



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

AUGUST 2009

Volume 46

THIS MONTH'S HEADLINES

NEW DAY AND NEW PLACE FOR AUGUST MEETING

Our next general meeting will be held
Tuesday, August 4, 7:00 PM at
Round Table Pizza, 11095 Warner (at
Euclid) in Fountain Valley.
**Come for the fun, stay for the raffle. All
you can eat for \$6.99. Ross Thomas will
present "Soaring 101" & Sailplane
Secrets. The executive/steering
committee meeting will begin at 6:15 PM.
See map on Page 3.**

Costa Mesa Concerts in the Park

The City of Costa Mesa will conduct four
"Concerts in the Park" at Fairview, on Tuesdays
from 6:15 - 7:45 PM. The dates are July 28,
August 4, August 11, and August 18. Flying is
not allowed on these dates and times.

HSS WEB SITE GETTING NEW INFO AND PHOTOS.

**A NEW PROGRAM FOR MANAGING HSS
WEB SITE CONTENT IS UP & WORKING.
Details on Page 14.**

Coming Events and Soaring Competitions

For August - September 2009

The following events are of interest this month.

- Sunday July 26. Southern Cal Soaring Clubs fifth competition (www.sc-2.org), at Fish Canyon. Hosted by HSS. See www.1hss.org and www.silent-wings.org for map.
- Tuesday August 4. HSS General Meeting, 7 PM. **New Location.** Round Table Pizza 11075 Warner, Exec meeting 6:15 PM. All you can eat \$6.99. Raffle and Ross Thomas presents "Soaring 101". See map on page 3
- Sunday August 30. Southern Cal Soaring Clubs sixth competition (www.sc-2.org), Redwood school in Thousand Oaks, hosted by TOSS. See www.toss.freesevers.com.
- Tuesday Sept 1. HSS General Meeting, 7 PM. **New Location.** Round Table Pizza 11095 Warner, Exec meeting 6:15 PM. All you can eat \$6.99. Raffle and show and tell. Bring models. See map on page 3
- Sat-Sun Sept 19-20. El Dorado Silent Flyers discus launched glider competition. Details still being planned. Contact Clay Hollingsworth at clayrace24@earthlink.net.

See Page 11 for complete events schedule.



Plane of the Month

Who keeps bringing some of the most spectacular planes seen at Fairview? Yup, it's Walt Cloer. This time it is a beautiful model of the de Havilland DH 88. This is a model of the plane that won the London to Sydney, Australia air race in 1934. It was named "Grosvenor House" and was a long range racer. Built by Walt Cloer and flown two times on Sunday, July 12 by John Bayshore. He flew it expertly and it was quite an exciting sight to see. The model is powered by two AXI motors and was set up to run them in opposite directions. This may have contributed to its successful flying. Several other Comet models had difficulties and have crashed.

Walt uses two of the AXI 4140/14 motors with a speed control for each motor, counter rotating. He has a 4 cell 8000ma battery pack (for both motors - not each motor). The wingspan is 88" and the length is 59". The weight is "9.9 lbs" and wing area is 510 square inches. This is an ARF made by Advanced Scale Models (made in China - where else?) Photos and text courtesy of Rob Askegaard.



President's Message

The weather is getting hot. At my age I try to avoid exposure to direct sunlight. This means I haven't been flying as much as I normally do. The HSS Executive Board has agreed to contract the construction company that submitted the low bid to move the dirt mounds on the west side of the field. We plan to meet the contractor and the city at the field in the later part of this week to finalize a plan to move the dirt. We hope the dirt moving is completed this month. If all goes according to plan, I will be out of town during the next meeting and will leave you in John Anderson's capable hands.

This month's reading recommendation is Mastering Radio Controlled Flight by Scott Stoops. This book has a lot of really good information for beginners and experts alike.

