil as each local office of the FAA applies its own interpretation to the situation.

AMA is working with the FAA in an attempt to keep the sport of model aviation alive and well, while the FAA grapples with the difficult task of defining the regulatory climate for UAs. In the meantime, we as aeromodelers need to become familiar with the national airspace system. We may end up in a situation in which limits on the airspace we are allowed to fly in will be determined by the class of airspace in which we are flying. You may want to make a small investment in a book called *2005 FAR/AIM Book* and study the airspace section.

The second arena in which there have been many questions raised lately has to do with our use of airports for model airplane events. The real question is not the use of airports for model airplane activities—that has not been challenged—but rather the “total closure” of federally funded airports for model airplane activities. The FAA has many policies that regulate the management and use of airports in general, and even more regulations apply to airports that receive federal funding. Among those regulations is a provision which prohibits the “total” closure of a federally funded airport for “non aeronautical activity.”

This regulation has existed for a long time, but it has been interpreted differently by different regions of the FAA. It may have been the basis for some refusals to allow modeling events to take place in the past; we have certainly been refused the use of airports, but I am not aware of this regulation being stated as the reason.

In the current situation, a modeling group wanted to use an airport for a jet fly. With the support of the airport management and the local chamber of commerce, the group applied to the local FAA office to close the airport for the duration of the event.

The local FAA office rejected the request, deciding that model airplane activity constitutes a “non-aeronautical” use of the airport. The local club, as well as the local politicians and chamber, pushed the question “upstairs” to the FAA in Washington, and the FAA supported the local office’s determination. At that point, the decision was still local, but when it was pointed out to the FAA that similar situations in other parts of the country were not being made subject to this rule, the FAA issued a letter which “clarified” the situation to all regions. This letter effectively defined model airplane activities as “non-aeronautical” activity for purposes of this rule.

This would seem to shut us out of some airports, but even that is not the final word. Because the term “total closure” isn’t defined and is used only in one paragraph of the entire document dealing with airport regulation, what constitutes “total closure?” Is closure of the only runway at a single runway airport for 10 minutes a “total closure?” How about closing it for four hours, opening it up to full-scale traffic for an hour, and then repeating the schedule?

Another obvious question is why would model airplanes be non-aeronautical activity in the eyes of one part of the FAA, while another part of the FAA considers us a being subject to its rules? Again, AMA is working with the FAA to resolve this issue, and we seem to be making some progress. In the meantime, I would recommend that you not change the way in which you do business. This ruling would seem to affect only those situations in which we are proposing to close the entire airport or the only runway of an airport that receives federal funding.

That narrows the effect of this ruling considerably, and I would not let this ruling stop me from making the request for any airport that you would have considered before this ruling because it may still be subject to interpretation. Or perhaps it may be changed by the FAA as a result of our efforts to have it changed.

Fortunately, while the FAA initially presented a firm reaction to our questions, they are now becoming more receptive to our position that we should be allowed this access. (End of Dave Brown’s article. – Ed.)



**HARBOR SOARING SOCIETY
OF COSTA MESA
PRESENTS**

**THE GALA 2005 CHRISTMAS BANQUET
AND AWARDS CEREMONY**

TUESDAY DECEMBER 6TH 2005, 7 PM TO 11 PM
AT THE

CLAIM JUMPER RESTAURANT



18050 BROOKHURST STREET
FOUNTAIN VALLEY, CA 92708

\$30.50 EACH (Includes Tip and Tax)
Reservations Required by December 4, 2005
See Walt Cloer 714-865-6411

Buffet dinner Includes: Chicken or Ribs, Salad, Potatoes, and Bread
No Host Bar Service Available

HSS Elections For 2006

Election results will be determined at the next (November 1st) HSS General meeting. This still gives you a few days to mail in your absentee ballot. Otherwise you need to be present at the November 1 meeting in which attending members vote. These votes plus the absentee ballots are summed up to determine our new officers for 2006. The ballot is located next to the last page of this newsletter, so that you may cut it off and send it in without disrupting the newsletter. Absentee ballots should be mailed to the club at P.O. Box 1673, Costa Mesa CA 92626 in time to arrive by Monday October 31.

