

Newsletter of the Inland Soaring Society

June 2018

TAKE 5

A quick look the Harbor Soaring Society

Costa Mesa, CA

The SC-2 Points Championship Season is already at mid-season with the running of Event 5 at the Harbor Soaring Society, in Costa Mesa. Yes, the road to winning swings down from the high desert lands of Victorville to the beaches of Costa Mesa. Almost opposite conditions, you might think, but then again, maybe not. If you flew the VVRC event in May, as predicted, the weather normally starts with a light wind current from the north. And then around 11:00am, the wind reverses coming from the South and with stronger velocity. With the wind coming down pretty much on top of the winch line, most pilots were able to get mondo launches (same as amazing high launches) . Once you pinged off, it was hide and seek for thermals and follow the leader. So, you power through the stretched winch line and top off at like 550+ ft altitude and start hunting for lift that is there, but it runs down field quickly. If you had ballast, you had an easier time riding the 10-minute flights. If you had lift but got booted out of the lift then you now know the rush that goes through you when the plane hooks up in a thermal and you get to enjoy the miracle of flight. I get that rush every day when flying. It's always a new experience and I never get over it.

Back to Costa Mesa...what a great place to be! Never mind that there is no runway or marked launch area. Never mind that the field is made of dirt mixed with beach sand, which equates to a landing area that is fairly rough, but smoothed out. As you launch and end up also watching the other pilots fly, You will see the majority of planes heading straight out from the winch lines towards the beach area. It is not a bad or difficult direction to go while in the hunting portion of the flight, but I personally am watching everything that is airborne in the are to see if they are engaging any lift. I feel it is important to watch the flight path at this location, as there is protected property between yourself and the plane. You don't want to land out in the protected area.

The actual approach to landing has the plane selecting a somewhat close in pattern from the left as you stand at the LZ. You can land from the left or the right, and both directions have their share of obstacles to avoid

Newsletter of the Inland Soaring Society

June 2018

Safety Message of the month: I told you so!!!



What kind of opening remark is THAT? And what about the photo? Well, it's my reminder to those of you who have potentially dangerous items in and around your hobby. In this case, I want to remind you that it is common sense safety to disable the motor when working on anything close to the propeller. Our modern day transmitters are adorned with electronic switches that allows us to have 4,6,7,8,9-channel radios as the norm. But, them switches, knobs, sliders and things get in the way and could be accidentally activated, causing the motor to start. The result looks a lot like the photo shown here. That's a real live Lester with about a dozen real live propeller blade lacerations caused by a motor that found a complete electric circuit that said, "O-boy! We got us some electricity! Spin it up, baby" and the story went to the sound effects followed by a visit to Urgent Care to place stitches to close the multiple wounds. No doubt, this had some sharp prop blades. As for the "...told you so." remark, That has to do with how we humans think...that safety messages is for the other guys. Guess what? We ARE the other guys. Les just proved it.

There is no shame in being safe. But there are those who want to show their "Machismo" and try to pull off something that is inherently dangerous...just to show they are Macho. No much to be macho about after seeing this photo. To all of you who are members of the ISS, be sensible and practice safety...always!