



FEB 1991

P.O. Box 1673
Costa Mesa, CA 92626

FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708

IF YOU HAVE NOT PAYED YOUR 1991 DUES - THIS IS YOUR LAST NEWSLETTER!



THE OLDEST CHARTERED
SOARING CLUB
IN THE
A.M.A.



CHARTER # 128

FEBRUARY HIGHLIGHTS:

H.S.S. TO JOIN RANKS OF THE HOMELESS?

NEW CONTEST FEES

1990 FINAL COMPETITION POINTS STANDINGS

JANUARY CONTEST RESULTS

FEB 1991

**(The Soaring)
Society Column**

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The Harbor Soaring Society newsletter is published monthly. Editorial comments and articles are welcomed. Please provide all material for consideration by the 20th. of the month prior to publication. Wordprocessed material is appreciated (any major IBM compatible disk format and program). Handwritten material must be clear and legible. The editor reserves the right to edit all material. Submissions should be made to John Ostrowski in person or by mail to: 8902 Lawrence Ave, Westminster, CA 92683.

EDIT

CLUB MINUTES

January 2, 1991

The meeting was called to order at 7:30 p.m. by 1990 club president, George Joy. Frank Chasteler and Ross Thomas passed out the 1990 Year-End trophies. Tony Martin was given the SC2 trophy. A painting!

Norm Kutch called the meeting to order, again, at 7:45 P.M.. He gave thanks to all the past board members and introduced all the new board members. New Faces: Dick Churchill and Jim Coenhagen, both members of Orange County R/C Club. Frank Chasteler gave the treasurer's report and it was approved by members present.

OLD BUSINESS:

The minutes of the December 1990 meeting were approved by members. Frank Chasteler stated that the Water District Meeting Room will be closed for one year, effective March 1990. Gold Stickers will be required to be on ALL transmitters at the January and following contests. If anyone has trouble getting their transmitter certified for 1991, let the board know, and you will be assisted. When flying, we must be sure to

flying the "Flying Area," and land in the "Landing Area." John Lupperger gave details of a joint electric and sailplane contest.

NEW BUSINESS:

Ross Thomas gave details of the January club contest. A motion was made and accepted to put a brake on Morrey Smith's winch. The guest speaker, Tim Renaud, was introduced to the club. Tim showed off the new, INFINITY radio. The meeting was adjourned at 9:15 P.M., by president, Norm Kutch.

Brian Germane, Secretary.

FEBRUARY MEETING

The February meeting will be held on Wednesday, February 6, 1991 at 7:30 P.M. in the Consolidated Water District office, 1965 Placentia Ave., Costa Mesa. The meeting will feature two videos and a presentation on aircraft construction. The first video will be "A.M.A. Today." a second video of club flying will also be presented. Jim Parsons will provide a "show-and-tell" on construction of the Falcon 660.

EDITOR'S NOTES

Welcome to the first issue of a new-look newsletter. The fact that I am writing this indicates that I have yet to learn not to volunteer for anything. I guess I'm editor because I casually mentioned to Frank Chasteler last fall that I had a computer system and would be willing to help with the newsletter. Next thing I knew, that offer of help turned into the editorship. So, here goes. I suppose it is the universal cliche to say that this is, in fact, your newsletter but the fact is that it is your newsletter since the quality (and volume) of information appearing herein is a direct product of your contributions. I can only edit what I am given.

We are making an effort to expand the content of the newsletter to include a few regular columns: from the president, contest coordinator, and a feature on a "pilot of the month." Beyond these regular features, I would like to see someone volunteer to write a monthly column on slope soaring and perhaps one on building tips - anyone care to author an "Ask the Expert" column (We certainly have enough expertise in this club)? I have an opportunity to review other club newsletters and will be including any articles that seem interesting. That still leaves a tremendous amount of space to fill in the coming year, and that is where your contribution comes into play. Write an article, it doesn't have to be a literary masterpiece, just something you think other members of the club would find interesting. Look at it this way, if you wait around for someone else to contribute, this is going to end up a mighty slim newsletter. So just do it, sit down and put pencil to paper (or preferably finger to keyboard) and knock off 250 words that will rivet the attention of your fellow club members.

In case you are wondering, the newsletter is composed using WordPerfect 5.1, PageMaker, Corel Draw, and Lotus 1-2-3 3.1 and printed using a HP LaserJet II. Ain't technology grand. Actually, I mention this because all that technology can produce some very nice looking graphics. For example, the club logo was digitized and can now be electronically rendered in any size. Over the next few months, I would like to build up a library of glider images, so if you are any kind of artist (line drawings, etc.) let's see your work. I would also like to get your feedback on the format I am using, likes and dislikes, and suggestions for improvement. In the meantime, good lift.