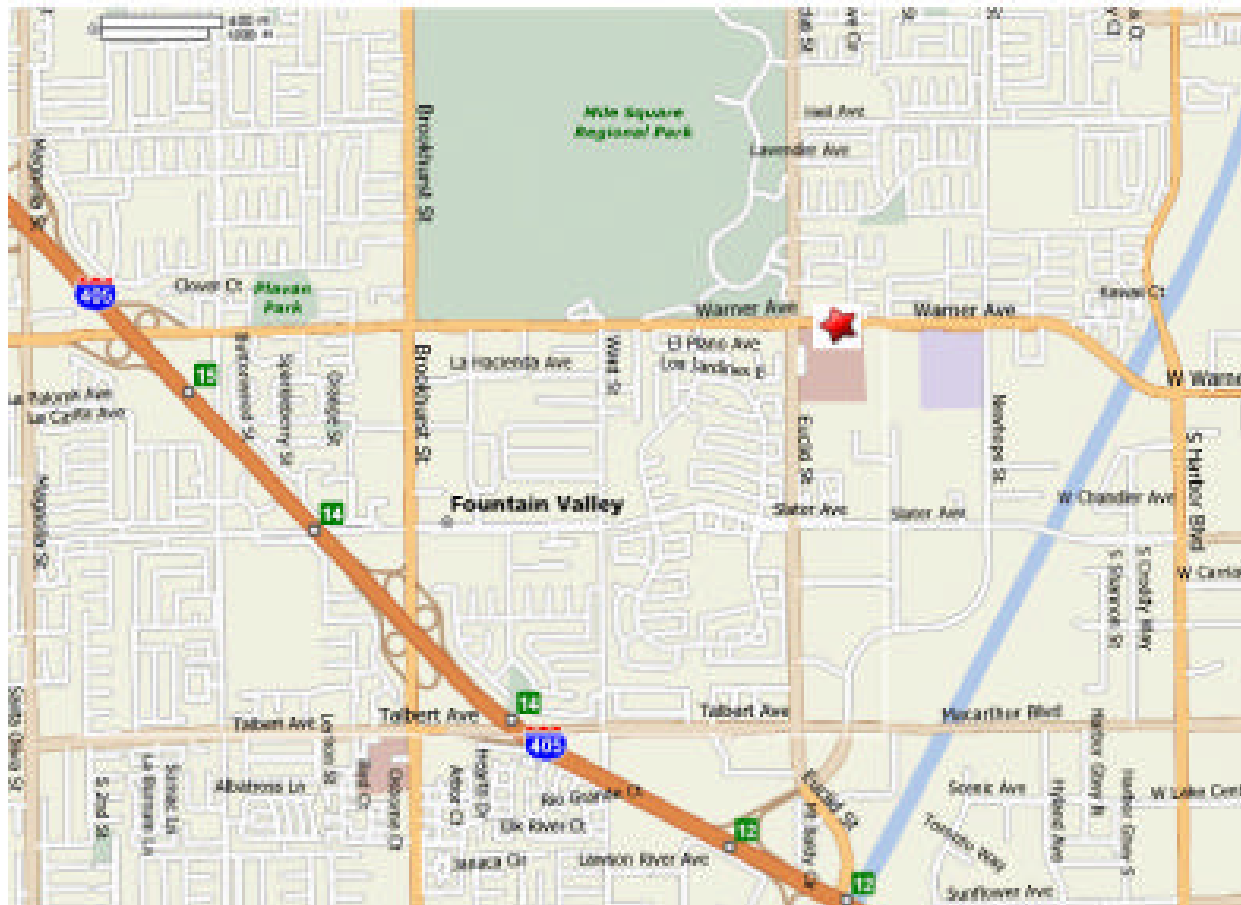
Regards, Henry Smith, President

August 4, 2009 Dinner/Meeting Notice

THE MONTHLY CLUB MEETING DAY AND LOCATION HAS BEEN CHANGED!

The NEW place is ROUND TABLE PIZZA, at 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. Seniors qualify for a further discount (That's older folks, not twelfth graders). 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. We will feature a wonderful presentation by our star soaring pilot Ross Thomas. The topic is "Soaring 101" and Sailplane Secrets. We will also have a raffle. The location is shown in the map below. The executive/steering committee meeting will begin at 6:15 PM. The raffle prize is a Multiplex Twin-Jet. See below for description. This new location has been reserved through November 3rd.

Map to August 4th Meeting Location



Minutes of July 2nd Meetings

I. Executive Session: Called to order at 6:25 p.m., at Round Table Pizza, Baker and Fairview, by President Henry Smith III. In attendance were officers Henry Smith, Past President Jim Hanson, Treasurer Dennis Anderson, Editor Fred Hesse, Contest Director Ross Thomas, Winch-master Karl Hawley, General Director John Anderson, and Secretary Ted Broberg.

- A. There was a short discussion about the by-laws, and what constituted a quorum. A vote on the proposed expenditure of club funds requires a minimum of 12 members in attendance. This topic will be brought before the general membership.
- B. Ross inquired whether there were volunteers to work the July 26 SC2 soaring event. Several people volunteered. The event will be held at the SWSA/ Fish Canyon field in Irwindale.
- C. Henry mentioned the efforts of several fliers at cleaning up the yard clippings/landscaping debris that some other people dumped in an area of the vernal ponds. Karl had volunteered to clean it up when asked by the city personnel whether we were the "culprits." We were not, but several fliers took care of the problem.
- D. Henry passed out copies of a document that described the proposed improvements to the field. He said that Robert Staples is very willing to work with us on getting this in motion. One idea for moving the unwanted dirt is for the club to rent a suitable loader, to be operated by Karl, Walt, and other volunteers. It could be leveled and graded and/or rolled later by a crew, if needed. The moving of the dirt, in Henry's mind, is the first order of business. Next might be bringing electricity to the table area, and setting up pads for one or more winch turn-arounds. Henry would like to see water and grass considered for the future.
- E. Executive Session was closed at 7:03 p.m.

II. General Session: Called to order at 7:04 p.m. by president Henry Smith. Listed below is the largest group of members that we have had at a general meeting in some time. Thanks for participating.

Attendance:

| | | | |
|--------------|----------------|------------------|-------------|
| Henry Smith | John Anderson | Dennis Anderson | Jim Hanson |
| Ted Broberg | Todd MacAndrew | Denny Mallett | Ross Thomas |
| Frank Colver | Karl Hawley | Tom Sherwood | Jon Lamb |
| Doug Lamb | Don Hofeldt | Fred Hesse | Brian Alber |
| Roger Nahas | Ron Obrecht | Gytis Tamulaitis | Tim Beegan |

- A. Henry repeated the announcement commending Karl and the volunteers who cleaned up the truck-loads of weeds and debris that had been dumped in the Vernal Pond, with thanks to Joe George for the use of his pick-up truck.
- B. Henry announced that a bicyclist had been injured by riding into the newly installed wire cable between the posts of our pilot's area.
- C. John Anderson announced that some manufacturers have expressed the intention of helping us with financing the field improvements. He will be circulating a letter to hobby suppliers, seeking donations.
- D. Frank Colver brought a copy of his old movies of early days of R/C flying, transferred to DVD. He'll pass one copy to John Anderson, to be included in the club library. John will try to convert other footage to DVD, also. Perhaps Frank's DVD could be shown on the player in the meeting room here, (with the music muted, perhaps) at a later meeting.
- E. Henry brought up the issue of the field improvements. He summarized the steps that need to be done: Move the unwanted dirt from the southwest area of the electric runway; grade it; install concrete pads for the winches and turn-arounds for the gliders, to elevate the lines off the dirt; finish installing the electrical power at the tables. He welcomed a motion for the club to spend up to \$4000 for the club to accomplish these first three steps, with the understanding that further improvements would follow, as needed. The motion was moved and seconded; Discussion was held, followed by members vote. The motion was carried, 17 in favor, one opposed, 2 abstained.