The ballot shows the elected officers with a space to vote for the candidate, or write-in. Unfortunately, Jim Hanson has had to resign from his Treasurer and assistant Contest Coordinator positions. Only write in votes will be counted for these two positions. The appointed officers are shown for reference. A new feature of the voting process involves Propositions. We are taking this opportunity to sample club opinion on several topics. Voting on the "Props" is not required, but it is a chance to express your feelings on these subjects. Adopting any Proposition would follow bylaw rules.

November 1st Meeting Notice

The next meeting will be Tuesday November 1st 2005, 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. Elections will be held. Come vote, find out the winners, and see how Props 1,2 and 3 fared.



The City of Costa Mesa User Agreement with HSS - The Draft Version

A Little History - The City of Costa Mesa is extremely interested in promoting safe and responsible model aircraft flying at Fairview Park. They have gone to the trouble of grading a magnificent new runway for HSS, and they have met with HSS members to determine what further steps can be taken to improve the site and achieve these goals. The most effective of these meetings began in October of 2004 in which Bill Eckles and Jim Parsons introduced our plan to encourage flying with two major improvements. We proposed that the area (Previously outlined by Karl Hawley) be graded so as to move the flying area away from the pedestrian path and further from Waldorf Elementary School. We also proposed that every pilot have some form of financial responsibility (meaning public liability and property damage insurance). The city first asked that we survey pilots using Fairview Park for opinions. Bill Eckles prepared the survey and the city approved the questions. HSS club members then acquired over 80 responses, and Bill Eckles compiled the results. These results can be found on our web sites. The city was very appreciative of the work done on the survey. This led to the new runway grading. The city also asked that we procure a permit to fly at the park. HSS obtained an interim use permit in September of 2005. At subsequent meetings, we had shown them how the City of Laguna Niguel had established a city run permit system with verified financial responsibility, and local club pilot qualification and rules testing. The City of Costa Mesa then took the lead and outlined the conditions that they wished to establish to achieve the remaining goals of safety and financial responsibility. These were then developed by the city into what we now call the Use Agreement.

The User Agreement - This document was given to HSS in mid September of 2005 in first draft form. We were extremely impressed with the generous arrangement and latitude of responsibility that the city proposed. The highlights of the Agreement include:

- A five year renewable agreement that allows HSS and the public to fly radio controlled and free flight model aircraft at Fairview Park.
- City ordinances will be established that require all pilots to carry \$500,000 in public liability and property damage insurance, in the form of AMA membership, home owners insurance, or bond.



The City of Costa Mesa User Agreement with HSS (Continued)

- City ordinances will also require that all pilots will be knowledgeable of the AMA Safety Code, and the Flying Field Rules as established by HSS.
- HSS members will have the authority to give verbal warnings, and to request any non-complying pilot to discontinue flying. HSS members are directed to report the name of any pilot who refuses the verbal warning to the Park Ranger, and to the city Parks Department.
- Formal enforcement of these ordinances and rules will be performed by the Park Ranger.

Other details such as HSS providing insurance for the City of Costa Mesa, procedures for pilot permits, Flying Field Rules, frequency protocol, and field maintenance, are included as guidelines in the Use Agreement. These guidelines are to be used in the development of formal Flying Field Rules, permit procedure, and other activities necessary to implement the Use Agreement goals.

It is important to note that since Fairview Park is public property, pilots are not required to join HSS or the AMA. However, pilots must comply with the city codes, meaning that they have financial responsibility and know the flying rules (Both AMA and HSS Flying Field Rules). We feel that this is a major step in making our field safer, and requiring participants to have financial responsibility.

The development of Flying Field Rules is extremely important and will take some time and the attention of all HSS members. A Rules subcommittee has been started, and regular reports of their work will be made available to all members for approval.

Latest on the User Agreement!

Bill Eckles submitted the HSS suggestions for the User Agreement to the City of Costa Mesa on 6 Oct 05. Together with John Anderson who will become Bill's replacement as General Director, they met with the City on 11 Oct 05 to review the HSS suggestions. Here is Bill's report of that meeting.