PRESIDENT'S COLUMN

by Norman Kutch

January 1991 launched all of us into a year of many uncertainties - many hopes and fears. Some of my hopes were echoes of some of my dreams and aspirations of the past year: how many contests would I win? Some of my fears were the same dreadful thoughts I had to cope with before: how many planes would I crash?

But this year, I find myself looking beyond those "all important" questions to sense what this club and belonging to it really means to me. When I think of the times my plane has soared high in the sky among the company of the birds, I am reminded of the friends who stand beside me at our flying site. Flying for me is not

only the excitement and thrill of the sky and its welcoming of my plane to enjoy its hospitality, it is the peace and camaraderie among my friends.

This year as we take control of our radios, I would like to encourage all of our club members to take "control" and reach out to each other with friendship in mind. Perhaps a goal for our members this year could be to demonstrate openly how our working and flying together can make for a better world. Not only among ourselves at the field but in our everyday associations.

I, for one, really do believe that I can change the world by my efforts and attitudes. Let us not only work to improve our planes and our ability to fly them, let us reach out and join hands. Take someone with us as we soar into the clouds and ride high on the thermals of friendship. Believe me, as the itch to fly our planes intensifies with each flight, so will the smiles and friendships grow.

Try it, it works.

SPOT LANDINGS

Ben Clerx, Contest Coordinator

This month I'll try to give you a few tips on making good landings. Much of this information is directed toward Sportsman Class pilots new to competition flying since the experts will be set in their ways (you can't teach an old dog new tricks).

"A good landing is the result of a good approach." I don't know which one of the Wright brothers made up that quote, but it's been true ever since Pontius was a pilot. I usually fly a standard "box" pattern with the object of lining the plane up with the spot at the proper altitude and speed. From such a position, anyone (even myself) can make a reasonable landing. Here's how:

Facing down wind (standing about 25 feet upwind of the spot) I'll make my crosswind leg toward my left shoulder (or right depending on the flying field layout) at an altitude of about 30 feet. With about 30 seconds remaining on my stopwatch, I'll turn downwind (timing will depend on your type of plane, the times I reference here work well with aileron equipped planes, add about 10 - 15 seconds for slower flying "floaters"). On downwind I'll partially extend flaps to keep airspeed under control and maintain a predictable descent rate so that I can turn to a base leg at 20 seconds remaining with 15 feet of

altitude. I'll turn on final (lining up with the spot) at 15 seconds remaining with about 10 feet of altitude and airspeed under control using half flaps (turn on final with less altitude if you don't have an airplane equipped with flaps). From there just aim at the spot using whatever drag devices (flaps or spoilers) available to control glidepath. Just make sure you don't build up excessive speed by diving at the ground. turn on base a bit sooner if it is windy.

Don't be discouraged if you don't hit the spot at first, just try to develop a consistent approach and practice, practice, practice. Try to make a spot landing on every flight, even if you're just getting started with R/C soaring. you'll be amazed at how sharp the learning curve is when you try to make the plane do what you want it to do, instead of just gently guiding it around the sky. good luck and don't hesitate to ask for help out at the flying field if you're having difficulty.

PILOT OF THE MONTH

(Editor's note: Each month we will profile a flyer from the club. If you have someone you would like to see featured in this section, please pass your suggestion on to a club officer.)

We begin our Pilot of the Month feature with, appropriately, the top-rated HSS and SC² pilot for 1990:

Tony Martin

Occupation: Junior at California State University Long Beach, majoring in Mechanical Engineering.

Career goals: Working for an aerospace firm, specializing in composite materials.

Started flying R/C sailplanes: September, 1984.

Reason for interest: A friend in school introduced him to the hobby, interested in the skill needed for the design and flying of gliders, more tactical knowledge needed than with power planes.

First plane: A short-lived Drifter II, Started with a Wanderer with HSS.

Favorite part of the sport: Everything, both thermal and slope flying, however, slope ships are more fun to design.

Current glider: Self-designed 2 meter, just "thrown together" to fly in the '89 Nationals. Design is a modified Snipe fuse with bagged blue-foam carbon and fiberglass wings. Eppler 193 airfoil, about 38 oz. flying weight.

Greatest flying strength: Precision landings.

Best secret of success: just natural talent.

Best advice for beginning pilots: Get help and avoid crashing. don't waste landings, make every landing a spot landing effort.

HSS TO JOIN RANKS OF HOMELESS?

The club has been informed that beginning in March the Consolidated Water District office will no longer be available. The office will be undergoing construction for approximately one year. This means that HSS must find a new meeting place prior to the April meeting. All members are encouraged to seek out potential meeting sites. Keep in mind that the money available for room rental is minimal. Please pass any leads on potential meeting places to a club officer. Of course, we could always meet huddled under an overpass on the Santa ana river bike trail.