Minutes of July 2nd Meetings (continued)

F. Henry introduced Don Hofeldt, who presented the program: Motors for Larger Planes. He showed a motor mount from Esprit Models, and a safety wiring switch that uses a Deans Connector, shorted across, as a "key." The Esprit motor mount has several choices of stand-off posts, which are far enough apart to allow some types of batteries to be mounted right up behind the motor. For placing the motor so that it lines up with the center of the cowling, he temporarily tacks the backing plate to the firewall with CA glue; after it has set up, he can then remove the cowling and drill holes for the machine screws or bolts to complete the installation. Denny Mallett has made similar mounts, but using wood instead of metal.

There was some discussion about whether to use the BEC in speed controls that are run on the main power supply, or have a separate battery just for the receiver/servos. Many feel that it is safer to separate them, as there have been some disasters in planes with large-wattage power sources "frying" the speed controls. Don likes JETI speed controls, and recommends that you use higher-ampere rated ones than the motor calls for, as he's had ESC's blow up, though he was running LESS than the rated ampere. He recommends placing them where they can get cooling air. Henry comments that solid-state electronic devices are very sensitive to "over-voltage." Even one extra volt can be the kiss of death. Dennis warns that even a short prop-strike can cause an immediate spike in voltage. He says that "your switching is maximum at half-throttle." Figure five volts above your battery voltage to find what actually goes to your speed control. Even the length of the wire between the battery and the speed control affects that. Don warns that ANALOG servos freak out with voltages over 5.8 V. Jim warns that some DIGITAL servos don't like to have over four cells. Ross commented that (in gliders) you don't get a longer flight with a five-cell pack than with a four-cell pack; you just get faster servo speeds. Dennis made a comment about wooden battery boxes, with large battery packs. He reinforces the box with Kevlar "tow" (strings, or fibers), to prevent breaking away, as there is quite a strong set of forces acting on the battery in high-G maneuvers.

III. Show and Tell:

- A. John Anderson showed a Tiger Moth model that he bought for \$10, and made several fine touches to bring it closer to scale.
- B. Ross Thomas displayed his new DANNY glider, from Alberto Dona's Hobby Club. He showed some of the changes he made from earlier DANNY versions. It's a competition model for RES class. Wing span is 3.5 meters, or about 138 inches. Carbon fiber is used extensively. Ross always installs a battery monitor in his larger airplanes, after having had a bad crash when the on-board battery went dead.
- C. Dennis Anderson showed a little helicopter that he won at the RCX show in Pomona. It's a tiny Blade MCX. He flew it in the meeting room!

IV. Drawing: For the Multiplex GEMINI, with motor and speed control, won by Tom Sherwood.

Meeting was adjourned at 9:15, after the drawing. Ted Broberg, Secretary

Proposal for Field Improvements

Henry Smith has assembled the following status and plan for field improvements. First, the club has received a grant from AMA that will help fund the improvements. The improvements should be done in stages, with the first three tasks to be completed with funds approved by the club member's vote.

1. Remove the dirt from a triangle of approximately 70" x 450". ASAP. Exactly how this is to be done is not determined yet.
2. Finish grade and roll the new portion of the field to be level with the existing runway, after step 1 is completed.
3. Install concrete pads to anchor glider winches and turnarounds, as soon as we get city approval.
4. Finish installing the electrical power at the frequency control kiosk.
5. Put grass surface on the portion of the field not used for electric take off and landing.
6. Pave the electric runway.

Ed. Note: Henry has contacted Abraham Jeon of HYM Engineering who has submitted a preliminary quote.



July 13, 2009 HSS Special Board Meeting Minutes

Henry Smith called for a special executive board meeting at his facility on Monday July 13, 2009.

I. Meeting was called to order at 3:04 p.m. by Henry Smith. In attendance were Henry, Dennis Anderson, Fred Hesse, Ross Thomas, John Anderson, Karl Hawley, and Ted Broberg.

II. Fred asked whether Tom Copp has remained a member. Since he has not joined for this year, the club needs to stop printing his ad in the Plane Rap.

III. Fred asked if John would work up a club library. John said he's already working on it. He'll work out a list, to keep track of the media, which will include DVDs, Plane Rap back issues, cassette tapes, and photos. John will establish a library inventory and a process for material checkout by members.

IV. Future meetings will be on Tuesdays, at the Round Table Pizza at Warner and Euclid, at least through November. Ted will arrange things. The advantage will be the reduced costs: Family Night prices of \$6.99 for all-you-can-eat pizza, plus salad bar. Soft drinks, beer, and wine also available.

V. The question of slope soaring at our cliff was discussed. Changes in the slope, and the trees at the foot of the bluff, have disturbed the air flow in recent years. John said the city will be making remedial changes to the non-native trees that have been put in (meaning "remove them"), and we may see some improvement in that part of our area. John may have some say with the planning division that could work in our favor.

VI. Henry brought up the topic of field improvements, especially step one: moving the dirt from the south end of the runway expansion. It's beyond pushing it with a road grader, as it's three feet deep in places. Chris Adamczyk has agreed to do the surveying. We have to make sure that drainage suits the city. Karl said that United Rental's price is \$2,0000 for a 4.5 yard skip-loader, for a 48 hour week, with \$100 delivery and \$100 pick-up. Dennis suggested using Rami's professional contractor to do the entire operation for about \$5200, rather than having us rent equipment and drive the equipment ourselves. John moved that we get a bid from Rami's man, and get the job done quickly. The motion was seconded, and carried. Henry and Rami will work out contract and payment details. Henry mentioned that we will have to talk to Robert Staples before taking this action. Tuesday, July 14, Henry and John will be talking with Mr. Staples.

