



2

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

FEBRUARY 2006

VOLUME 43

Not Quite Plane of the Month

Not being sure if an autogiro is a plane or an aerial vehicle, we still are featuring Henry Smith III's Slow Stik autogiro. With all due respects to our master autogiro designer Chuck Hollinger, this is not one of his designs.

Instead, it is a Slow Stick with an Autogiro conversion kit which was purchased in a Bay Area hobby shop. Henry had this to say. "The manufacturer is Slow-G <<http://www.slow-g.com>>. This kit comes in a cardboard tube and is quite easy to build. The fun comes in flying it. The first few flights I found out the following:"

1. "If you take off crosswind the wind will get under the upwind rotor and the autogiro will roll over and come to a halt inverted. Not much damage."
2. "The blades are glued to a center piece of plywood. There is a balsa wedge under each blade to make certain it is at the right angle of attack. When the rotor come up to full speed the balsa may shear and blades can be lost. This was fixed with a fiberglass (circuit board material) plate on the upper side of the blades to make this stronger."
3. "The rotors turn on GWS LPS gearbox shafts without the gears. This works well as there is almost no friction. The problem is keeping the nuts tight. The nuts holding the rotor on (propeller nuts on an airplane) want to come off which makes further flight impossible. This was fixed by gluing a small piece of inner Nyrod into the center of the rotor assembly. Also the inside nut (prop driver on an airplane) should be secured with Locktite or CA. This makes it possible to TIGHTEN the nuts on the shafts. I then double nutted them just to be certain."

"After the above changes this thing flies. Trim is interesting and sensitive in pitch. It rolls into the turns better than a Slo-Stick. Landings are very slow. It seems to need a lot of power. I am running a Speed 280 (about like a stock Slo Stick motor) on 3 li-po batteries and need almost full power to climb with any authority. This is a lot more power than a stock GWS motor can handle."

Thanks for your photo and description, Henry. -Ed.



FEBRUARY 2006

PAGE 1



HSS General Meeting Minutes For 3 Jan 2006

Our new president for 2006 convened the first meeting for 2006 at 7:35 at the Newport Sea Base in Newport Beach. By providing class instruction for the Scout Aviation Merit Badge, along with RC model aviation flight school, this new facility is made available to us for no cost through Berkeley Green who is the program director there.

Berkeley introduced the new facility which has a very nice meeting room complete with fire place, numerous training areas with computers and internet links, and a fabulous selection of sail boats for training Sea Scouts. For you sailors, this includes "Scout Spirit", previously known as "Pyewacket", donated by Roy Disney.

The annual IRS forms submittal was discussed. These will be executed by Tuan Le with assistance by Mike Gaczkowski who has taken over the treasurer office. As a non-profit corporation, we are required to submit a property inventory. Club property, primarily occupying the shed, will be inventoried by Karl Hawley, assisted by Ross and Maxine Thomas. The Adopt-A-School inventory will be provided by Fred Hesse. These will be submitted by 1 Feb 2006.

A significant meeting is planned with Robert Staples, the Fairview Park Administrator, on 10 Jan 2006. This will be attended by Walt Cloer, John Anderson, Tom Burgess, Bill Eckles, and Fred Hesse. The subject will be review of the final version of the Use Agreement which will allow HSS to fly at the park for the next 5 years. (See report of this meeting in following article. Ed.)

In the mean time, Fred Hesse is to obtain an interim Use Permit which is issued on a day by day basis, since our previous permit had expired on 1 Jan 2006. (Also see short article which follows. Ed.)