CONTEST FEES UP

In the face of mounting costs for trophies and the need to provide suitable sanitary facilities, contest fees will be increased to \$4.00 effective with the February contest. The fee increase is necessary for two reasons. First, it will allow the club to provide restroom facilities on contest days. While a number of you may feel that a high dirt mound or hidden corner is sufficient, we must be aware that our activities take place in a very public arena. It would not take more than one or two complaints to cause the City to seriously question the wisdom of letting us continue to use the flying field. We are adults supposedly engaging in a responsible adult activity, providing adequate sanitary facilities just makes good sense.

The second reason for the fee increase is the increasing cost of club trophies. The new fee increase is the minimum necessary to cope with the increased costs. The bottom line is that even with this increase, HSS still has one of the lowest, if not the lowest contest fees in the Southern California area.

1991 CONTEST SCHEDULE - Ben Clerx Contest Coordinator

DATE	CONTEST
February 10	HSS Club Contest
February 24	SC ² Inland Soaring Society
March 10	HSS Club Contest
March 24	SC ² Thousand Oaks Soaring Society
April 7	HSS Club Contest (Possible Fresno date?)
April 21	SC ² Torrey Pines Gulls
May 5	HSS Club Contest
May 18 & 19	HSS Astro Flight Championships
May 26	SC ² Desert Union of Sailplane Thermalists
June 9	HSS Club Contest
June 30	SC ² Soaring Union of Los Angeles
July 7	HSS Club Contest
July 12 - 21	AMA Nationals (Lawrenceville, IL)
July 28	SC ² North County Clouds
August 11	HSS Club Contest
August 16-17	F3E Team Selection (Bid by HSS) (18th. makeup)
August 18	SC ² Pasadena Soaring Society
September 8	HSS Club Contest
September 29	SC ² Harbor Soaring Society
October 5-6	CVRC SoaringFest (Visalia)
October 13	HSS Club Contest
October 27	SC ² Silent Wings Soaring Association
November 10	HSS Club Contest
November 24	SC ² Harbor Soaring Society Lee Renaud Memorial
December 8	HSS Club Contest

FEBRUARY CONTEST - BEN CLERX C.D.

Date: February 10, 1991

Format: 3 flights for 15 minutes total. Whole minutes only. Minimum flight: 2 minutes. Maximum flight: 9 minutes. 3 landings, 100 points each. 1 point per second count. Schedule: Open class flies first, Two-meter last. Fees: \$4.00 per contest (NOTE CHANGE)

HSS VIDEO LIBRARY

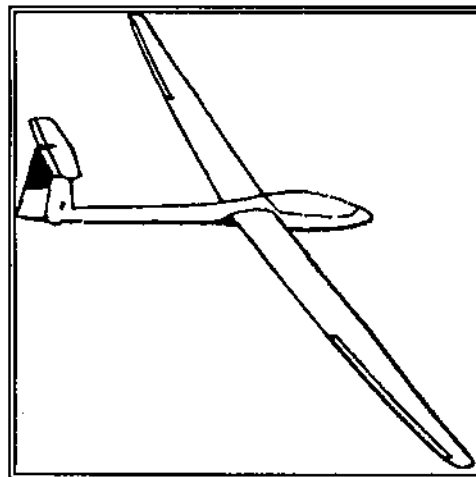
NAME	COMMENT	RATING (0-5)
Saber Jet	F-86 History	4
Striking Back		4
Foam, Fiberglass, Flight		4
First Flight		0
Monokote 1 & 2	Interesting	3
MIG Killers		3
Hook down, Wheels Down	Navy Aviation Hist	4
F3E USA Team Selection 1988	Electric Flight	none
Dawn Patrol	WWI Movie	4
Thunderbolt, Flight for the Skys	WWI Air Combat	5

More tapes are being added all the time. All tapes are VHS format. For information about borrowing a tape, ask at the next meeting.

SWAP SHOP

Something to sell? Want to clean out that overflowing "hangar?" Looking for a rare sailplane? Place your ad in Swap Shop for the low, low price of - FREE. Just make sure you provide the information to the editor by the 20th. of the month. Ads must be renewed each month. Please indicate whether radio equipment meets 1991 standards.