Minutes of User Agreement Meeting, 11 Oct 2005

John Anderson and I met with Robert Staples this morning for about an hour to review our club's reaction to the proposed User Agreement between Costa Mesa and the Harbor Soaring Society. It was a very successful meeting as we sensed neither controversy nor any significant differences of opinion. Following are some items that will be shortly resolved:

- Costa Mesa has not decided if they want to support a "Permit System" with its inherent administrative involvement and potential cost. They see that only about 10% of the flyers using the park currently do not have insurance and the permit processing might not be worth the effort. They will review the ideas with their counsel and get back to us with their point of view.
- One consequence of the permit/no permit issue will decide whether this agreement becomes a city ordinance or not. If a formal permit system is implemented, the city will need to pass an ordinance to give it power. If it remains a less formal "agreement", then they will likely rely on HSS to persuade violators from breaking the rules. I prefer the city ordinance supporting a formal permit system, but will support whatever is decided.
- With regard to canceling flying when someone else needs to use the flying area, the city will provide us a schedule of events affecting the flying area. They will decide what makes a reasonable lead time for both HSS and the city to advise each other regarding events.
- We discussed the idea of maintaining a 300' separation between aircraft and park users. The agreement was to make it a "safe" distance, but they want input from their legal associates.



Latest on the User Agreement! (Continued)

- The city wants the hours of flying to be between 8:00 am and 7:00 pm rather than 7:00 am. This is based on complaints that have been registered by residents. Noise bothersome to residents is NOT a dead issue!
- Costa Mesa supports lowering the insurance limit to \$500,000 from our proposed \$1,000,000 in order to make it affordable to those not using the AMA group insurance program. They support making flying at Fairview Park open to effectively anyone, regardless of their club membership. However, they *may* want to make HSS membership mandatory. This issue will be clarified with the next iteration.
- We discussed the flying area boundaries. The areas designated on the Master Plan are not available to use today and we currently use areas that will become "off limits" when the plan is complete. Through discussion with Robert, we are considered in "substantial compliance" with the plan and only when the plan is finalized will we become unable to use areas such as our winch launch area. This area will be replaced by even more new space to the north and east of the areas where we currently fly.
- Some discussion about the free flight flyers addressed their inability to control their craft countered by the minimal liability they present, due to their small size and light weight. We will continue to include them in our discussions, but we are not clear how they might be regulated.

The city will review this document with their counsel and get back to us for further discussion. Their plan is to present the revised document to the Parks Commission at a 6:30 pm meeting on October 26 which John and I will attend. The document will then be referred to the city council, pending any changes that might occur between then and now.

Next steps: We have a substantial understanding of the areas the city considers important. It would be efficient to draft some rules that will address the majority of these concerns. I will work with Tom Burgess, John Anderson, Fred Hesse and someone representing a more intense "electric" orientation to accomplish this draft.

Coming Events For 2005

Saturday	October 29	Electric Fun Fly at Katella High School, 2200 E. Wagner Ave. Anaheim, CA Steven Penn CD, 714-772-9975. See ad on Page 10 or HSS web site.
Sunday	October 30	Ninth SCSC thermal duration contest at TPG, San Diego, CA.
Tuesday	November 1	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	November 6	Fall Swap Meet by OCMA and Orange Coast RC Club, Garden Grove Elks Lodge, 11551 Trask, (Trask & Newhope) Garden Grove, Free, 7 AM to Noon.
Sunday	November 6	Tenth HSS monthly club thermal duration competitions at Fairview Park.
Sunday	November 20	Tentative tenth SCSC thermal duration contest by SULA at (TBS).
Sunday	December 4	Eleventh HSS monthly club thermal duration competitions at Fairview Park.
Tuesday	December 6	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	December 11	Flying Aces Squadron 70 World War II Flying Scale at Fairview Park, Costa Mesa, contact Clint Brooks (Contest Director) 310-350-3192.



