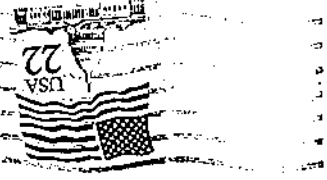


COSTA MESA, CA. 92628

P. O. BOX 1673



*W. R. Conrad  
9359 Shrike Ave  
Mountain Valley, Calif*



# The Society Column

EDITOR Donna Biddle 970-7207

PRESIDENT	Dick Rash 848-2181	TREASURER	Herman Hall 637-2704
VICE PRES.	Fred Biddle 970-7207	CONTEST DIRECTOR	Frank Chasteler 545-2185
SECRETARY	Jack Durham 968-7514	GENERAL DIRECTOR	Frank Colver 546-9647

"The Oldest A.M.A. Sanctioned Soaring Club In The World"

AUGUST 1985

Volume 22 Number 8  
**VERSION 2**

### AUGUST MEETING

August meeting will be held on August 7. The place is Costa Mesa Consolidated Water office. Where: 1965 Placentia Avenue, Costa Mesa, at 7:30.

### SEPTEMBER MEETING

September meeting will be held on Wednesday September 4. The place is Costa Mesa Consolidated Water District office. Where: 1965 Placentia Avenue, Costa Mesa., at 7:30.

*FIELD SAFETY Rules*

#### EDITOR'S NOTES

On July 16, Richard Rash was transferred to Bloomington, Illinois by his company. Harbor Soaring Society wishes him well in his new endeavors and success in the future. Happy thermal hunting Dick.

#### SOCIAL EVENT

On July 14 Huntington Beach came alive not with the Sound of Music but with the sound of Harbor Soaring Society. Jack & Norma Durham hosted the Club party/picnic this year. The Club's third annual party. This year's party was a combination Garden/Swim party. The usual pot luck was followed as the years before the main course was Hamburger and Hot Dogs supplied by Harbor Soaring Society. Everyone seemed to enjoy the get together. The club raffle seemed to be a roaring success. Then of Course some of the Pilots were roaring also. The party was attended by special guest Raymond Zegelin from Australia who was to take a good report back home on a thermal club. The party was brought to a close by presenting Dick Rash with a gift from the Club.

Our picnic is a time for everyone to get together and have a good time . I hope everyone had a good time and plan to attend next year party was attended by 60 guest. Hope to see you all next year.

#### IT HAPPENED IN JUNE

It happened one day in June. It was either in the still of the night or the Hustle of the day one car pointed towards Las Vegas. Now, we all go the Vegas for one reason. RIGHT! Wrong. This pilot did not go there to grease his elbow with the pulling of the one arm bandits. NO! NO! With out a word to anyone but his lovely lady he got married. YES. Gordon and Charlotte Poulsen did it Las Vegas in June. Congratulation and Best Wishes for a happy future.

#### A MODLER'S LAMENT

The big meet was coming,  
and I'd built with much care.  
I'd prayed every day,  
The weather'd be fair.

My plane was beauty,  
But oh, what the heck,  
I'd just look it over,  
For one Final check.

The servos were moving,  
It could have been worse;  
For working they were,  
But all in reverse.

The batteries were down,  
and that wouldn't do,  
But I had that one solved,  
My spare was brand new!

The covering was perfect,  
Of that I could boast.  
Till the cat started using it  
for her scratching post.

It was Finall ready,  
It lay in may chair.

A MODLER'S LAMENT  
(Continued)

For certian I was,  
No one would sit there.

I stood there thinking,  
That I couldn't fail,  
Till the dog jumped up  
And busted the tail.

I went to the fridge,  
And took a cold beer,  
And put things away,  
Cause there's always next year!

Ray S. Swantsel  
FRESNO SOARING SOCIETY.

AUGUST THERMAL CONTEST

C.D. Tom Chasteler

AUGUST 11.

Launch as many times as required to attain 21 minutes flight time. Count whole minutes only. All flights are precision on a whole minute. Only 2 flights, each for a max of 7 minutes allowed. ( That is: 4 flights must be done as a minimum. )

1. Each Contestant starts with 4,000 points.
2. Lose 3 points per second for each second under or over a whole minute for each flight.
3. Lose 50 points for each landing that is outside a standard landing circle..
4. Lose 205 points for each minute short of 21 minutes.