FOR SALE: TOP FLITE ANTARES, 100 in. span sailpane kit, \$55.00. VOLT-OHM-AMP METER, 0-1000 volts DC - 12 ranges, 0-1000 volts AC - 8 ranges, 0-20 MegOhms - 5 ranges, 0-10 Amps - 10 ranges, \$25.00. Call after 6:00 P.M. Ask for Dave. 839-4317



HARBOR SOARING SOCIETY FINAL STANDINGS - 1990

OPEN CLASS

TWO METER

	NAME	CLASS	FINAL SCORE (BEST 8 OF 11)	# OF CONTESTS ENTERED
1	MARTIN, T.	EXPERT	7903.8	8
2	JOY, G.	EXPERT	7853.2	8
3	STALLS, J.	EXPERT	7812.9	8
4	WHITE, L.	EXPERT	7808.5	8
5	ZINK, D.	EXPERT	7711.6	8
6	GARNER, R.	EXPERT	7710.9	8
7	CHASTELER, F.	EXPERT	7614.2	8
8	SANDRONI, H.	ADVANCED	7584.2	8
9	SLIFF, B.	EXPERT	7566.4	8
10	THOMAS, R.	EXPERT	7466.9	8
11	FINK, S.	EXPERT	7420.7	8
12	NEMECEK, D.	EXPERT	7415.8	8
13	RICHARDSON, P.	EXPERT	7325.6	8
14	KUTCH, N.	ADVANCED	7288.4	8
15	CRON, A.	EXPERT	7239.7	8
16	HENDRY, S.	ADVANCED	6875.5	8
17	PANTZAR, D.	EXPERT	6749.3	8
18	GERMANE, B.	SPORTSMAN	6704.2	8
19	RITSCHKE, G.	EXPERT	6452.4	8
20	PARSONS, J.	SPORTSMAN	6261.9	8
21	LONG, D.	ADVANCED	5886.9	7
22	STOVALL, L.	SPORTSMAN	5706.8	8
23	BUZOLICH, N.	SPORTSMAN	5699.7	8
24	BONANNO, T.	ADVANCED	5109.0	6
25	ANDERSON, V.	SPORTSMAN	4428.9	6
26	GIBBS, D.	ADVANCED	4348.6	5
27	JOY, B.	SPORTSMAN	4265.6	5
28	AMIES, J.	ADVANCED	4174.9	5
29	MILLS, A.	SPORTSMAN	4075.4	5
30	LACKEY, R.	SPORTSMAN	4025.8	5
31	GERBIN, B.	EXPERT	3841.9	4
32	NEHRING, C.	SPORTSMAN	3667.1	5
33	DURHAM, J.	EXPERT	3579.2	5
34	COLLETT, M.	SPORTSMAN	3546.1	4
35	DANRICH, D.	ADVANCED	3355.4	5
36	DUNCAN, B.	SPORTSMAN	3277.6	5
37	LAIR, D.	SPORTSMAN	3089.5	4
38	STOKER, P.	EXPERT	2722.6	3
39	HENDRY, M.	ADVANCED	2692.5	3
40	LOWERY, R.	EXPERT	2691.8	4
41	YOUNG, B.	SPORTSMAN	2470.1	3
42	LAWHEAD, G.	SPORTSMAN	1987.4	5
43	GATES, M.	SPORTSMAN	1957.1	2
44	CLERX, B.	EXPERT	1936.1	2
45	LUPPERGER, J.	EXPERT	1920.8	2
46	ROWELL, W.	SPORTSMAN	1891.0	2
47	GERBIN, R.	EXPERT	1833.8	2
48	BRATRUD, R.	EXPERT	1419.1	2
49	CHAMBERLIN, R.	SPORTSMAN	1186.0	2
50	LAMPRECHT, D.	EXPERT	993.2	1
51	RENAUD, T.	EXPERT	992.0	1
52	RESEAR, E.	SPORTSMAN	970.0	1
53	CHASTELER, T.	EXPERT	955.2	1
54	BRANDT, D.	EXPERT	939.6	1
55	MAHER, M.	SPORTSMAN	909.7	1
56	DE ROCCO, C.	SPORTSMAN	853.2	3
57	ANKENBAUER, S.	SPORTSMAN	840.0	2
58	ANDERSON, J.	ADVANCED	824.8	1
59	BOESE, J.	SPORTSMAN	815.8	1
60	LASATER, J.	SPORTSMAN	774.8	1
61	MEARS, B.	SPORTSMAN	444.8	1
62	CONRAD, W.	ADVANCED	0.1	1