VII. The fence surround the pilots' station was discussed. A bicyclist was injured recently by running into it. If we have ideas that would make the cables more visible, we should suggest it to Mr. Staples.

VIII. John asked about the Silver Service Award. Henry found our copy of the certificate.

IX. Henry again brought up his desire to put grass in on the landing field.

X. Dennis and John suggested making donations from the club to the Park Foundation, and/or the Park Rangers. Perhaps we could send publicity information to the Daily Pilot, in the line of public relations, to make the public more aware of the good things we've been doing.

A. John suggested bringing a senior adult group over to see what our fliers do.

B. John also recommended that it is not too early for finding officers for next year.

XI Ted asked whether we should put up a poster or flier to announce the change of location, and meeting day from Thursday to Tuesday, for the future meetings. Yes. He'll put up a poster Wednesday, at both kiosks.

XII Dennis will look into having a plastic sign made, showing HSS name, and fastening it onto the new kiosk.

XIII Fred made some suggestions about future use of the newly improved web site. He and Rob Askegaard were recently trained in its use. For now, each member should contact Fred with anything they wish to post. As time goes by, more of us should be trained in posting files on it. Fred is looking for someone who can compress files to pdf form. Henry may have the capability.

XIV. John recommended that we buy a club video camera. Perhaps we need a "media guru."

XV. Henry asked Ross whether he has enough people to run our next event.

--Meeting was adjourned at 4:38 p.m. to the shop area, to select a plane for next month's meeting.

Minutes submitted by Ted Broberg, HSS Secretary. Thanks, Ted. You do a fabulous job. -- Ed.



Another Beautiful Plane of the Month

We have been most fortunate to have two really great models to show as planes of the month.

Ron Obrecht brought out his Nieuport 28 recently, which caught the eye of Rob Askegaard, our club photographer. Thus we have a number of outstanding photos of a beautifully finished plane.

The model is 1/4 scale Balsa USA kit, Ron purchased it assembled less the motor, ESC, and receiver. It has an 80" wingspan. The motor is an AXI 5330/24, swinging a 24/10 Xoar prop. The speed control is a Jeti 90 which runs on 9 cells. The motor pulls 55 amps.

Ron says it fly's great.

Nice work, Ron. – Ed.



The Father of Blind Flying By Mark Wolverton (Via an E-mail from Herman Hall)

A typical flight instructor in 1917 would point to the instruments in a cockpit and tell his students to "pay no attention to them." In aviation's early days, pilots flew by the "seat of their pants." They trusted their eyes and gut feelings, even though doing so sometimes killed them, especially when vertigo set in at night or during bad weather. Such loss of equilibrium was considered part of the business, a rite of passage that fliers just had to handle. A pilot who relied on any instruments other than the compass, and perhaps the altimeter, was a lightweight-or even worse, a coward.

William Charles Ocker, "the father of blind flying," didn't buy into such macho posturing. As an Army pilot in World War I, he had known too many competent fliers who became disoriented and died needlessly; he himself had narrowly escaped death in 1918 while testing one of Elmer Sperry's early turn indicators. Lost in clouds with no visibility, Ocker discovered that the indicator showed his plane in a turn while his senses told him he was straight and level. The confusion sent him into a spiral dive: emerging from the clouds, he had just enough time to regain control. Others might have blamed the instrument. Ocker understood that, despite his training and experience, his pilot instincts had failed him.

The bowlegged, bifocal-wearing Ocker hardly fit the stereotype of a daring pilot or one who might challenge conventional wisdom, but he had a passion for flying and a fierce sense of mission. Born in Philadelphia in 1876, he enlisted in the Army at 22 and fought in the Spanish-American War and the Philippines as an artilleryman. In 1909 he met the Wright brothers while guarding their Wright Flyer during military tests at Fort Myer, Virginia. Fascinated by airplanes, he transferred to the Signal Corps' Aviation Section in 1912. Starting out as an aircraft mechanic, he earned his wings in 1914 and an officer's commission three years later.

Throughout his career, Ocker remained haunted by his close call and the reasons why it happened. A routine physical exam in 1926 at Crissy Field in San Francisco finally provided him with answers. The flight surgeon, Capt. David Myers, sat Ocker in a Jones-Barany chair, a swiveling, spinning seat designed to measure a person's sense of balance and equilibrium, and challenged him to take the exam with his eyes closed. Ocker discovered that when robbed of visual cues he couldn't tell whether the chair was spinning or stationary, or what direction he turned. Myers had re-created the same disorientation that Ocker had experienced eight years earlier.

Ocker devised a way to beat Myers's test by rigging a turn indicator & penlight inside a covered shoe box with a viewing hole cut in one end. Seated in the chair, he held the box up to his face and watched only the instrument. Even though he was "flying blind," he could now tell Myers precisely which way he moved and how fast. Ocker had proved that conflict can exist between a pilot's subjective perceptions and the readings of his instruments, and that he should trust the instruments, not his instincts, when that occurred.

With evangelical zeal, Ocker spread news of his discovery to other pilots. He perfected his "Ocker box," adding standard aircraft instrumentation such as a compass and artificial horizon, so that pilots could use the box in conjunction with the Jones-Barany chair as a training device. Even the most experienced, instrument-skeptical aviators could not help but be convinced after a spin in Ocker's rudimentary flight simulator. Despite the evidence, the Air Corps stubbornly insisted that "blind" instrument flying was unnecessary, dangerous, and would not become part of its pilot training program. Many pilots learned it anyway under Ocker's tutelage. Some of his superiors remained suspicious of this odd officer who liked to spin in chairs, more than once forcing him to undergo psychological examinations.