As part of our 2006 Club Charter application to the AMA, we need to identify Contest Directors (CD's), and Introductory Pilots who are members of the club. We have four Contest Directors, which include Ross Thomas, Jim Hanson, Bob Sliff, and Henry Smith III. Karl Hawley was rated as an Introductory Pilot, but apparently had not been listed for 2005. The introductory Pilot rating is an AMA certificate that authorizes that person to offer flying lessons to anyone for a 30 day period. During that time the student is temporarily covered by AMA insurance at no charge. This is a significant part of our community service by helping introduce children and adults to the sport of model aviation. We need more members willing to offer a little of their time on a Saturday or Sunday to instruct visitors. Gliders and power planes are available from our Adopt-A-School program, so you don't have to risk your own plane. Also, transmitters and buddy boxes will be provided. Anyone (especially electric power enthusiasts) willing to help, is needed. Please contact Walt Cloer or Fred Hesse.

In order to plan the club activities, Walt Cloer will organize an Activities Committee meeting in the next 2 weeks. This will be a big opportunity for the electric fliers to start putting on some types of events similar to the monthly club thermal duration contests held by our glider enthusiasts. Berkeley Green announced that 20 May 2006 is Scout-a-rama, and that we may want to participate. There are a number of city and park activities like Earth Day and the Lyons Park event that the club needs to support.

As directed by our By Laws, an annual budget meeting is planned. This meeting will decide what the club should spend dues on. Regular annual charges include costs for two web sites, P.O. Box, club charter and additional insured riders. Proposed ideas include completing the charging station that Tuan Le had built, replacing the clear plastic on our kiosk, procuring a fire extinguisher for the shed, fabricating pilots stations and other protective barrier equipment for the new runway, donations to local groups, first aid kit for the shed, and printing costs for our tri-fold brochure and new member packet. Anyone with additional ideas for club expenditures should contact Walt Cloer. This meeting date to be determined by the Steering Committee.

The HSS tri-fold brochure has been updated, and Mike Gaczkowski is having several hundred printed up. These are provided to local hobby shops, placed in our brochure box on our kiosk at the field, and are passed out at community activities that we support.



HSS General Meeting Minutes For 3 Jan 2006 (continued)

Karl Hawley reported that he will call Bruce Hartley to request that the new runway be rolled, hopefully after one of our winter rain storms.

Bill Eckles is leaving the club to move to Del Mar. Bill has been instrumental in his efforts to perform the park user survey, encourage the city to grade the new runway, obtaining a 5 year Use Agreement for the club, and coordinating with the Parks department. As a token of appreciation for his work as General Director, Walt Cloer awarded Bill with a certificate and a gratis membership in HSS.

Walt closed the meeting at 9:50 PM, after which Berkeley Green conducted a tour of the Sea Base facility.

Respectfully submitted, Fred Hesse, Secretary.

Minutes of Costa Mesa Parks Department Meeting 10 Jan 06

This meeting was called by Robert Staples, Administrator for the Fairview Park Master Plan. It was attended by Walt Cloer (HSS President), Tom Burgess (Vice President), Bill Eckles (2005 General Director), John Anderson (2006 General Director) and Fred Hesse (Secretary).

Several documents were reviewed as follows.

Use Agreement - This is now in final form, and minor changes were made that included changing the usage hours to be the same as posted hours, and prohibiting flying low over schools and parking lots. The City restricted the HSS privilege to conduct competitions to less than 25 participants. Larger activities will require that HSS obtain a Special Use Permit from the City. This will be required for SC-2 events and other large activities.

Flying Field Rules- Robert Staples acknowledged that the City's version of flying field rules was inadequate, and that the lengthy set of rules offered by HSS was too much. HSS is to provide a shortened version as soon as possible.

Friends of the Park will have a meeting on 24 Jan 06. John Anderson will attend.

Respectfully submitted by Fred Hesse, HSS Secretary.

Interim Flying Field Permit

Since it may be mid February or later before we get our final five year Use Agreement with the City of Costa Mesa, we have obtained an extension to our day by day permit to fly at Fairview Park. For the period from Sunday Jan 01, 2006 through Friday Mar 31, 2006, we are allowed to fly from 7:30 AM until 5:30 PM. Daylight savings time begins in April, so from Saturday April 01, 2006, through Friday June 30, 2006, our flying time is extended to 7:00 AM until 7:00 PM. Copies of our permit are available for viewing on our web site in the Members Only Page.