Coming Events For 2006

Tuesday	January 3	HSS monthly meeting, 7:30 PM, at the Irvine Water District offices. Address is 16500 Sand Canyon Avenue, in Irvine.
Sunday	January 8	First HSS monthly club thermal duration competitions at Fairview Park.
Fri.-Sun.	January 13-15	2006 AMA Convention, Ontario Convention Center

Contest Results**HSS Year to Date Contest Results**

<u>EXPERT</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul*</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>TOTALS</u>
Tom Copp	1000		450			935	1000	781	990	1000			6156
Tom Vincent	902		958			928				945			3733
Jim Sneed			930					873					1803
Ben Clerx						998							998

Intermediate

Tak Takayama							1000		878				1878
Casey Adamczek									1000				1000

SPORTSMAN

Tuan Le			1000										1000
John Krug							693						693

RES

John Krug	1000	986	1000		992	1000	1000		1000	863			7841
Ross Thomas	991	1000	992		804	785	722	647	871				6812
Chris Adamczyk		956	357				835		995				3143
Karl Hawley		800	248		1000	592	491						3131
Jeff Donoho			915		940	611							2466
Tuan Le					984					1000			1984
Erv Szego					630			453					1083
Pete Richardson										638			638
Rod Sweet										522			522
Ross Thomas	991	1000	992		804	785	722	647	871				6812
Chris Adamczyk		956	357				835		995				3143
Karl Hawley		800	248		1000	592	491						3131
Jeff Donoho			915		940	611							2466
Erv Szego					630			453					1083
Tuan Le					984								984

2006 HSS Membership Renewal

It is time to renew your HSS membership, and to assist you, a 2006 HSS Membership Application is included on page 17 of this newsletter.

2006 (AMA) Renewal Notices

The AMA sent out the following reminder which we have included below.

Renewal notices and ballots will be going out in separate mailings. Ballots are scheduled to be mailed the week of September 19 to coincide with the October issue of *Model Aviation* where you will find the



2006 (AMA) Renewal Notices (continued)

Executive Council candidates' statements. [Candidates' statements](#) will also be posted on AMA's Web site and a printed copy can be obtained by calling (800) 435-9262. Please take time to review the

statements and cast your vote. This is your organization and these individuals represent you; the Executive Council is the policy making body for the Academy.

The renewal notices will be mailed between September 19 and September 30. All notices will provide you with the amount due for 2006; this would include any prepaid money or reduced fees. Should you have a question concerning the amount due, call toll free at (800) 435-9262 and a Customer Service Representative will assist you. Make sure you have your AMA number ready when you call.

Don't wait for that renewal notice to arrive in the mail, you now have the opportunity to renew online at www.modelaircraft.org. AMA's online renewal is fast and easy. You are required to have an E-mail address to use this system and obtain a password. Instructions are listed on the Web site.


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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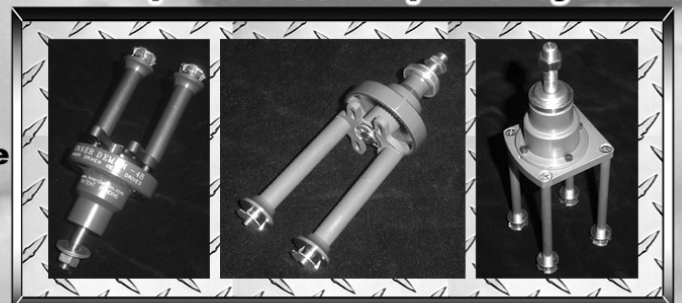


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- Motors, Speed Controls and Batteries (nimh & Li-poly)
- Discounted prices on complete power systems.

**Manufactured in the U.S.A. by Model Machining Service
1816 Monrovia Ave. Costa Mesa, CA. 92627**

**Inner Demon
and
Mini Demon**
Performance gear drives
and complete electric power systems



Hobby People®

DISCOUNT HOBBY STORES

**OCTOBER 2005
CLUB MEMBER SPECIALS
Prices thru 11/1/05**

Low Prices... EVERYDAY!

Wild Wing 400 EPP Flying Wing Aircraft

Developed for high performance sport flying!
Specifications:
Wingspan: 36 in.
Wing Area: 290 sq. in.



No. 160525

SAVE \$10!
19.99



- Aluminum piston
- Iron ring • Steel sleeve
- Dual-HV carburetor
- BB supported crankshaft and camshaft

MAGNUM XL-70RFS

4-Stroke engine
0.70 ci displacement



No. 210945

SAVE \$30!
149.99



Lazy E-Bee RTF

Whimsical Electric Park
Flyer with 4-Chan. FM Radio!
Span: 28.5 in.
Wing Area: 240 sq. in.
Length: 23 in.
Weight: 9.5 oz.
Functions: R/E/T



PRICE WAS \$139.99!!!