GOOD LUCK! SEE YOU ALL ON SUNDAY !

HARBOR SOARING SOCIETY YEAR-END STANDINGS  
( BEST 5 out of 7 Contest )

PILOTS	CONTEST	POINTS
1. F. Chasteler	6	4809
T. Chasteler	7	4795
M. Smith	7	4735
D. Nigg	6	4721
5. D. Rash	7	4703
J. Durham	7	4700
R. Garner	5	4696
T. Martin	7	4678
J. Lupperger	5	4627
10. P. Richardson	7	4503
D. Pantzar	7	4489
F. Biddle	6	4466
J. Frye	7	4457
G. Poulsen	7	4454
15. G. Ritschke	5	4437
H. Hall	7	4433

HARBOR SOARING SOCIETY YEAR-END STANDINGS

( Best 5 out of 7 Contest )

Continued

PILOTS	CONTEST	POINTS
A. Cron	7	4305
J. Lamprecht	5	4200
J. Anderson	7	3812
J. Ames	4	3476
W. Conrad	6	3367
A. Mitchell	4	3326
D. Manning	6	3325
S. Dow	5	3026
B. Siff	4	2917
F. Heacox	3	2905
R. Gerbin	3	2782
B. Gerbin	2	1998
J. Whyte	3	1975
J. White	2	1821
R. Bradley	2	1686
C. Pomo	2	1487
W. Bradley	2	1383
B. Forrey	2	1095
M. Nevedosky	1	803
Rosenberg	1	779
J. Fretwell	1	663

4 Contest

S C 2 1985 YEAR-END STANDINGS

PILOTS	POINTS
1. Boss	3855.4
T. Chasteler	3737.8
Fedelleck	3665.4
J. Durham	3658.2
F. Chasteler	3487.0
McFeeley	3406.2
P. Richardson	3399.2
P. Harris	3239.3
Aker	3061.7
10. Milovic	2972.3
Bratrud	2871.0
Vickers	2821.1
Raymond	2816.5
Auman	2779.3
15. Stowers	2678.1
R. Rash	2667.2
Spencer	2667.0
F. Stahlheber	2659.9
R. Garner	2601.1
20. Klinger	2561.0
G. Poulsen	2529.2
A. Cron	2516.5
F. Biddle	2504.4
T. Martin	2419.6
D. Pantzar	2367.5
Bonar	2267.6

RESULTS of H.S.S. (SC)<sup>2</sup>  
 . CONTEST on.30 JUNE 1985  
 contest director -- HERMAN HALL