Flying Field Maintenance (Or Rock Party No.2)

Walt Cloer requested a field clean-up effort for Saturday morning January 21. This was well attended by a large group of members and guests who put in lots of man hours pulling weeds, dragging and smoothing the runway, picking up rocks, and raking up all the cigarette butts that litter the field and parking lot.

Many thanks to all who helped. The whole area really looks good.



Neighbor's Complaints

In mid January, we have received a complaint through the City Parks Department concerning flying during un-permitted hours at Fairview Park. Apparently people are out before 6:00 AM, and flying after dark using those tiny electric lights on their planes (which sounds like fun to me! - Ed.). However, as mentioned elsewhere, we are only allowed to fly from 7:30 AM until 5:30 PM during the winter.

John Anderson (our new General Director) spent an extensive amount of time fielding this complaint, and responded with the following report to the City, dated 18 Jan 2006.

I contacted the concerned resident. She expressed her concerns as regarding: unauthorized hours of flying; the flying of louder, faster boomerang-type flying wings near the residential area; flying various electric models near park/trail users and dive-bombing type maneuvers, etc. I actively listened; agreed where appropriate; and advised her of our intended immediate posting and enforcement effort. I also advised her of our other related current actions - such as working with the City to adopt and enforce a flyer permit system/updated field rules; seeking AMA's site evaluation and recommendations; and generally moving toward mitigating her set of concerns. I also offered to participate with her in an informal community meeting(s) to air and respond to any such concerns. I feel that we had a cordial, productive discussion with good prospects for a positive follow-up and reasonable resolution. HSS may wish to establish an on-going cadre of contact members who could respond more quickly, effectively, and sensitively to such community concerns. In any case, I'll keep you informed and as appropriate, coordinate with you, other City representatives, and the community.

I contacted our President , Walt Cloer and pressed him to immediately post an interim notice at the field clearly stating the hours of the present permit (7:30 am-5:30 pm) and noting the dire consequences of violating these reasonable limitations. Also I urged Walt to get the word out to all members and non-members as quickly and as broadly as possible. Walt agreed to do so and I expect that he will have something posted tomorrow early am. I will follow up with Walt after my 7am dental appointment and I'll continue to follow-up and advise you as to our on-going efforts to secure full compliance.

Many thanks to the quick action of Walt Cloer, and Jim Hanson who prepared and posted the sign, and to John for his patience in dealing with this person.

We all must realize that we are lucky to have such a grand flying site, and we need to act as good neighbors and follow our new field rules which will be posted shortly.

U.S. F3J Team Selection

As many already know, and published on P.22 of the December 2005 Quiet Flyer magazine, Casey Adamczyk has again earned a berth on the U.S. F3J junior team. Once every two years, an international competition in F3J thermal duration gliders is held. The coming 2006 World Championships will be held in Martin, Slovakia.

Chris Adamczyk is alerting us that the United States team has a web site, <http://www.usf3jteam.com/> and everyone is invited to check the site for status and results. More importantly, the site offers tee shirts for sale and some nice raffles. This is done to defray the cost of sending the American Team to Slovakia.

Considering that Casey and the rest of the Junior team took second place in the 2004 World Championships, your editor plans to suggest that HSS make a donation to the U.S. Team at the next club meeting. All are invited to donate by sending a check or money order to:

Jim Monaco
US F3J Team Manager
103 Breckenridge Trail
Broomfield, Co 80020

Please make checks out to United States F3J Team.



Meeting with AMA Officers

Since we have a number of new agreements, new field rules, and other concerns, it was decided to request a meeting with AMA officers at the AMA Convention on Saturday 14 Jan 2006.

We were graciously met by Jay Mealy (Programs Director), Wes De Cou (Flying Site Assistance), Rich Hanson (District X Vice President) and Bill Malvey (District X Associate Vice President). HSS members included John Anderson (General Manager), Karl Hawley (2005 President), Jeff Donoho (LSF Coordinator), and Fred Hesse (Secretary).