No. 222250

SAVE \$40!
99.99



HS-55 Micro Servo

- Torque @ 4.8v: 13oz/in
- Speed @ 60° @ 4.8v: 0.09 sec.
- Size L 0.9xW 0.46xH 0.95in
- Weight: 0.29oz



No. 759255 J-plug
No. 759257 S-plug

SAVE \$3.50!
14.99

NEW Hobby People STORE OPENING NOVEMBER '05

Now accepting applications for our **NEW HESPERIA STORE**

located at 16808 Main Street, Hesperia, CA.

☆☆☆☆☆

Pick up an application at our **Rancho Cucamonga** and **Redlands** Hobby People stores. Please submit all applications and resumes to:
Hobby People (Hesperia)
16480 Bandiller Circle
Fountain Valley, CA 98708

Come join the team!

* Hobby People is growing! *

We are always looking for enthusiastic, knowledgeable people to come and join our great team! Openings available in management and retail sales. Contact your local Hobby People store manager.

HUGE SALE EVENT COMING!

Saturday, October 22
Sunday, October 23

Watch your mail box for details!

**NOW 21 STORES
In So. Calif. & Nevada!**

Hobby People®

DISCOUNT HOBBY STORES

Nobody beats our prices. NOBODY!™

CALIFORNIA

ESCONDIDO

358 W. El Norte Parkway
760-739-5888

SAN DIEGO

4344 Convoy St.
South of Balboa
858-268-7997

EL CAJON

469 Broadway
At Ballantyne
619-444-6135

WEST LOS ANGELES

10815 W. Pico Blvd.
Pico at Westwood
310-234-2425

LA HABRA

1401 S. Beach Blvd.
Near Imperial
562-947-2574 714-994-5721

PASADENA

270 North Hill Ave.
North Hill at Locust
626-568-0883

ENCINO

5541 Balboa
Balboa at Burbank
818-995-1162

ORANGE

311 E. Katella Ave.
Near Glassell St.
714-288-8170

LAWDALE

16725 Hawthorne
Hawthorne & 168th
310-214-0244

FOUNTAIN VALLEY

18475 Pacific Street
405 Fwy, Euclid exit
714-964-8846

LAKEWOOD

5449 South Street
South at Bellflower
562-804-2515

CAMARILLO

1775 E. Daily Drive, H
near Carmen Drive
805-445-1305

SANTA CLARITA

20655 Soledad Can.#41
Between I-5 & I-14
861-298-3300

CHINO HILLS

2971 Chino Ave.
In Rolling Ridge Plaza
909-364-0167

RIVERSIDE

10128 Indiana Ave.
Tyler Village Center
951-785-6773

RANCHO CUCAMONGA

12459 Foothill Blvd.
Foothill at 15 Fwy.
909-463-0557

MURRIETA

26755 Jefferson Ave.
Between Murrieta & Winchester
951-677-5816

REDLANDS

835 Tr City Center Drive
I-10 at Alabama
909-307-1185

NEVADA

LAS VEGAS #1

2610 S. Decatur Blvd.
Decatur at W. Sahara
702-871-6191

LAS VEGAS #2

5466 Boulder Highway
At E. Tropicana Ave.
702-547-2204

LAKE FOREST

23788 Mercury Road
In Rockfield Showplace
Corner of Rockfield & Mercury
(949) 609-1135

HOBBY PEOPLE STORE HOURS: Monday-Friday: 10a.m.-9p.m., Saturday: 10a.m.-6p.m., Sunday: 10a.m.-5p.m.

Shop on line 24 hours a day, 7 days a week! Click on www.hobbypeople.net!

AMA Convention 2006

It is not too early to start planning to attend the AMA Convention for 2006. The site will be the same as before, at the Ontario Convention Center. Notice the savings that you can achieve if you order early, and especially if you order with your 2006 AMA membership application. Note that the prices shown in the October Plane Rap may have been incorrect. Advanced ticket purchase is \$13, and advanced ticket purchase with an AMA License is \$11. Regular admission is expected to be \$15. Ticket order form available on the web site and included with the E-mailed version of this newsletter on the next page.

THE ACADEMY OF MODEL AERONAUTICS PRESENTS



Celebrating 70 years of serving aeromodeling!