	NAME	FINAL SCORE (BEST 8 OF 11)	# OF CONTESTS ENTERED
1	MARTIN, T.	7817.1	8
2	JOY, G.	7760.7	8
3	RICHARDSON, P.	7635.0	8
4	WHITE, L.	7584.3	8
5	THOMAS, R.	7481.9	8
6	FINK, S.	6657.7	8
7	KUTCH, N.	6590.5	8
8	HENDRY, S.	6566.9	8
9	STOVALL, L.	6486.9	8
10	PARSONS, J.	6203.9	8
11	LONG, D.	5435.1	7
12	SLIFF, B.	5157.1	6
13	BONANNO, T.	5142.9	6
14	BUZOLICH, N.	5112.7	8
15	ANDERSON, V.	4828.2	7
16	CONRAD, W.	4360.5	5
17	JOY, B.	4272.4	5
18	LACKEY, R.	3897.0	5
19	DUNCAN, B.	3388.6	5
20	DURHAM, J.	2954.3	4
21	NEHRING, C.	2392.5	3
22	HALL, H.	2375.5	3
23	STOKER, P.	2176.4	3
24	STALLS, J.	1947.0	2
25	LUPPERGER, J.	1889.8	2
26	YOUNG, B.	1775.4	2
27	LAWHEAD, G.	1770.0	3
28	COLLETT, M.	1738.1	2
29	CHAMBERLIN, R.	1136.7	2
30	McLELLAN, K.	975.9	1
31	LAMPRECHT, D.	954.3	1
32	MEARS, B.	753.5	1
33	DANRICH, D.	683.9	1
34	LAIR, D.	579.9	1
35	YOUNG, P.	474.8	1
36	DE ROCCO, C.	285.7	1
37	SANDRONI, H.	239.2	1
38	ANKENBAUER, S.	187.8	1
39	ZINK, D.	0.1	1



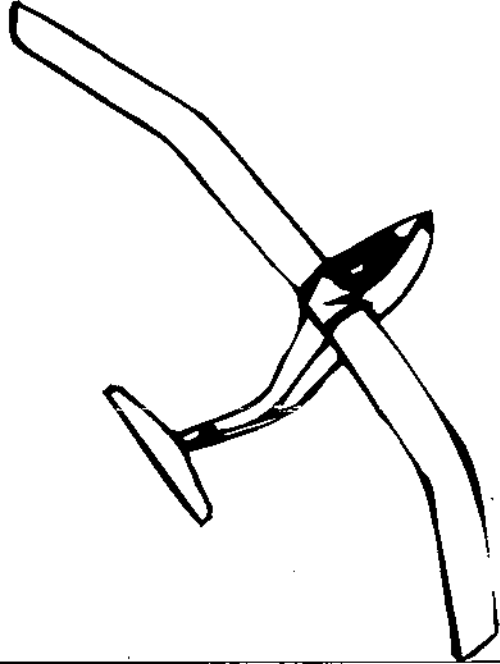
HARBOR SOARING SOCIETY CONTEST RESULTS -- JANUARY, 1991

ROSS THOMAS CONTEST DIRECTOR

OPEN CLASS

TWO METER

PLACE NAME	CLASS	SCORE	NORMALIZED TROPHY	PLACENAME	SCORE	NORMALIZED TROPHY
1 EDBERG, DON	EXPERT	2951.0	1000.0 E - 1	1 EDBERG, DON	2866.0	1000.0
2 CHASTELER, FRANK	EXPERT	2899.0	982.4 E - 2	2 JOY, GEORGE	2859.0	997.6
3 GATES, MATTHEW	SPORTSMAN	2891.0	979.7 E - 3	3 KUTCH, NORM	2817.0	982.9
4 CLERX, BEN	EXPERT	2822.0	956.3	4 SLIFF, BOB	2810.0	980.5
5 GERBIN, ROBERT	EXPERT	2766.0	937.3	5 CHAMBERLIN, RALPH	2751.0	959.9
6 JOY, GEORGE	EXPERT	2752.0	932.6	6 JOY, BRYAN	2716.0	947.7
7 WHITE, JIM	GUEST	2738.0	927.8	7 THOMAS, ROSS	2677.0	934.1
8 GERBIN, BOB	EXPERT	2736.0	927.1	8 FINK, STEVE	2627.0	916.5
9 RENAUD, TIM	EXPERT	2724.0	923.1	9 RICHARDSON, PETE	2612.0	911.4
10 RICHARDSON, PETE	EXPERT	2723.0	922.7	10 HENDRY, STEVE	2562.0	893.9
11 WHITE, LARRY	EXPERT	2665.0	903.1	11 DONAT, KURT	2453.0	855.9
12 LUPPERGER, JOHN	EXPERT	2653.0	899.0	12 CONRAD, WILL	2415.0	842.6
13 RESETAR, EDWARD	SPORTSMAN	2633.0	892.2 A - 1	13 WHITE, LARRY	2396.0	836.0
14 THOMAS, ROSS	EXPERT	2631.0	891.6	14 PARSONS, JIM	2355.0	821.7
15 KUTCH, NORM	ADVANCED	2624.0	889.2 A - 2	15 NEHRING, CURT	2296.0	801.1
16 STALLS, JARED	EXPERT	2613.0	885.5	16 LONG, DICK	2241.0	781.9
17 CHAMBERLIN, RALPH	SPORTSMAN	2599.0	880.7 S - 1	17 LACKEY, ROGER	1593.0	555.8
18 JOY, BRYAN	SPORTSMAN	2598.0	880.4 S - 2			
19 NEHRING, CURT	SPORTSMAN	2577.0	873.3			
20 FINK, STEVE	EXPERT	2574.0	872.2			
21 LAIR, DAN	SPORTSMAN	2550.0	864.1			
22 ZINK, DON	EXPERT	2546.0	862.8			
23 CRON, AL	EXPERT	2441.0	827.2			
24 SCHOFFRO, STEVE	SPORTSMAN	2427.0	822.4			
25 LONG, DICK	ADVANCED	2384.0	807.9			
26 BUZOLICH, NICK	SPORTSMAN	2360.0	799.7			
27 COLLETT, MATT	SPORTSMAN	2357.0	798.7			
28 PANTZAR, DICK	EXPERT	2356.0	798.4			
29 HENDRY, STEVE	ADVANCED	2334.0	790.9			
30 YOUNG, BRETT	SPORTSMAN	2285.0	774.3			
31 CONRAD, WILL	ADVANCED	2271.0	768.6			
32 NEMECEK, DAVID	EXPERT	2266.0	767.9			
33 PARSONS, JIM	SPORTSMAN	2167.0	734.3			
34 KACKEY, ROGER	SPORTSMAN	2158.0	731.3			
35 GIBBS, DUANE	ADVANCED	2104.0	713.0			
36 STOVALL, WILL	SPORTSMAN	2082.0	705.5			
37 SMITH, MORRY	EXPERT	2039.0	691.0			
38 VON GROTE, BRAD	SPORTSMAN	2038.0	690.6			
39 RITSCHKE, GORDON	EXPERT	2031.0	688.2			
40 SLIFF, BOB	EXPERT	2027.0	686.9			
41 BOESE, JIM	SPORTSMAN	1933.0	655.0			