Documents including our latest draft of our Use Agreement with the City of Costa Mesa, and several versions of our Flying Field Rules were introduced. AMA officers will review these documents and reply.

A discussion of FAA altitude limits was held. Bill Malvey, who lives in Southern California and is a licensed General Aviation pilot, brought up the following points. He emphasized that the 400 foot altitude limit described in AC 91-57 is the law in the eyes of the FAA, even though this is an Advisory Circular. This document is presently being re-written to address UAV's as well as model aircraft. While the local helicopter police cannot enforce federal law, they can make strong suggestions to the Air Traffic Controllers (ATC) at John Wayne Airport, and they can close us down completely. A point was brought up that while no flight path is shown on the VFR Terminal Area Chart for Los Angeles, the ATC operators at John Wayne direct incoming pilots to locate the Newland electric power station as a land mark, then fly a course from there to the airport. This brings them in directly over Fairview Park. In addition, while FAR 91.113 specifies a minimum altitude of 1000 feet, pilots are allowed to fly below this while entering a landing pattern. These points negate previous statements published in this newsletter.

The AMA officers were then invited to survey our new runway and other flying areas at Fairview Park. On Monday Jan 16, Carl Maroney, Rich Hanson, Bill Malvey, and Wes De Cou visited our field. The intent was to obtain recommendations to improve flying safety.

Comments included suggestions that we more clearly identify the boundaries of the new runway with cones or markers, place caution signs at paths entering the area, possibly plant shrubbery to delineate pilot stations, and to clearly mark the flight line (also called dead line) and ensure no one flies behind that line.

The photo on the right shows our AMA visitors at Fairview Park.

From left to right is Carl Maroney AMA Special Services Director, HSS member Fred Hesse, HSS member Ross Thomas with back towards camera, Wes De Cou from AMA Flying Site Assistance department, Rich Hanson Division X Vice President, and Bill Malvey AMA Division X Assistant Vice President.

John Anderson, HSS General Director, took the photo.



And the Unbelievably Quick AMA Response

We have just received the following letter from the AMA regarding their safety survey of our flying field. This contains a number of excellent recommendations that we should share with the City Parks Department.

January 23, 2006

Mr. Fred Hesse
Harbor Soaring Society
8581 Palermo Dr
Huntington Beach CA 92646

Dear Fred:

This is in response to our meeting and site visit on Monday, January 16, 2006. In attendance from AMA were District 10 Vice President Richard Hanson, Western Flying Site Representative Wes De Cou, and myself.

At the time you furnished a flying field map for Fairview Park in Costa Mesa. During our visit, and as a result of several questions, you marked up that map with additional information.

We understand that the city is restrictive in their policy regarding fencing, barriers and signage.

The activities for this site are: hand launch gliders, RC sailplanes, both thermal and slope soaring, RC electric and freeflight.

The main RC runway is planned to be approximately 500' by 150'. It does not appear that a buffer zone of 250 feet is provided for either end of this runway. Since the prevailing wind is from the southwest, take-offs will require a short right turn and likewise on landings, the aircraft will have to turn short right and then line up for landing. This is not typical for departures and approaches, but is being done at a few other sites; however, this usually requires a skilled flyer.

We noticed that it is only 100 feet from the far right end of your runway to the paved pathway, which is of concern. We also believe that moving the current pits established by the two picnic tables further east will provide better visibility for approaches and give a longer take-off distance. All flying should take place on the far-side of the runway and not directly over it. Keep the runway open for take-offs and landings, including dead sticks, of other models being flown. The dirt walking path crossing the runway and flying area must be closed! Normal day-to-day flying activity is limited to 400 feet altitude by FAA Advisory Circular 91-57.

Sailplane flying should only be done on a scheduled basis and with a NOTAM issued. With the site being located in an air corridor for full-size aircraft, each model pilot must have an assistant/helper to act as a spotter. When full-size aircraft are approaching, the pilot must immediately descend to 400 feet altitude or the model should land until the full-size aircraft has passed.