P	NAME	CLUB	CLASS	SCORE	NORMALIZED	TROPHY
					SCORE	WINNERS
	Jolly, Larry	PSA	EXPERT	2969.3	1000	1-E
2	Brown, John	PSA	EXPERT	2958	996.2	2-E
3	Chasteler, Tom	HSS	EXPERT	2932.8	987.7	3-E
4	Gerbin, Bobby	HSS	SPORTS-	2928.8	986.4	4-E
5	Gerbin, Robert	HSS	EXPERT	2927.3	985.9	5-E
6	Meienberg, Ken	PSA	SPORTS-	2927.1	985.8	1-S
7	Doig, Al	NCC	EXPERT	2924.4	984.9	
8	Nigg, Don	HSS	EXPERT	2911.2	980.4	
9	Milovic, Noel	PSS	EXPERT	2909.8	980.0	
10	Stowers, Roy	SULA	EXPERT	2904.2	978.1	
11	Brandon, Jim	PSA	EXPERT	2901.8	977.3	
12	Klinger, Brant	ISS	SPORTS-	2900.4	976.8	2-S
13	Rash, Dick	HSS	SPORTS-	2899.7	976.6	3-S
14	Boss, George	SULA	EXPERT	2890	973.3	
15	Fedelleck, Jerry	SULA	EXPERT	2875	968.2	
16	Durham, Jack	HSS	EXPERT	2868.4	966.0	
17	Thacker, Bob	PSA	EXPERT	2855.8	961.8	
18	Billman, Todd	ISS	SPORTS-	2846.2	958.5	
19	Rosenthal, Joe	SULA	SPORTS-	2845.5	958.3	
20	McFeeley, Mike	ISS	SPORTS-	2837.6	955.6	
21	Ritschke, Gordon	HSS	EXPERT	2834.1	954.5	
22	White, Jim	HSS	EXPERT	2831.7	953.7	
23	Chasteler, Frank	HSS	EXPERT	2827.3	952.2	
24	Mjelde, Ralph	ISS	EXPERT	2826.9	952.0	
25	Raymond, Ken	NCC	EXPERT	2823.7	951.0	
26	Vickers, Don	PSS	EXPERT	2820	949.7	
27	Fink, Dan	PSA	EXPERT	2810.6	946.6	
28	Silva, Manny	ISS	SPORTS-	2793.4	940.8	
29	Smith, Morris	HSS	SPORTS-	2756.5	928.3	
30	Pantzar, Dick	HSS	SPORTS-	2721.6	916.6	
31	Richardson, Pete	HSS	SPORTS-	2715.8	914.6	
32	Stahlheber, Fred	NCC	EXPERT	2701.1	909.7	
33	Poulsen, Gordon	HSS	SPORTS-	2698.3	908.7	
34	Bonar, Charles	SULA	SPORTS-	2698	908.6	
35	Martin, Tony	HSS	SPORTS-	2685.2	904.3	
36	Aker, Irv	SULA	SPORTS-	2676.8	901.5	
37	Sliff, Bob	HSS	SPORTS-	2638.8	888.7	
38	Frye, Jim	HSS	SPORTS-	2610.0	879.0	
39	Hall, Herman	HSS	SPORTS-	2585.4	870.7	
40	Biddle, Fred	HSS	SPORTS-	2576.2	867.6	
41	Dow, Steven	HSS	SPORTS-	2492.9	839.6	
42	Conrad, Will	HSS	SPORTS-	2482	835.9	
43	Cron, Al	HSS	SPORTS	2438.7	821.3	
44	Garner, Rich	HSS	EXPERT	2384	802.9	
45	Anderson, Jim	HSS	SPORTS-	2138	720.0	
46	Brandt, Dennis	PSA	EXPERT	1978.8	666.4	
47	Stahlheber, Charlie	NCC	EXPERT	1824.1	614.3	
48	Harris, Phil	none	EXPERT	824	277.5	

TEAM SCORES

<u>PSA</u>	<u>HSS</u>	<u>SULA</u>	<u>ISS</u>	<u>NCC</u>	<u>PSS</u>
1000	987.7	978.1	976.8	984.9	980.0
996.2	986.4	973.3	958.5	951.0	949.7
985.8	985.9	968.2	955.6	909.7	
<u>977.3</u>	<u>980.4</u>	<u>958.3</u>	<u>952.0</u>	<u>614.3</u>	
3959.3	3940.4	3877.9	3842.9	3459.9	1929.7

SC2 1985 YEAR-END STANDINGS  
4 Contest

PILOTS	POINTS
Brandt	2062.6
Rosenthal	2023.9
Beeman	2023.6
30. L.Jolly	2000.0

TEAM STANDINGS:

TEAM	POINTS
Harbor Soaring Society	14,962.2
S.U.L.A.	14,693.4
I.S.S.	12,899.1
N.C.C.	12,682.4
P.S.S.	11,572.8
P.S.A.	11,405.8

H.S.S. CONTEST VII RESULTS  
SC<sup>2</sup> 1985

Pilots	Points	Master	Expert	Advanced	Sportman	Trophy
T. Chasteler	2932.8	1000				
B. Gerbin	2928.8			999		1-E
R. Gerbin	2927.3	998				
D. Nigg	2911.2			993		2-E
D. Rash	2899.7			989		1-A
J. Durham	2868.4		978			
G. Ritschke	2834.1			966		2-A
J. White	2831.7		966			
F. Chasteler	2827.3	964				
M. Smith	2756.5			940		
D. Pantzar	2721.6			928		
P. Richardson	2715.8			926		
G. Poulsen	2698.3		920			
T. Martin	2785.2			916		
B. Sliff	2638.8				900	1-S
J., Erye	2610.0			890		
H. Hall	2585.4			882		
F. Biddle	2576.2			878		
S. Dow	2492.9				850	2-S
W. Conrad	2482.0				846	
A. Cron	2438.7				832	
R. Garner	2384.0		813			
J. Anderson	2138.0			729		

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Bobby Gerbin moves to expert.