ASTRO FLIGHT CHAMPIONSHIPS

THE HARBOR SOARING SOCIETY WOULD LIKE TO INVITE YOU TO THE ...

17TH ANNUAL ELECTRIC FLIGHT R/C CHAMPIONSHIPS

TENATIVE DATE; may be changed to MAY 25th 826 n.

The 16th Annual Astro Flight Electric Champs will be held on Saturday and Sunday (May the 18th and 19th, 1991 at Fairview Regional Park, Costa Mesa CA. The events will be 7-cell Sailplane and Old Timer, Unlimited Sailplane and Old Timer, and 7 Cell Pylon.

SAILPLANE and OLD TIMER rounds one, two and three will be limited motor run with thermal duration and landings, and will be scored man-on-man. The motor run, duration, and landings will be as follows:

ROUND 1	7-Cell Sailplane	7-Cell Old Timer	Unlimited Sailplane	Unlimited Old Timer
Motor run	20 seconds	30 seconds	10 seconds	20 seconds
Duration	3 minutes	3 minutes	3 minutes	3 minutes
Landing	100 points	25 point in/out	100 points	25 point in/out
ROUND 2				
Motor run	40 seconds	50 seconds	20 seconds	30 seconds
Duration	7 minutes	7 minutes	7 minutes	7 minutes
Landing	100 points	25 point in/out	100 points	25 point in/out
ROUND 3				
Motor run	30 seconds	40 seconds	15 seconds	25 seconds
Duration	5 minutes	5 minutes	5 minutes	5 minutes
Landing	100 points	25 point in/out	100 points	25 point in/out
ROUND 4				

Round four will be a 5 minute penalty-duration with the same landings as the previous rounds. Time will start when the model becomes airborne. A second timer will keep track of the motor run which will be subtracted from the total flight time. Motor run is unlimited and at the discretion of the pilot. Scoring will be straight points per second with all classes flying the same task.

7 CELL PYLON RACING: Saturday and Sunday. (ONE HEAT ON SAT// TWO HEATS ON SUN / 10 LAPS PER HEAT) (Contestants must have two battery packs for continuous flying on Sunday--You must be ready to fly whenever called.) Course and rules will be per the 1990 AMA rule book. (Additional heats will be flown if time permits.)

YES! I WANT TO ENTER!