A flying field diagram with operation rules should be incorporated into the city ordinance and each permit holder should sign an application stating they have "read and understand the operation rules for flying models at Fairview Park."

We believe it's imperative to create some structure for operation of model flying to provide a safe environment.

Sincerely,

Carl P Maroney, Special Services Director

cc: Joyce Hager, Executive Director; Rich Hanson, District VP; Wes De Cou, Western Flying Site Rep;
Jay Mealy, Programs Director



AMA Convention Report

The AMA Convention was held on January 13 through 15 2006, and was quite successful. There was a much larger attendance than last year. HSS members seen working at the show included Jeff Donoho who was helping with the Soaring Society of America display of one of those beautiful full scale gliders called the Sky Hawk, Peter ??? who was at the show all three days assisting in various activities, and Dan Redfern had his Model Machining Service booth offering the latest in his Inner Demon product line.

SuperFly IV Report

The fourth annual SuperFly Electric Fun Fly was held in Las Vegas Nevada over the weekend of November 12 and 13, 2005. This is old news, except that the February 2006 issue of Quiet Flyer that just came out had a huge 8 page feature of the happenings there, and who made the headlines but our own Don Hofeldt and Dan Redfern. The article included photos of Don's big P-47, Don holding his Focke-Wulf 190, and a very sad picture of Don holding the remains of his big P-51 which we all had seen fly here at Fairview Park. There were two photos of Dan Redfern's 47% Ultimate Biplane with the four Hacker C50 motors driving a 33 x 10 prop through a very large Inner Demon gear box, and two photos of Dan's 72" Kryer Kraft scale biplane that we had featured in our December 2004 Plane Rap.

Ask Don about the most charming Amanda Gornet who was spokesmodel for the event. She received a lot of coverage (maybe because of her un-coverage?) and was featured as the cover girl on the January 2005 issue of Quiet Flyer magazine. Next year's SuperFly event is planned for about the same time of year and at the same location (William B. Bennett Airfield Park) near Las Vegas.

To give you an idea of what Don Hofeldt brought to SuperFly IV, here is a photo of Don's Focke-Wulf 190. This is an electric conversion of Top Flite's gas powered model. It has a 64 inch wing span, and uses a Jeti 4130 brushless motor controlled by a Jeti 77 electronic speed control. A 22-cell, 3300mAh pack is used. All this swings an APC 18 x 11 prop.

Your editor believes credit for this great photo again goes to our staff photographer Rob Askegaard. Thanks, Rob.



2006 HSS Membership Renewal

It is time to renew your HSS membership, and to assist you, a 2006 HSS Membership Application is attached on page 11. Be sure to mark if you would prefer E-Mail delivery, as it saves the printing and mailing costs. Also, mark your area of interest so as to assist future event planning.

We did not have room to include a 2006 AMA Membership Application due to space limitations. You will find one in the E-mail version of this newsletter.



February Meeting Agenda

Our new executive council addressed the items on the January Meeting Agenda, and requested member assistance with those activities. As of newsletter publication date, the status of these efforts is as follows:

Old Action Items -

- Prepare our non-profit corporation annual IRS tax submittals. Tuan Le was not able to do much because he does not have inventories yet.
- Karl Hawley with the assistance of Ross and Maxine Thomas have not yet prepared the club inventory. This is needed for tax submittals.
- Status of our 5 year User Agreement with the city is covered in a report included above. A new interim daily Use Permit is now good through 30 June 2006.
- Prepare the club's AMA Charter Application. We have adequate Contest Directors, but we need Introductory Pilot ratings for more of our members. Nothing has been done.
- The Activities Committee never met to establish our Coming Events Calendar.
- The steering committee never met to plan the budget and projects for the equipment needs of the club, the educational activities to be undertaken, and the public service projects that we should participate in. This is required in By Laws Article V, Section 1.
- Review new tri-fold brochure and have it published. This has been completed.
- Obtain a report on Friends of the Park and associated activities. They met 24 Jan. Report to be provided by John Anderson.
- Discuss status of FAA altitude limits and what can be done. This was done with AMA. See report on AMA meeting, above.