RESULTS OF 3rd H.S.S. ELECTRIC CONTEST  
 JULY 1985 C.D. FRANK CHASTELER

PILOT	ROUND 1	ROUND 2	TOTAL	MODEL	MOTOR	DRIVE	CELL SIZE	# CELLS
Heacox	18:51	15:00	33:51	Flyboy	Leisure car motor	2.5 Gear	800	7
Wucher	16:41	14:56	31:37	Playboy	LT-50	2.5 Gear	800	7
Black	16:30	14:58	31:28	Playboy	LT-50	2.5 Gear	800	7
Ritschke	5:57	14:59	20:56		LT-50	3.8 Gear	800	7
Myers	10:49		10:49	Red Zepher	Keller 35-12	Direct	800	14

TASK FOR ORANGE COUNTY -F3E - DO 20 LAPS, RUN MOTOR BEHIND PLANE "A", NO TIME LIMIT.  
 DO 5 MINUTES THERMAL - GLIDE - +LANDING.

PILOT	ROUND 1	ROUND 2	TOTAL	MODEL	MOTOR	DRIVE	CELL SIZE	# CELLS
Manell	624	597	1221	Ultrabk	Keller 35-16	Direct	800	17
Smith	610	573	1183	HeronI	Keller 35-14	Direct	1200	17
Chasteler	628		1130	Eagle	Keller 50-24	Direct	800	21
Chasteler		502		Metric	KELLER 35-14	Direct	800	12
Amies	328	448	776	Gentle Lady	Cobalt 05	2.2 Gear	800	7
Heacox	346	396	742	Gentle Lady	Leisure car motor	Direct	800	7
Vivas	518		518	Sagitti	Keller 80	Direct	1200	18
Durham	139		139	Electricus	Astro Cobalt 05	3.28 Gear	800	7

FOR SALE

Completed "Paragon" ready for final sanding and covering. \$90.00

Leisure "Wasp" kit. \$ 15.00

"Sinbad 40" Towline glider kit. \$ 10.00

Midwest Models "Soarer" kit. \$ 30.00

Great Lakes Trainer kit by sterling ( for C/L gas ) . \$ 30.00

Pitts Special kit by Berkley Models ( for C/L Gas ) . \$ 30.00 ( This kit was produced in the 1950's and is a collectors item).

"Dart Cart III " by Bridi Hobbies. Profile RC Stunt(for gas) \$ 20.00

PB 26 (Iba) Electro powered glider with 24 of the 1.2 MAH batteries \$ 125.00

MISC. ITEMS.

"One Step" - "Ridge Rat" -"PSI Mustang"- \$ 45.00 takes all

FP-T3N Futaba 3 channel Transmitter & Receiver ( With extra xtals)

FP-T3FN Futaba 3 Channel Transmitter & Receiver

FG Futaba 7 channel FM Transmitter and Receiver ( Complete system less servos)

Death Kit 5 Channel Transmitter and Receiver on 5 meters ( Needs work)

MAKE OFFER ON THESE ITEMS .

Astro Flight Feild Charger Panel new \$ 45.00

INTERESTED CALL KEN MYERS @ 714-968-6901 AFTER 7:00 PM WEEKDAYS.

COMING EVENTS

AUGUST 4 NATIONALS  
 AUGUST 7 CLUB MEETING  
 AUGUST 11 CLUB THERMAL CONTEST  
 AUGUST 17 ELECTRIC CLUB MEETING AT HATCH'S PLACE.  
 AUGUST 24 THRU L.S.F. CONTEST AT I.S.S.  
 AUGUST 25 THRU  
 AUGUST 31 THRU  
 SEPTEMBER 1 CARL GOLDBERG MEMORIAL CONTEST  
 SEPTEMBER 4 CLUB MEETING  
 SEPTEMBER 8 CLUB THERMAL CONTEST  
 SEPTEMBER 11 ELECTRIC CLUB MEETING AT HATCH'S PLACE  
 SEPTEMBER 22 ELECTRIC CLUB CONTEST  
 SEPTEMBER 29 SC<sup>2</sup> CONTEST AT I.S.S.