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE# _____

AMA# _____

.. 7 CELL SAILPLANE [CH # _____]

.. 7 CELL OLDTIMER [CH # _____]

.. UNLIMITED SAILPLANE [CH # _____]

.. UNLIMITED OLDTIMER [CH # _____]

.. 7 CELL PYLON [CH # _____]

NUMBER OF ENTRIES [_____]

TOTAL \$ ENCLOSED [\$ _____]

PREENTRY REQUESTED--\$5.00 PER EVENT

\$6.00 PER EVENT AT THE FIELD

SEND ENTRIES TO BOB SLIEE (CD)

P.O. BOX 9, MIDWAY CITY CA 92655

(714) 895-6569 // (714) 895-6629 (FAX)

AMA SANCTIONED
AMA LICENSE REQD.

MAY 18th and 19th, 1991

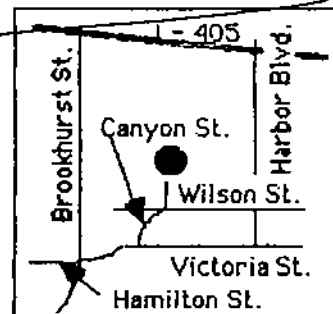
Fairview Regional Park

Registration 8:00 AM

First Round 9:00 AM

Trophies will be awarded to third place in each class.

There will be a pilots/workers drawing for valuable merchandise prizes donated by Astro Flight and several other manufacturers.



JOIN

The ELECTRIC
AEROMODELING
ASSOCIATION

PAUL HINGTGEN MEMORIAL ELECTRIC CONTEST

THE NORTH COUNTY CLOUDS ANNUAL ELECTRIC CONTEST

CONTEST DATE: SUNDAY, FEBRUARY 10, 1991

SAILPLANE—OLDTIMER—PYLON

The North County Clouds will hold the annual Paul Hingtgen Memorial electric contest on Sunday, February 10, 1991 at the club field in San Marcos CA. starting at 9:00 AM. Registration will begin at 8:00 AM. The events will be 7-cell Sailplane , Old Timer and 7-cell Pylon.

Sailplane and Old Timer rounds one, two and three will be limited motor run with thermal duration and landing, and will be scored man-on-man. The motor run, duration, and landing will be as follows :

ROUND 1	7-Cell Sailplane	7-Cell Oldtimer
Motor Run.....	20 seconds.....	30 seconds
Duration	3 minutes	3 minutes
Landing	100 points	25 points in/out

ROUND 2		
Motor run	40 seconds	50 seconds
Duration	7 minutes	7 minutes
Landing	100 points	25 points in/out

ROUND 3		
Motor Run	30 seconds	40 seconds
Duration	5 minutes	5 minutes
Landing	100 points	25 points in/out

PYLON RACING

Two heats of ten laps. Course and rules will be per 1991 AMA rule book. Additional heats will be flown if time permits.

Trophies will be awarded to third place in each class based on the number of enterants in the event. \$ 5.00 per event.

C.D. Keith Finkenbiner AMA 650 (619) 931-0630

HARBOR SOARING SOCIETY, COSTA MESA CA

RADIO IMPOUND RULES

1. Place transmitter in the impound area (under HSS sign) by channel # in rows on channel number tapes (if available.) Each transmitter will have a Channel # on the antenna or the top of the transmitter in accordance with AMA specifications.
2. It is required that you have your name on or over your transmitter so that other flyers will know who is up next. (G. Joy has a labeler.)
3. Your position in the row of transmitters determines your turn to fly. Your transmitter coming to the front and the frequency pin coming back in, you may fly.
4. Never turn on your transmitter without a frequency pin.
5. As an extra precaution, always call out your channel numbers as you walk out to fly and as you turn on your transmitter.

6. Upon landing, be sure to collapse your antenna before you walk out to pick up your plane.
7. After flying, return the frequency pin to the pin board, make sure your transmitter is switched off, and return your transmitter, with the antenna collapsed, to impound behind the other transmitters in your row. Do not remove your transmitter from impound unless you are going to fly or are leaving for the day.
8. After flying of Electric models, make sure your airborne pack is turned off and make sure the motor arming switch is off or the airborne pack is disconnected.
9. Make double sure that your transmitter power switch is off.

GENERAL FIELD RULES AND FIELD SAFETY RULES

1. Do not fly at low altitude over the pit area.
2. All winch launching shall be in a Westerly direction from the launch area. Electric powered models will be launched/ROG'd to the North of the winch launch area in a Westerly, Northerly, or Easterly direction.