New Action Items -

- Approve a donation to the U.S. F3J Team.
- Discuss results of Parks Department meeting of 25 Jan, and next steps to support City of Costa Mesa permit program and field rules.
- Address the charging station that Tuan Le had assembled. Need to get a cover and install everything.
- Determine if General Meeting date should be changed to first Monday of each month.
- Determine if club is to provide a fire extinguisher in the shed.
- Determine if club is to provide a first aid kit in the shed.
- Discuss what to do for meeting information presentations, entertainment, raffles.

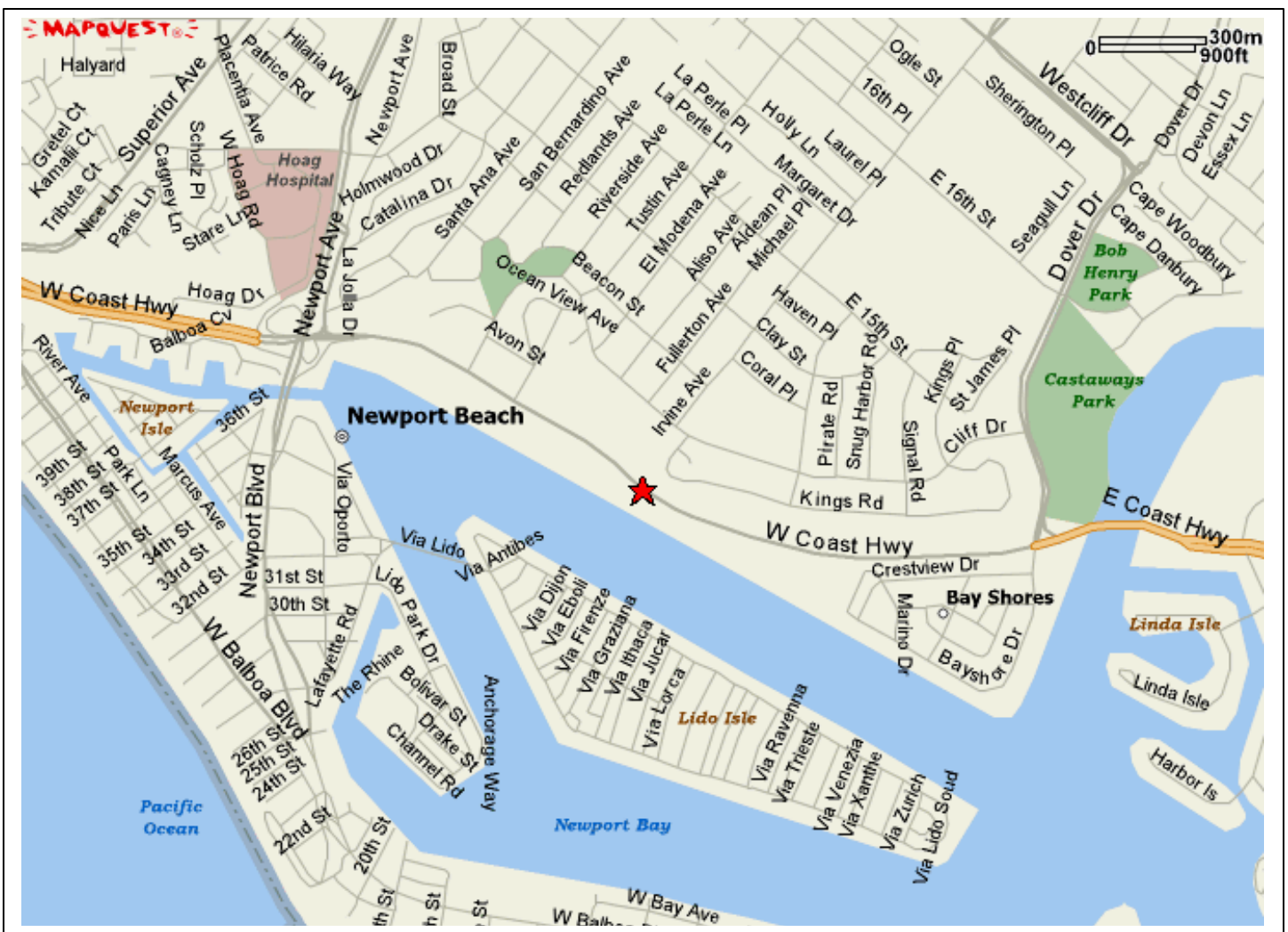
Coming Events For 2006

Tuesday	January 3	HSS monthly meeting, 7:30 PM, at the Newport Sea Base, 7:30 PM Address is 1931 West Coast Highway, Newport Beach.
Sunday	January 8	First HSS monthly club thermal duration competitions at Fairview Park.
Sunday	February 5	Second HSS monthly club thermal duration competitions at Fairview Park.
Tuesday	February 7	HSS monthly meeting, 7:30 PM, at the Newport Sea Base, 7:30 PM Address is 1931 West Coast Highway, Newport Beach.
Sunday	March 5	Third HSS monthly club thermal duration competitions at Fairview Park.
Monday	March 6?	Tentative HSS monthly meeting, 7:30 PM, at the Newport Sea Base, 7:30 PM Address is 1931 West Coast Highway, Newport Beach. (New Day?)
Sunday	March 26?	Tentative SC-2 Thermal Duration Competition at Fairview Park.
Sunday	April 2	Fourth HSS monthly club thermal duration competitions at Fairview Park.
Monday	April 3?	Tentative HSS monthly meeting, 7:30 PM, at the Newport Sea Base, 7:30 PM Address is 1931 West Coast Highway, Newport Beach. (New Day?)
Fri-Sun	April 14-16	Tentative CVRC Spring Aero Tow. Giant scale gliders, Russell Pond, Visalia CA.
Saturday	April 15?	Tentative Fairview Park Earth Day, 9 AM to Noon. HSS demos and clean-up.