TREASURY REPORT

Period 6-19-85 thru 7-22-85  
 BALANCE 6-19-85  
 INCOME: \$ 293.59

Cash Received  
 Top 2 batteries 64.78  
 SC<sup>2</sup> Entry Fee 240.00  
 SC<sup>2</sup> Snak Stand 105.51  
 New Member 26.00  
 Sales of excess picnic food 9.10  
 H.S.S. picnic raffle 114.00

Total Income 559.39  
 Check Balance 852.98

Expenses:

SC<sup>2</sup> Snak Stand supplies 64.15  
 SC<sup>2</sup> Wench retrieval 36.00  
 SC<sup>2</sup> Toilet Facilities 60.00  
 Check printing Charge 6.45  
 Postage 21.70  
 Frye Sign Score Boards 24.00  
 Marking Pins 7.95  
 White Company Wench Line and parachutes 144.00  
 Picnic supplies 73.90  
 Los Altos Trophies (3 year medalion supply) 236.17  
 Bad check return SC 5.00  
 Bank Checking charge 5.20  
 Total Expenses 684.52



# RADIO IMPOUND RULES

- 1- Never turn on transmitter without a Frequency Pin.
- 2- Place transmitter, by frequency color or channel # in rows.
- 3- When your transmitter comes to the front of row and your Frequency Pin is on the board - You Fly
- 4- After flying, return Frequency Pin to board, place transmitter Behind those in your row with antenna collapsed.
- 5- Make sure transmitter switch is off.
- 6- IF YOU NEED A NAME TAG ON YOUR TRANSMITTER ASK FOR ONE.

NOTE: In case of colors or channels that appear on the same pin - They will be considered same frequency and go in the same row.

## FIELD RULES (THINK SAFETY)

- 3 1- Avoid flying over pit area.
- 4 2. All launches will take place Westerly from the launch area.  
*Exception Electric powered planes in south winds may launch from the South edge of landing area East of pit area - Away from people.*
- 5 3- Stand in Pilot area when flying . NO flying from pit area.
- 6 4- All approaches to landing area from the North or East.
- 5-  $\gamma$  Sport Planes (Electric Power) will be flown to the North of launch area.
- 6-  $\times$  No hand launching in landing area. Do so to the North of launching area. Do Not interfere with landing aircraft.
- 7-  $\gamma$  When others are on your frequency, Flights should be limited to 15 to 20 minutes unless you are going for L.S.F. goal or you have made arrangements with those pilots.
- 8-  $\times$  Visiting Pilot Welcome !
9.  $\times$  Beginning pilots can receive help in launching for 3 week-ends then membership would be appreciated.
- #1 10- The AMA safety code requires you to have your name and address or AMA number on or in plane.  
Consult field map for clarification of areas and above information.
- 9 AST: Above all if you need or want help. Please ask.  
We hope you will receive High Flights.  
Rules and field map are posted at the field every week-end.

The rules and guidelines are not to embarrass or offend any

~~BEFORE TURN ON TRANSMITTER WITH OUT FREQUENCY PIN~~ *Verify that PIN & TRANSMITTER PARTICULARS ARE SAME*

one. They were designed to give a safe flying field. If you have any questions please feel free to ask anyone at the field. Hope you will enjoy your flying time.

Until next time may the Thermal Gods smile at you.

THAT IS THE WAY IT WAS FOR JULY 1985.

# CARL GOLDBERG MEMORIAL CONTEST

AUG. 31 & SEPT. 1 1985

SPONSORED BY: HARBOR SOARING SOCIETY

"The Oldest A.M.A. Sanctioned Soaring Club in The World"

The GENTLE LADY built to basic design is the only sailplane allowed to enter.

This is an A.M.A. Sanctioned contest #1415 and #1416. Contestant must be an A.M.A. member or join the A.M.A. at the contest site.

ENTRY FEES: one event \$15, both events \$25  
Saturday Aug. 31 is THERMAL event.  
Sunday Sept. 1 is ELECTRIC event.

CONTEST WILL BE LIMITED  
TO THE FIRST 100 ENTRANTS  
FOR EACH EVENT!

ALL PROFITS GO TO THE U.C.L.A. MEDICAL FUND

All donated prizes will be RAFFLED off to the CONTESTANTS.

Trophies will be awarded to the top ten fliers in the THERMAL event and to the top five fliers in the ELECTRIC event.

One award in each event for the best looking sailplane.

REGISTER by mail by Aug. 16, 1985 or at the field by 8:30 A.M.