Ocker persisted, taking his ideas with him to his new assignment at the Air Corps' main training center at Brooks Field in Texas. Along with the Ocker box, he invented the notion of the covered cockpit, in which a pilot has to rely strictly on instruments in flight training. The Army Air Corps might have disapproved, but Pan American Airlines soon adopted his methods in their flight school. He challenged the instrument-flight skeptics further by making the first cross-country flight in a completely covered cockpit, a nearly 900-mile jaunt from Brooks Field to Scott Field, Illinois, on June 24, 1930. (The year before, young Army officer Jimmy Doolittle had become the first pilot to take off, fly, and land completely on instruments, but that had only been a brief circle around an airport.)

Ocker's research caught the attention of Lt. Carl J. Crane, another pilot who'd had a close call when he lost his bearings on a flight in 1925 and just missed the top of Detroit's Statler Hotel with a congressman's son in the back seat. Ocker and Crane conducted numerous experiments on instrument flying and pilot disorientation,



The Father of Blind Flying (continued)

most famously by tossing blindfolded pigeons out of an airplane in flight. They found that these birds exhibited the same disorientation as did pilots when confronted with severe cloud cover or darkness. (Most of the birds recovered their bearings or managed to shed their blindfolds.)

In 1932 Ocker and Crane distilled their research into the world's first instrument flight manual, *Blind Flight in Theory and Practice*. While the U.S. military was slow to acknowledge the book's value, the Soviet air force quickly adopted a pirated edition as a standard text.

Ocker's restless energy led him to pursue other aviation innovations. In 1938, along with Lt. George Smith, he patented a propeller with hinged blades for quieter flight. In 1941 Ocker and Crane created a "preflight reflex trainer," essentially a ground flight simulator "pilot buggy" with a cockpit that could move in three axes, powered with a one-cylinder engine and complete with a .22-caliber blank-firing machine gun for target practice. Ocker also invented a "flight integrator," a gyroscope-driven instrument that displayed a plane's movements with a miniature plane on a screen depicting a sky complete with clouds. More concerned with the welfare of his fellow flyers than with profit, he assigned his patents to the government.

Controversy continued to stalk Ocker. In 1934 he was court-martialed for supposedly making insubordinate comments about a superior officer. When he proved that the officer had falsely doctored Ocker's medical records to keep him grounded after an accident, he was quickly acquitted.

Ocker also made some influential friends along the way, including Orville Wright, who called him a "missionary" with "more influence in bringing about the use of instruments than any other person." He counted Eddie Rickenbacker, Billy Mitchell, and Jimmy Doolittle among his supporters. Charles Lindbergh, Amelia Earhart, and pioneering Australian aviator Charles Kingsford-Smith learned about instrument flying from him personally. When he retired as a full colonel, he was the oldest serving pilot in the U.S. military.

Ocker died at Walter Reed Hospital in Washington, D.C., on September 15, 1942. The following year, the military authorities finally made his instrument training procedures standard for all pilots. Few remember Ocker today; no airports, aviation companies, or museums bear his name. Yet he would be happy enough to know that he rides with every pilot who relies on instruments to find the way home.

CVRC Coming Events - Special Notice

The Central Valley RC Soaring Club is home of some of the biggest glider events on the West coast, so we like to keep all informed of their activities.

First, registration for the Fall Soaring Festival is now open. Register on line or contact Phil Hill, 559-686-8867. This is first come, first serve, with a limit on entrants, so don't miss out.

Second, here is information on their Wilson Cup event:

CVRC Wilson Cup**September 13th, 2009****CVRC Russell Pond, 8400 Avenue 320, Visalia, CA 93291****Open Wenchies – 8am to 1pm****CVRC Frequency Board – Frequency Control****Three minute duration to tape landing – Fly as many flights as you wish.****Best Seven Flights Scored for Record – Pilot Honor System – Highest point total Wins****Awards: 1st place – Wilson Cup Plus \$30.00****Sign Up Fee - \$10.00 per pilot****CD – John Wilson**

I sure hope those "Open Wenchies" are lusty ones - Ed.



Raffle Prize for August 4 Club Meeting

The prize for the August 4 meeting is a new (but partially assembled) Multiplex Twin Jet foam delta wing with 36" span. It includes two Bm2410-12 brushless outrunners, two Sword-18A brushless ESCs with 2 A BECs, two Cirrus PCS 402BB servos for elevons plus three new servos. The new kit is priced at \$60 but the electronics is worth way more than that. Any one attending the July 2nd meeting gets a free raffle ticket to win this prize.

The General Direction By John Anderson, General Director/VP

Hot! Hot HOT! Summer's here at last. It's a great time for flying - in the HOT sun - without hat, sunscreen, ample water, etc. leading to sunburn and heat stroke, etc. Oh My! And now your smoldering cigarette butt just started a brush fire! Smokers, the City has now strongly suggested that we provide suitable butt cans for your burning butts. So when they are installed please use them - and in doing so also save us from picking them up during the annual pick-up-the park days. Thanks.

Meanwhile the annual HSS Membership Survey should be emailed to you in August. Please respond. We value your feedback. And the HSS website continues to be upgraded. Give it a look and share your input and suggestions. Also we have had some great speakers at our monthly meetings. And again we welcome your suggestions for meeting locations, times, topics, activities, and speakers (how about you?).

The HSS board has been hard at work and all-in-all doing a pretty good job as regards the field, City, newsletter/website, administrative stuff, etc. So in passing at the field say Hi and thanks to Henry, Ted, Karl, Ross, Fred, Mike, Berkeley and the rest of the gang. By the way, we're going to need some new board blood in a very few months so please consider taking your turn at the controls.

Several members including Walt Cloer, Berkeley Green, and Karl Hawley have kindly given me some used planes, parts, and stuff. Sure some of it is used and even abused; but it's a welcome and appreciated gesture. Maybe some day I'll learn to be as generous and enjoy sharing some of my own treasures with others - so that they can use and enjoy what otherwise may be wasted - and I can share in their fun. Maybe we could all think about better sharing our respective neglected treasures by a for-free swap column in our newsletter and/or an exchange event - perhaps around Christmas?