February 7th 2006 Meeting Notice - NEW LOCATION

We have obtained a new meeting facility for our monthly HSS general meetings. Our next meeting is the 7th of February 2006 which is the first Tuesday of the month, same as before, starting at 7:30 PM. Our new location is the Newport Sea Base at 1931 West Coast Highway, in Newport Beach. We will be meeting upstairs in the "Yacht Room". Berkeley Green, our alternate web master and Program Director at the Sea Base, has made these no cost arrangements for us in exchange for HSS providing model aviation instruction for the Boy Scout Aviation merit badge. This facility is large, new, and magnificent. It is right on the water, and overlooks a number of the sailboats that Berkeley uses for youth instruction. There is a parking lot in front of the building, and an additional public parking lot a short block up from the corner of Coast Highway and Tustin Avenue (City of Newport not City of Tustin). Some metered parking is also available on Coast Highway. This is much closer to our flying field, and is easy to reach from the freeways. We have included a nice large map to assist everyone, but it is easy to find. Take anything to Coast Highway, then go East on Coast Highway several blocks East of Newport Blvd. It is adjacent to the UC Irvine/Orange Coast College sailing facility. Warning, do not park in business lots such as Ardels or Taco Bell. They have observers to prevent improper parking.

**New Club T-Shirts**

Karl Hawley has HSS T-shirts. They have the club logo on the back in full color, and a small sailplane on the front. These high quality shirts are priced as follows: T-Shirt, no pocket, \$5; T-Shirt with pocket, \$7; Golf shirt with a polo collar and a front pocket, \$13. These are available to all members. Contact Karl.



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.