EXCEPTIONS:

- a) Relocation of the pits and launch area to the Western end of the field.
 - b) Electric powered models, in the event of South winds, may be launched to the South or East provided launching is not over the pit area and is clear of people.
3. All pilots shall fly standing in the area "B" (between the bike path and the landing area,) or in area "C" well clear of the winches, and not East of area "D" (the landing area.) In order to minimize intermodulation possibilities, pilots should not stand in tight groups.
 4. All Electric power planes (planes other than pure soaring types) shall be flown only to the North of the launching and standing area "C" when operating at low altitudes. F3E models doing laps should operate in the area between the winches and the bluff "E" so that the landing approach area is kept clear for landing models. A flight assistant should accompany the flyer during operation of the model for safety guidance.
 5. Hand launching of models either for test gliding or for thermal hunting shall take place to the North of the winch launch and pilot standing area "C & D". (Obviously a pilot hand launching does not have to stand in the normal pilot standing area.)
 6. All intentional low level approaches to landing shall be from the North and East. All high speed approaches shall be to the North of the winch launch and pilot standing area C & D, and shall not carry into the launching or standing area.
 7. Under most circumstances, launching models have right of way over sailplanes inflight. But, the bottom line is to maintain courtesy and consideration for others whether you are flying or launching. (Note: Right of way for launching models is an AMA rule for contest flying, where the intention is to keep flying sailplanes from holding up launches and thus delaying the operation of a contest.)
 8. When other flyers are on your frequency, you should limit your flight to 15 or 20 minutes. This courtesy time limit also applies to Electrics and Hand Launch thermal hunting,

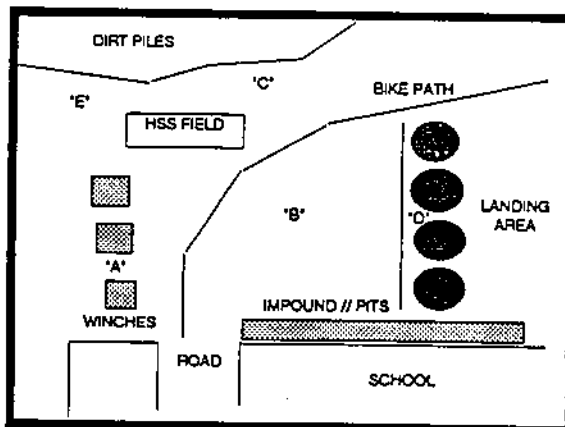
but is not intended to limit the number of hand launches made in search of thermals. (Remember, common courtesy prevails!) Exceptions to this are if one is attempting to achieve an LSF goal or if prior arrangements have been made with the other flyers on one's frequency.

9. The AMA safety code requires that your model be identified with your name and address or AMA number on or in your model. (Note: For AMA sanctioned contests, all nonscale and non-indoor models "... shall be identified by the contestants AMA licence number permanently affixed to the upper side of the right hand lifting surface...[with the] height of the numerals...[being] at least one inch or 1/3 of the wing root chord, which ever is less.")

10. Visiting pilots from other clubs are welcome on a limited basis with proof of AMA insurance.

11. Beginner pilots are welcome, and we will offer help in learning to fly through our Club Trainer Program.

12. Be aware of full scale aircraft over flying our field. Always give right-of-way to, and avoid flying in the proximity of full scale aircraft. Have another flyer spot for you to help you maintain clearance. As the FAA has chosen the Huntington Beach Steam Plant as a reporting point, full scale airplanes often fly directly over us.



8. When other flyers are on your frequency, you should limit your flight to 15 or 20 minutes. This courtesy time limit also applies to Electrics and Hand Launch thermal hunting,



HARBOR SOARING SOCIETY

P.O. Box 1673
Costa Mesa, CA 92628

A.M.A. Chartered Club #128
*"The Oldest A.M.A. Chartered Soaring Club
in the World"*

APPLICATION FOR MEMBERSHIP IN THE HARBOR SOARING SOCIETY FOR 1991 JANUARY to DECEMBER

I understand that by applying for membership in the Harbor Soaring Society, I must be a current member of the A.M.A. (Please Print)

NAME _____ HOME PH. () _____
ADDRESS _____ WORK PH. () _____
CITY _____ STATE _____ ZIP _____
A.M.A. NUMBER _____ (PROOF OF STATUS REQUIRED)
DATE OF BIRTH _____

NEW APPLICANTS - (17 years or older) = \$17.00
SENIOR MEMBER - (17 years or older)
Renewal after January meeting = \$17.00
JUNIOR MEMBER - (16 years or younger) = \$ 6.00
(renewal or new)
FAMILY MEMBER - (For each additional renewal or new
member at the same address) = \$ 5.00
(Separate applications required)

New applicants making application for senior membership between July 1st. and October 31st. pay a reduced rate of \$10.00

New applicants making application between November 1st. and December 31st. will pay the annual rate indicated above. Such dues will makes the new member paid in full for the following year.

A signature is required by all Harbor Soaring Society members, agreeing to comply with the current A.M.A. 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 Federal Communications Commission. Further, any transmitter that I use at any designated HSS flying field must have a certified R/CMA-AMA gold sticker affixed indicating that it was manufactured or modified for operations at 20 KHz 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 _____