Why we could even share our enjoyment of flight with others such as the community's disadvantaged kids, elderly seniors, disabled vets, etc. by inviting them to join us for a morning of flying fun. In doing so, we might even have some good fun ourselves - and our host City might appreciate a little give-something-back@ community service on our part. It's sort of a choice between Ho! Ho! Ho!; Ho hum.; and Humbug!

So now its back to work on those much appreciated used@ planes and some really weird new ones of my own design. Hope to see you at the field soon!

That's the General Direction for your consideration and comment.

OFMC Ride to San Diego

Gary Gullikson gave the following report on the Old Farts Motorcycle Club (OFMC) ride to San Diego.

Bob Goff, Jim Hanson & Gary Gough departed Fairview Park at 9 AM Tuesday July 7, for a ride to San Diego. Per Bob Goff: " Had a great ride to San Diego. We went straight to San Diego Aerospace Museum using the freeway. The museum was great and bigger than I remember. On the way back we cruised along the coast and the weather was really nice and sunny. We had lunch near Solana Beach. To me riding a motorcycle is like flying an airplane with an open cockpit at low level only more crowded."

Gary Gullikson notes: Many famous, and not so famous, aviators and lots of model airplane hobbyists, have also been motorcyclists. Riding my old Indian, at highway speeds, with its valves clattering away, and machine gun exhaust, really is like sitting behind the big radial engine in an old biplane. Thanks, Gary. (Ed)

Costa Mesa Concerts in the Park

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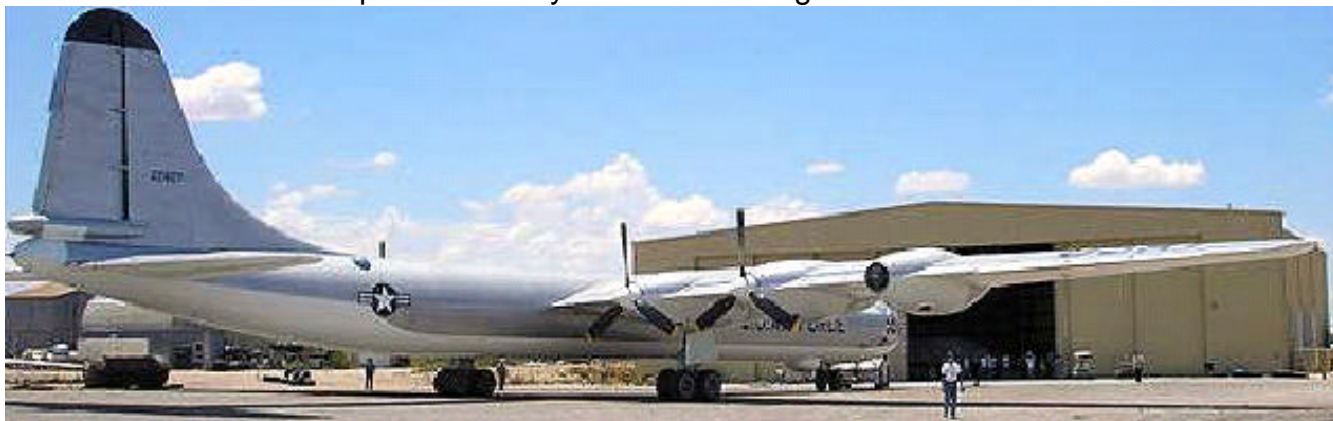


And, Some Full Sized Stuff

Your editor has always had a love affair with the B-36, but lately, they are really hard to find. Fortunately, Herman Hall passed on this E-mail note about a B-36 being restored in Tucson. It has taken four years.

The notes that came with about a half dozen photos are as follows:

This is the re-assembly of the last production B-36 here in Tucson at Pima Air and Space Museum. They will finish installing the two outboard engines and jet engines on the wing tips. They left them off as they had to get the plane out without hitting anything. Quite a story about this plane. It sat at the Dallas Fort Worth airport for years beaten up by storms and just not taken care of. The big air museum in Dayton, OH. owned the plane as it was on loan to them. They took it away from the City Of Fort Worth and sent it to our museum in Tucson. We have turned it into a beautiful aircraft with two coats of paint. After 5 years it will belong to PIMA AIR AND SPACE MUSEUM.

Coming Events For 2009

| | | |
|----------|------------|--|
| Thursday | July 2 | HSS monthly meeting, Round Table Pizza, 1175 Baker St. Costa Mesa. Exec . meeting 6:15 PM, General meeting 7:00 PM. Raffle and show and tell. |
| Sunday | July 19 | 7 th Annual Gene Hays Memorial RES Challenge, at A B Brown Field, Riverside. hosted by ISS. 4, 7, 10,12 minute tasks. See www.glideiss.us for map |
| Sunday | July 26 | Southern Cal Soaring Clubs fifth competition (www.sc-2.org), at Fish Canyon hosted by HSS. See www.1hss.org , and www.silent-wings.org for map |
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| Tuesday | Sept 1 | HSS monthly meeting, NEW DAY AND LOCATION. Round Table Pizza,11095 Warner Ave. at Euclid in Fountain Valley. General meeting at 7 PM. Exec meeting at 6:15. All you can eat \$6.99. Raffle and show and tell. |
| Sun | Sept 13 | CVRC Wilson Cup. Duration contest. Russell Pond, 8400 Ave. 320, Visalia, CA 93291. Web site www.cvrcoaring.com has all information. |
| Sat-Sun | Sept 19-20 | El Dorado Silent Flyers discus launched glider competition. Details still being planned. Contact Clay Hollingsworth at clayrace24@earthlink.net . |
| Sunday | Sept 27 | Southern Cal Soaring Clubs seventh competition. (www.sc-2.org), at A B Brown Field hosted by ISS. See www.glideiss.us for map |
| Sat-Sun | Oct 3-4 | CVRC Fall Soaring Fest. Duration contest. Russell Pond, 8400 Ave. 320, Visalia, CA 93291. Web site www.cvrcoaring.com has all information. Registration is now open on line or contact Phil Hill at 559-686-8867. |
| Tuesday | Oct 6 | HSS monthly meeting, NEW DAY AND LOCATION. Round Table Pizza,11095 Warner Ave. at Euclid in Fountain Valley. General meeting at 7 PM. Exec meeting at 6:15. All you can eat \$6.99. Raffle and show and tell. |



Seen Around the Field

Another grand collection of pilots and their planes. Photos all courtesy of Rob Askegaard.