**2000 Convention Center Way
Ontario, California**

SHOW OPEN TO PUBLIC

Friday	January 13, 2006	noon - 6 p.m.
Saturday	January 14, 2006	10 a.m. - 6 p.m.
Sunday	January 15, 2006	10 a.m. - 4 p.m.

FEATURING

Airplanes • Boats • Rockets • Helicopters • Cars
Radio Control Systems • Related Model Accessories





AMA Convention 2006

5161 East Memorial Drive
Muncie IN 47302

Phone: 765-287-1256, Fax: 765-289-4248, E-mail: amaims@modelaircraft.org

One- two- and three- day
passes available!

AMA Convention Ticket Registration

You must complete the following to receive tickets for the convention

Your Name _____ E-mail _____

Address _____ Day Phone (____) _____

City _____ State _____ Zip _____ Evening Phone (____) _____

Are you an AMA Member? Y or N _____ AMA Number _____

How many times have you attended AMA Convention in the past five years? _____

Children under six are free when
accompanied by an adult.

One-Day Advance Non-Member	\$13.00
One-Day Advance Member	\$11.00
Two-Day Pass Advance Non-Member	\$23.00
Two-Day Pass Advance Member	\$18.00
Three-Day Pass Advance Non-Member	\$32.00
Three-Day Pass Advance Member	\$28.00

**Advance Ticket Order Form**

Advance Ticket offer expires December 23!

Name _____

Address _____

City _____ State _____ Zip _____

One Days _____ Two Days _____ Three Days _____

Amount Enclosed _____

Credit Card Number _____ Exp. Date _____

Please make checks and money orders payable to AMA.

Visa or MasterCard Only!!

Return this form to:

AMA Convention 2006
5161 East Memorial Drive
Muncie IN 47302

Questions?

Please contact us by phone
at 765-287-1256 ext. 272 or
270, or E-mail at
amaims@modelaircraft.org

ELECTRIC FUN FLY

KATELLA HIGH SCHOOL

2200 East Wagner Avenue. Anaheim, CA

**From 57 Freeway, exit Ball Road West; right on Sunkist; left on Wagner
School on left - park in parking lot - follow signs**

Saturday

OCTOBER, 29th 2005

Sponsored by

Orange Coast Radio Control Club

Scale Squadron of Southern California

Orange County Modeler's Association

**The clubs listed above are sponsoring this event to help the
City of Santa Ana Community Services with their Annual Children's
"Winter Holiday Party" held on the first Saturday in December.**

Spectators Welcome!

AMA MEMBERSHIP REQUIRED

for flyers

ENTRY: \$10.00 UNWRAPPED TOY

OR \$10.00 DONATION

A raffle will be held from donations given by:

AIRTRONICS, HOBBY PEOPLE, HITECH, GYRO HOBBIES & OTHERS

CONTEST DIRECTOR - Steven Penn

FOR INFO CALL - (714) 772- 9975

for further information log on to www.socalflyers.com

Registration at 7:00 AM - Flying Starts at 8:00 AM



MEMBERSHIP APPLICATION 2006

Harbor Soaring Society
AMA Chartered Club # 128
P.O. Box 1673
Costa Mesa, CA 92628
AMA's Oldest Chartered Soaring Club

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**
- ☐ **FAMILY MEMBER -----(At same address) = \$ 5.00**
- ☐ **Optional or Extra HSS Name tag----- = \$5.00**
- ☐ **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 in place of U.S. Mail delivery of hard copy.**

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 for the following year. A signature is required from all Harbor Soaring Society members, agreeing to comply with the current AMA Safety Code and the current HSS General Field rules and Field Safety Rules.

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 specified 20 Khz per channel frequency separation. I understand that my failure to comply with the above restrictions will result in nullification of liability coverage for damages caused or claimed.

SIGNATURE: _____ **DATE** _____

Total dues owed and attached: \$ _____

SIGNATURE OF CLUB OFFICER RECEIVING APPLICATION _____

Rev: 4 Oct 05



HSS 2006 BALLOT

Members attending the November 1st 2005 general meeting may vote at that time. Otherwise, absentee ballots must be received at the club post office box no later than October 31st 2005. Mail ballots to Harbor Soaring Society, P.O. Box 1673, Costa Mesa, CA 92628. Note that Jim Hanson is no longer a candidate.