TIMES: 8:00 A.M. CHECK-IN or REGISTER  
(must show current A.M.A. license)  
for 8:30 A.M. PILOT'S MEETING  
AUG. 31 &  
SEPT. 1 9:00 A.M. FIRST LAUNCH (called flight order)

PLACE: FAIRVIEW REGIONAL PARK (see attached map)

SEND REGISTRATIONS TO: H.S.S. make checks payable to:  
P.O. BOX 1673 HARBOR SOARING SOCIETY  
COSTA MESA, CA. 92628

SATURDAY 31 AUG. -- THERMAL event is Task T4, cumulative duration.

- \* 3 flights add them up for 15 minutes
- \* no flight over 7 minutes
- \* score 1 point for each second in flight
- \* penalty of 1 point per second for a flight over 7 minutes or total over 15 min.
- \* bonus of 5 points for 1st and 2nd landings for landing in a 25 foot radius circle.
- \* bonus of 10 points for 3rd landing in a graduated 25 foot radius circle.
- 3rd landing is a precision landing.

LAUNCHING will be from a winch set to 10 pounds pull or from a heavy duty HI-START. Line length is approximately 800 feet. Help in launching will be available to anyone needing help.

SUNDAY 1 SEPT. -- ELECTRIC event will be two rounds of a TEXACO-style duration. Fly for a max. of 20 minutes including motor run time. Landing requirements -- land within 100 yards of launch point.