Rami Awwad and his big Wilga



Wayne Wylie with his sparkling Edge 540.
47" span, Reaper G-5 motor, 4s 2200 LiPos.



Don Hofeldt's spectacular Fokker D-VII



Note the engine detail on Don's D-VII
with one big prop!



John Bayshore with his Blue Angels Douglas A-4
and Mig-15 ducted fan jets using 70 mm dia fans.



Two young future airplane guys named Jacob
and Mathew - they showed a lot of enthusiasm.



Seen Around the Field (continued)

P47s by Don Hofeldt and Denny Mallett



SPAD belonging to Ron Obrecht

Ground Crews Wanted for Full Size Glider Flights

Are you interested in adventure and adding to your aviation and glider knowledge? Every weekend from Spring to Fall cross-country pilots flying straight out from Crystal Gliderport need support crews. Its a weekend all expense paid road trip! If you are interested contact Larry Tuohino at LarSwan@aol.com or 714-319-9988. He'll hook you up with pilots from the "Crystal Squadron".

Fourth SC-2 Thermal Duration Contest Results at ISS

Here are the results of the June 28, 2009 Southern California Soaring Clubs (SC-2) thermal duration competition, sponsored by the Downey SoarHeads who borrowed the Inland Soaring Society's field in Riverside. The contest director was Mark Child. The required tasks were 8 min, 10 min, and 10 min duration, each with landing points. Dan Fink and Ross Thomas tied for first place in RES class, and Kurt Nehring, Norm Kutch, and Tuan Le did respectably for HSS.

| Over All | | | | | Over All | | | | | | |
|-------------|--------------------|------|---------|--------|----------|-------------|-------------------|------|----------|--------|-------|
| Place Pilot | | Club | Class | Total | Norm | Place Pilot | | Club | Class | Total | Norm |
| 1 | Gomez, Manny | ISS | 1 Exp. | 2975 | 1000 | 22 | Smith, Jim | SWSA | 6 RES | 2482.3 | 834.4 |
| 2 | Skube, Mike | TPG | 1 Int. | 2915.9 | 980.1 | 23 | Reagan, Mike | TOSS | 11 Exp. | 2481.5 | 834.1 |
| 3 | Vera, Edgar | SWSA | 2 Exp. | 2901 | 975.1 | 24 | Bankston, Brian | ISS | 4 Sport | 2377 | 799 |
| 4 | Brooks, Tony | SWSA | 3 Exp. | 2871.8 | 965.3 | 25 | Kutch, Norm | HSS | 5 Sport | 2280 | 766.4 |
| 5 | Fink, Dan | SWSA | 1 RES | 2871.1 | 965.1 | 26 | Dora, John | ISS | 4 Int. | 2279.6 | 766.3 |
| 6 | Thomas, Ross | HSS | 1 RES | 2870.4 | 964.8 | 27 | Breaux, Bob | ISS | 6 Sport | 2254 | 757.6 |
| 7 | Garland, Steven | ISS | 4 Exp. | 2860.1 | 961.4 | 28 | Spielman, John | SWSA | 12 Exp. | 2182.1 | 733.5 |
| 8 | Nehring, Kurt | HSS | 5 Exp. | 2846.8 | 956.9 | 29 | Le, Tuan | HSS | 5 Int. | 2088.9 | 702.1 |
| 9 | Mierop, Lex | TOSS | 6 Exp. | 2817.9 | 947.2 | 30 | Throop, Terry | TPG | 13 Exp. | 2058.3 | 691.9 |
| 10 | Lee, Mike | ISS | 7 Exp. | 2796.4 | 940 | 31 | Anderson, Major | SWSA | 7 Sport | 2007 | 674.6 |
| 11 | Morjoseph, Mike | SWSA | 8 Exp. | 2743.7 | 922.2 | 32 | Sallenbach, Steve | SWSA | 14 Exp. | 2000.5 | 672.4 |
| 12 | Finkenbiner, Keith | TPG | 9 Exp. | 2725.6 | 916.2 | 33 | Corsaro, Frank | SWSA | 1 2-M | 1995 | 670.6 |
| 13 | Graham, Eber | SWSA | 10 Exp. | 2711.5 | 911.4 | 34 | Barr, John | SWSA | 7 RES | 1944.7 | 653.7 |
| 14 | Reagan, Mike | TOSS | 3 RES | 2690.4 | 904.3 | 35 | Corrales, Tony | ISS | 8 Sport | 1913.3 | 643.1 |
| 15 | Brooks, Tony | SWSA | 4 RES | 2677 | 899.8 | 36 | Garland, Matt | ISS | 9 Sport | 1779.3 | 598.1 |
| 16 | Krug, John | HSS? | 1 Sport | 2592 | 871.3 | 37 | Barr, John | SWSA | 2 2-M | 1775.5 | 596.8 |
| 17 | Borer, Dan | SWSA | 2 Int. | 2590.5 | 870.8 | 38 | Townsend, Craig | SULA | 10 Sport | 1768.6 | 594.5 |
| 18 | Dona, Alberto | ISS | 2 Sport | 2553.7 | 858.4 | 39 | Arance, Henry | SWSA | 6 Int. | 1766 | 593.6 |
| 19 | Stewart, Ed | ISS | 3 Int. | 2533 | 851.4 | 40 | Pearson, Rick | ISS | 15 Exp. | 1539.5 | 517.5 |
| 20 | Morjoseph, Mike | SWSA | 5 RES | 2510 | 843.7 | 41 | Gomez, George | ISS | 16 Exp. | 948 | 318.7 |
| 21 | Ward, Les | ISS | 3 Sport | 2483 | 834.6 | 42 | Dona, Alberto | ISS | 8 RES | 940.1 | 316 |