President (Vote for one)	Walt Cloer	<input type="checkbox"/>
President (Write-in)	_____	<input type="checkbox"/>
Vice President	Tom Burgess	<input type="checkbox"/>
Vice President (Write-in)	_____	<input type="checkbox"/>
Secretary	Fred Hesse	<input type="checkbox"/>
Secretary (Write-in)	_____	<input type="checkbox"/>
Treasurer		<input type="checkbox"/>
Treasurer (Write-in)	_____	<input type="checkbox"/>
General Director	John Anderson	<input type="checkbox"/>
General Director (Write-in)	_____	<input type="checkbox"/>
Contest Coordinator	Tom Copp	<input type="checkbox"/>
Contest Coord. (Write-in)	_____	<input type="checkbox"/>
Assistant Contest Coordinator	Jim Hanson	<input type="checkbox"/>
Assist. Contest Coord. (Write-in)	_____	<input type="checkbox"/>
Newsletter Editor	Fred Hesse	<input type="checkbox"/>
Newsletter Editor (Write-in)	_____	<input type="checkbox"/>
Safety Officer/Coordinator*	Mike Geers	Volunteer.
Publisher	Mike Gaczowski	Volunteer
Webmaster	Tuan Le	Volunteer
Assistant Webmaster	Berkeley Green	Volunteer
Winch Coordinator	Karl Hawley	Volunteer
LSF Coordinator	Jeff Donoho	Volunteer
Field Maintenance	Karl Hawley	Volunteer

Propositions: These are intended to collect member opinions only.

Prop.1 Should the club raise the annual dues so as to build up cash in the bank account?

Should dues stay the same?	Yes _____	No _____
Should dues increase by \$5?	Yes _____	No _____
Should dues increase by \$10?	Yes _____	No _____

Prop.2 Should the club relocate monthly meetings to somewhere closer to the field? Yes _____ No _____

Prop.3 Should the monthly meetings be changed to a different day so as not to conflict with City Council meetings? Yes _____ No _____

Member Name: _____

NOVEMBER 2005



HARBOR SOARING SOCIETY OFFICERS FOR 2005

President	Karl Hawley	(949) 574-9379	www.1hss.org
Vice President	Walt Cloer	(714) 865-6411	waltlc@verizon.net
Treasurer	Open Position		
Secretary	Fred Hesse	(714) 963-5838	fhesse@socal.rr.com
Contest Coordinator	Tom Copp	(949) 645-7032	tom@f3x.com
Assist. C/C	Open Position		
Safety Officer	Mike Geers	(714) 235-9096	4geers@socal.rr.com
Editor	Fred Hesse	(714) 963-5838	fhesse@socal.rr.com
Publisher	Mike Gaczowski	(949) 582-9390	mgaczowski@cox.net
Winch Engineer	Karl Hawley	(949) 574-9379	www.1hss.org
Webmaster	Tuan Le	(630) 886-2845	fnnwizard@earthlink.net
Assist. Webmaster	Berkeley Green	(949) 370-2755	AMA826255@gmail.com
General Director	Bill Eckles	(949) 725-0050	tunabiker@cox.net
LSF Coordinator	Jeff Donoho	(562) 868-2190	jdonoho@ellisonsc.com
Field Marshal	George Azvedo	(714) 832-7819	No E-mail address

See our NEW web site at www.HarborSoaringSociety.org for a bright new club image. Our other web site can still be viewed at www.1hss.org . Both will feature the latest news, the color issue of Plane Rap, and more.

**NEXT CLUB MEETING AT IRVINE WATER DISTRICT, TUESDAY, 1 NOVEMBER 2005.
COME ELECT OUR 2006 OFFICERS AND GIVE YOUR OPINIONS ON THE PROPOSITIONS.
PLAN TO ATTEND THE CHRISTMAS BANQUET AT CLAIM JUMPER, 6 DEC 2005.
THE PRINTED ISSUE IS LIMITED TO 12 PAGES TO REDUCE MAILING COSTS. THIS
EXPANDED (19 PAGE) VERSION IS SENT BY E-MAIL & AVAILABLE ON OUR WEB SITES.**

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