SEE ATTACHED SHEET FOR DETAILS ON CONSTRUCTION AND DETAIL EVENT RULES

CONTEST DIRECTORS : FRANK CHASTELET MIKE CHARLES  
1772 IOWA ST.  
COSTA MESA, CA. 92626 HERMAN HALL  
(714) 545-2185

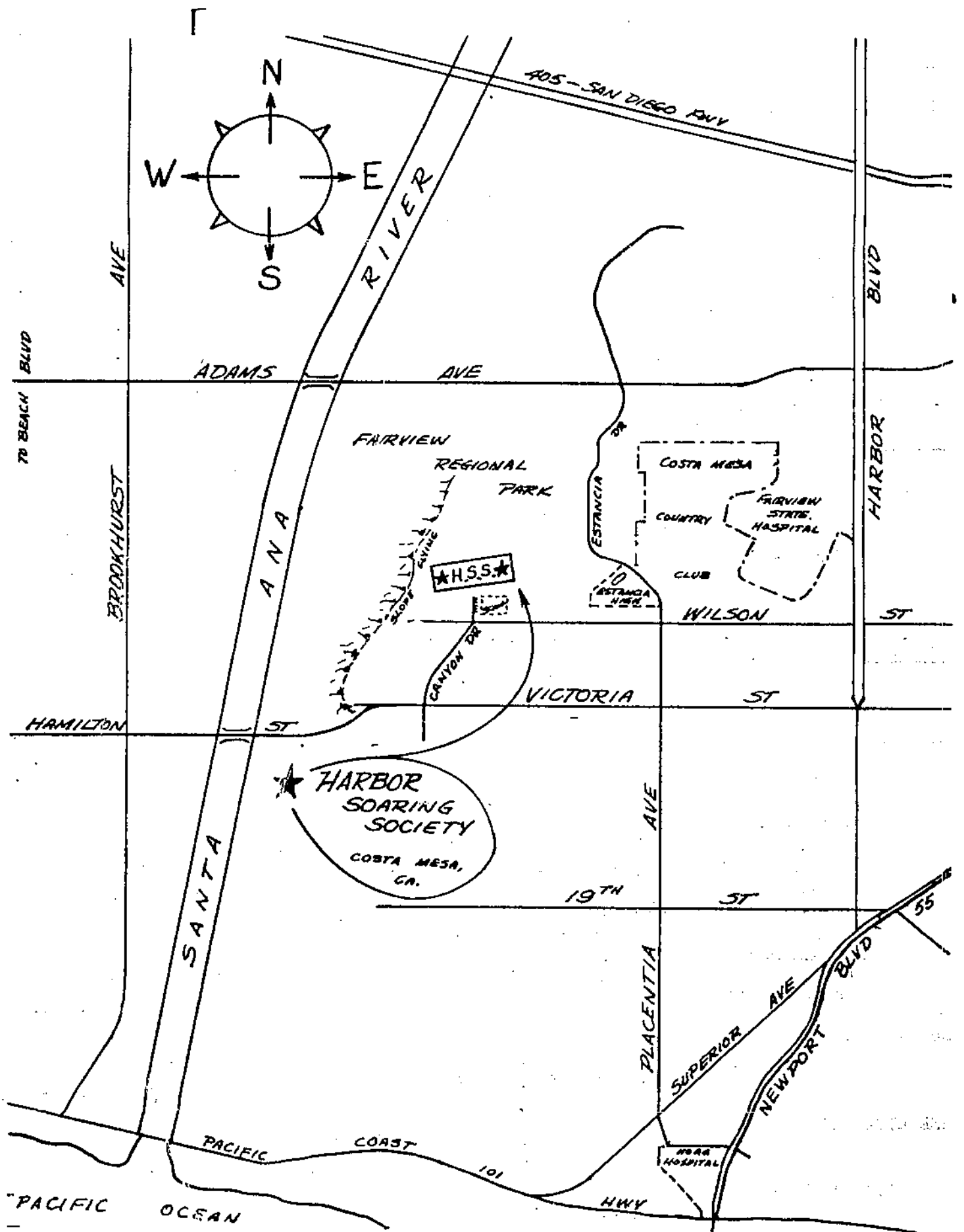
GOLDBERG MEMORIAL REGISTRATION FORM

please print (make check payable to HARBOR SOARING SOCIETY)

NAME \_\_\_\_\_ A.M.A. # \_\_\_\_\_  
ADDRESS \_\_\_\_\_ phone # \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

(only one REGISTRATION per form, please)

FREQ. \_\_\_\_\_



CONTEST ORGANIZER  
WILLIAM R. PORREY  
5815 E. La Palma, #281  
Anaheim Hills, CA 92807  
(714) 777-4514

JUNE 1985 MODEL BUILDER

GENTLE LADY ONE DESIGN CONTEST

1. GENERAL RULES

A. One plane, one pilot: no sharing of models by competitors.

B. No significant changes to the Gentle Lady design allowed, except changes to fuselage to accept electric power modifications.

C. No flaps, spoilers, or any other glide path control devices will be allowed. If pre-existing, then each will be rendered inoperative for the duration of the contest. (Example: spoilers will be taped shut.)

D. Internal wing structure modifications are not encouraged, nor are they likely to yield any advantages over stock structures. If such modifications alter exterior appearance, as would a flush I-beam spar in place of the recessed blade spar, they will not be allowed. No added turbulator spars.

E. For insurance reasons, all contestants will be AMA members, and will be required to show proof.

F. Host clubs will try to budget their contests to keep only enough of entry fee to cover expenses, with the remainder to go toward the research donation. In no case should expenses exceed 50% of the entry fees collected.

2. SAILPLANE EVENT RULES

A. Three flights will be flown to determine the winner. The task is T4 Cumulative Duration as spelled out in the AMA "Official Model Aircraft Regulations 1984-85" (Copy available from the AMA for \$1.50, or free with membership.) This event was chosen because it is fairly low pressure and well suited for beginners.

C. Captured, releasable tow hooks are encouraged to help prevent accidents caused by collision courses while on tow, dangerous (read out-of-control) launch attitudes, and similar conditions which may occur once the hi-start launch has commenced.

D. No circle or zig-zag towing to gain launch height advantage will be permitted. Straight-ahead launches only!

E. Inexperienced pilots will be allowed one relaunch for the three flights in the event of a pop-off or accident on tow. Experienced pilots will not be allowed this relaunch as they should know their planes better than this and know not to launch into the path of oncoming gliders. This is to be a judgment call of the CD. Unconditional relaunchees will be granted in case of hi-start tangles or breakage.

F. Sailplanes converted to the Electric Event rules will be permitted to fly in this event provided the prop has been removed and a suitable nose block or taped spinner is in place of the nose. Removal of motor and power pack is optional. All General Rules apply.

G. Trophies will be awarded to tenth place if entries warrant the expense. (I

would recommend ten if entries exceed 30.)

H. Beauty Event Rules. The CD will select a panel of judges from non-competing personnel (if possible) to judge the models for best appearance. A single model will be selected and awarded a trophy.

3. ELECTRIC EVENT RULES

A. INTENT: The intent of this Electric Event is NOT to advance anyone's ideas regarding the advancement of the state-of-the-art of electric power nor is it to be a technology contest. The electric motor is merely a tool for gaining altitude in order to find thermal lift which is required to win the event. The pilot who is most skilled in finding and working the latter is most likely to win, not the modeler with the most money to buy the best rate of climb. Therefore, the following rules will be followed as closely as possible.