HSS Web Site Update

We had announced several months ago that the HSS web site had been moved to a new provider. The URL www.1hss.org remains the same, but the programming of site content now incorporates a management program developed by Charles Goggins. This is a much simplified method of site administration that does not require a software engineer to modify source code to add content. Rob Askegaard, our club photographer, and your editor just received the first of only a few lessons on how to use this new program. Berkeley Green was gracious enough to walk us through the basics. The simplicity is so astounding that your editor was able to add a few photos of officers, update the calendar of events, post details for the SC-2 competition sponsored by HSS, and add the Flying Field Rules to the Rules and Permits page. Check out our updated site. Rob will shortly have a number of albums of club members and their planes posted for all the world to see.

The instruction received from Berkeley Green will be translated into simple written procedures that any club member will be able to follow, assuming he has a need to add material to our site. Until these instructions are completed, if any member has something to add to our site, please contact Rob concerning photos, or your editor concerning all other material. E-mails and phone numbers are listed on the last page of this newsletter.

A Great Source For Electric Aircraft Information

Gary Gullikson provided a lead to one of the major electric model aircraft clubs in the USA. The following information is definitely worth checking out. The organization is "Electric Flyers Only" (EFO) and is located in Walled Lake MI. President and newsletter editor Ken Myers is a driving force for the club. They are AMA Charter Club 2354, and among other things put on the Mid-America Flies event, July 11-12. Their web site is <http://homepage.mac.com/kmyersefo>. They have loads of technical information in their monthly newsletter titled "Ampeer" (such as how to synchronize twin electric motors) but the most significant lead is to a text titled [EVERYTHING YOU WANTED TO KNOW ABOUT ELECTRIC POWERED FLIGHT](#) an e-book by Ed Anderson, President, Long Island Silent Flyers. The link, using the book title, is in Adobe Acrobat format. In this beginner's guide, Ken Myers provided active links within the document for reading online to the sources and articles used to compliment the e-book. It is also formatted for printing, and is 49 pages long. Soon, HSS will feature this e-book on our web site (with appropriate permissions, of course).

A Note From the AMA Insider's Technical Editor

The "Insider" e-magazine shares information between club newsletter editors. It is published by the AMA. A short time ago, a modeler wrote Ed McCollough (your humble "Insider" technical editor) the following:

"Noticed and noted on the foot of page 66 of March Model Aviation underneath the picture of the Spektrum/JR flight logger, it is recommended that six-volt battery packs be used on ALL 2.4GHz receivers. Called Horizon Hobby on the phone; they confirmed this statement. It was suggested the same six volt usage for other brands also. Would like to suggest the general membership be made aware of this when 2.4 GHz receivers are used in glow/gas airplanes/helis to preclude possible in-flight loss."

When I read this, I agreed with him and wrote him I would get on the problem. Please, read what he wrote and consider it very, very carefully. Unfortunately, the answer to his question hasn't been that quick or easy, but for the time being, here it is:

If you are flying a 2.4 GHz system, follow the manufacturers' specifications for the voltage. If you are using a separate voltage pack for the receiver, be absolutely sure it has enough voltage to run the receiver. A common 5.0-volt receiver pack may not have sufficient voltage to run your particular receiver. Actually, if you used a six-volt pack and it was adequately charged, it should be sufficient, regardless of the manufacturer.

There is one problem, when using a six-volt pack if it isn't required by the manufacturer of your system. That problem will likely happen if you are using digital servos. If you drive some digital servos with six volts, there is a high probability you will damage the servos because of the higher voltage. Remember, if the servos fail, it won't make much difference that your receiver is still working.

You always need to be flying with a functional receiver pack, one that is as close to fully charged as possible. Remember, insufficient volts to the receiver and you crash.

Lastly, as in all things, and in all cases, read the instructions. Ed McCollough, Tech Editor.



Plane Rap Classified Ads and Services - For Sale

This area 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.

- **Precision machining** - Tim Beegan, HSS Member: Do you have a need for machine work? I can do small parts for R/C planes. Call me at (949) 646-6285 or see me at the field for consulting.
- **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
- **Glider for sale** – Jim Vuncanon has a 2 meter Spirit (glider) with spoilers. It is complete with receiver, transmitter and flight battery. Plane has never crashed. Price: \$125, obo. Call Jim at 310-377-4537.

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| Winch and Key Master | Karl Hawley | 949-574-9379 | www.1hss.org |

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 AUGUST 4, 2009, AT ROUND TABLE PIZZA, 11095 WARNER AVE. (AT EUCLID) IN FOUNTAIN VALLEY. EXEC MEETING 6:15 PM, GENERAL MEETING 7 PM. BRING YOUR WIFE, FAMILY, AND FRIENDS FOR DINNER, RAFFLE, AND A GREAT PRESENTATION BY ROSS THOMAS ON "SOARING 101" AND SAILPLANE SECRETS. SEE MAP TO LOCATION ON PAGE 3.

THE PRINTED ISSUE MAY BE LIMITED TO 12 PAGES TO REDUCE MAILING COSTS. SEE THE COLOR VERSION SENT BY E-MAIL AND AVAILABLE ON OUR WEB SITE.

Harbor Soaring Society
P.O. Box 1673
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