COMPOSITE SPECIALTIES**F3X.COM**

IMPORTERS OF WORLD CLASS

F3B/F3F/F3J COMPETITION

SOARING MACHINES

Tom Copp (949) 645-7032 tom@f3x.com



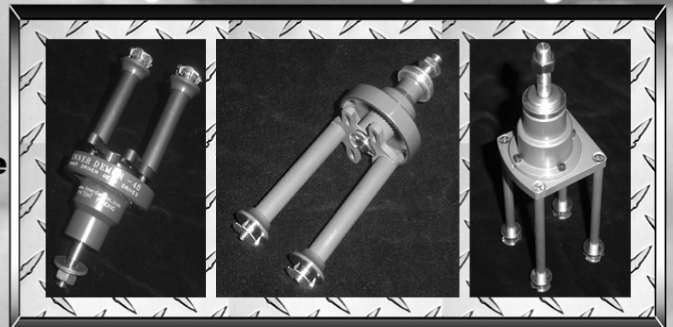
Decals
Vinyl letters
Labels
Business cards
Flyers
Create or Scan art

Graphics
Jim Hanson
331 Hamilton St.
Costa Mesa, CA 92627
(949) 646-3603
E-mail
tog4rc@pachell.net

(949) 631-2982**www.innerdemon.com**

- 4 Types to choose from For 120 to 3000 watt systems, park flyers to 1/3 scale.
- No Prop adapters needed.
- All 4 gear drives come with our exclusive EZ mount system.
- New MMS gear drive for direct drive motors like the Jet Phasor & AXI outer runner type motors.
- Motors, Speed Controls and Batteries (nimh & Li-poly)
- Discounted prices on complete power systems.

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



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

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

NOW 21 STORES
In So. Calif. & Nevada

Hobby People®

Nobody beats our prices. **NOBODY!™**

DISCOUNT HOBBY STORES

CALIFORNIA

ESCONDIDO
368 W. El Norte Parkway
760-739-8888

SAN DIEGO
4344 Conroy 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.
714-268-8170

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
661-298-3300

CHINO HILLS
2971 Chino Ave.
In Rolling Ridge Plaza
909-364-0187

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 Trl City Center Drive
I-10 at Alabama
909-307-1185

NV LAS VEGAS #1
2610 S. Decatur Blvd.
Decatur at W. Sahara
702-871-6191

NV LAS VEGAS #2
5466 Boulder Highway
At E. Tropicana Ave.
702-547-2204

LAKE FOREST
23780 Mercury Road
In Rockfield Showplace
Corner of Rockfield & Mercury
(949) 809-1135

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



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 _____



HARBOR SOARING SOCIETY OFFICERS FOR 2006

President	Walt Cloer	(714) 865-6411	waltlc@verizon.net
Vice President	Tom Burgess	(949) 376-7919	andorra@cox.net
Treasurer	Mike Gaczowski	(949) 582-9390	mgaczowski@cox.net
Secretary	Fred Hesse	(714) 963-5838	fhesse@socal.rr.com
Contest Coordinator	Tom Copp	(949) 645-7032	tom@f3x.com
Assist. C/C	Bob Sliff	(949) 574-9379	
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	John Anderson	(949) 723-1556	A71673.1300@netzero.net
LSF Coordinator	Jeff Donoho	(562) 868-2190	jdonohe@ellisonsc.com
Field Marshal	Karl Hawley	(949) 574-9379	www.1hss.org

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 WILL BE AT A NEW LOCATION! 7:30 PM, TUESDAY FEBRUARY 7 2006 AT THE NEWPORT SEA BASE AT 1931 WEST COAST HIGHWAY, NEWPORT BEACH. SEE MAP ON PAGE 9 OF THIS ISSUE FOR DIRECTIONS AND PARKING INSTRUCTIONS. THIS PRINTED ISSUE IS LIMITED TO 12 PAGES TO REDUCE MAILING COSTS. SEE THE COLOR VERSION SENT BY E-MAIL AND AVAILABLE ON OUR WEB SITES.