B. Any mass-produced, unmodified, direct drive, ferrite magnet, electric motor commonly referred to as 05 class will be permitted. No cobalt magnet motors allowed. No gear boxes or belt drive devices allowed for prop speed reduction. Any Leisure, Astro, or Japanese "can" type 05s qualify, this includes the rebuildable, modular LT50 from Leisure, and the older style 05s. The CD has the right to refuse motors that are not within the intent of this rule.

There are several reasons for this rule: 1) it keeps the contest affordable; 2) it provides a broad selection of easy-to-obtain motors; 3) most or all electric enthusiasts already own such motors and many are not currently using them; 4) direct drive 05s are simple to install and operate; and 5) the flight task equalizes (to a great extent) all motors.

C. Battery packs will be limited to seven cells of 800 mah capacity. There are many reasons for this: 1) the 800 mah cells are lighter than the 1200 mah cells, seven 800s weigh 8.5 oz., while six 1200s weigh 11 oz., therefore, a higher voltage is obtained for a smaller weight penalty; 2) 800 mah packs are readily obtained and most contest fliers already own them; 3) most ferrite 05s will run fine on 7-cell packs if prop size is carefully selected; and 4) the nature of the flight rules below demand the use of 800 mah cells.

D. Propeller size will be limited to a maximum diameter of seven inches and a maximum pitch of four inches. Only mass-produced, unmodified, factory props will be allowed. Balancing a prop will not be considered a modification. No folding props allowed.

E. FLIGHT RULES

1. The object of this event is to fly for a maximum time of 20 minutes on a single charge of the 800 mah cells. Any number of motor runs are allowed, and motor run time counts toward total time as in Texaco events.

2. Two climbouts will be required: the first at time of initial launch, and the second occurring no sooner than three minutes and no later than 15 minutes into the flight. The second climbout must start at an altitude (above ground) of no more than 100 feet, to be judged by an official

timer. This altitude will be judged as accurately and honestly as the official timer is able, but exact altitude is not critical here. The intent of the second climbout is to force the flier to find more than one thermal in the 20 minutes if he should be so lucky as to find one big enough for the entire flight on the initial climbout. Penalty points will be given the contestant at the rate of two per second if he or she fails to commence the second climbout before the 15 minutes. This will require a second stopwatch for this function only.

3. Points will be awarded as follows: plus one (+1) point per second up to 1200 points (20 min x 60 sec), minus two points (-2) per second past 20 minutes, and as stated above, minus two (-2) points per second for failing to commence the second climbout prior to the 15-minute mark (this is read from stopwatch number two).

4. Two flights will flown by each contestant in called flight groups. Due to the length of each flight (most will be in excess of ten minutes), order must be kept or frequency conflicts and available daylight may cause problems. No "sandbagging" will be tolerated!

5. Due to the nature of contest flying, fast field chargers will be mandatory, or the contestant must arrive at the field with three fully charged battery packs, ready-to-fly. Contestants will be allowed ample time between the two flights in which to recharge a single battery pack. CDs will not schedule back-to-back flights for a single contestant.

6. In case of ties (not likely), a last-man-down flyoff will determine the order of finish. A single, 60-second motor run will be all that is allowed for this flyoff.

7. If entries are low, at the CD's discretion, open flight order will be acceptable provided cutoff deadlines are set for the end of the two rounds.

B. If entries warrant, trophies will be awarded to tenth place. A minimum of five trophies will be awarded for the flying event.

F. BEAUTY EVENT RULES. The CD will select a panel of judges from non-competing personnel (if possible) to judge the models for best appearance. A single model will be selected and awarded a trophy.

There you have it! The Sailplane Event should be a lot of fun and very low key. The Electric Event should prove to be even more enjoyable as (for once) the outcome is not decided by who bought "the latest thing" in hot motors. Any inequality in power output will be offset by increased or decreased rate of battery consumption and shorter or longer motor run time, therefore any motor capable of a half-way decent climb will be competitive, including most of the older "can type" motors. In effect, the Electric Event is more of a flying event than a rate of climb event.

If I were you, I'd build one model for the Electric Event and simply plan on flying it as a sailplane the first day. This will give you the most versatile aircraft in your collection of sailplanes, and keep you from having to build two models for this one contest. Of course, if this doesn't appeal to you, then go ahead and build two models!

