

# The Harbor Soaring Society Newsletter

OCTOBER 1993, VOL. 30 NO. 10



## SEPTEMBER MEETING MINUTES

The September meeting came to order at 7:45PM with club president Andy Sanders as host. The minutes from the August meeting were accepted as written. No new members were seen at this meeting. Frank Chasteler gave a treasurer's report which included checking account balance, income, and expenditures. The treasurer's report was accepted as read.

Vice-President Pat Scheer brought in the video tape library and a listing of available tapes. Norm Kutch talked about plans for a social function in the near future and discussed options. No firm date or location has been set at this time. Ross Thomas mentioned Bob Sliff's and Jerry Bridgeman's planned participation in the upcoming F3E World Championships planned for Australia, November 1994.

The meeting closed at 8:30PM. Andy Sanders introduced the guest speaker, Steve Chao, from Cermark Electronics and Model Supply Co.

Cermark has been distributing

Sanyo batteries for the past fourteen years. Refer to their ads in RCM - Cermark custom assembles battery packs in numerous configurations and capacities. Bob Sliff, a Sanyo dealer, buys his stock through Cermark.

Steve explained the makeup and sizing of batteries in detail. Labels can be confusing, and some of the differences between label numbering and charging requirements was explained. Sanyo has charging standards that must be complied with to maintain

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## H.S.S. BOARD MEMBERS

President: Andy Sanders	(714) 751-9235
Vice President: Pat Scheer	(714) 744-3375
Secretary: Woody Grosvenor	(714) 969-1524
Treasurer: Frank Chasteler	(714) 545-2185
Contest Coord: Curt Nehring	909/4) 592-2105
General Dir: Ross Thomas	(714) 638-0705
Newsletter Ed: Pete Young	(714) 892-3473

The Harbor Soaring Society newsletter is published monthly. Editorial comments and articles are welcomed. Please provide all material for consideration by the 15th. 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 Pete Young in person or by mail to: 6592 Belgrave Ave., Garden Grove, CA 92645.

## MEETING LOCATION

Lakes at Seabridge Condos. On Adams Ave. in Huntington Beach. Turn right at the first traffic light heading East from Beach Boulevard. You will need to check in at the gate. Tell the guard you are there for the HSS meeting. If there are any problems, call 969-1524

## **SEPTEMBER MEETING MINUTES, cont.**

their warranty.

Dave Nemecek asked what charging methods would be best for RX and TX battery packs. Steve suggested not charging as long at one time, and small to moderate amount of heat from the battery while charging was acceptable. Steve also outlined Sanyo's recommended charging procedures.

All NiCds have memory that can be cycled to remove memory. Sanyo batteries can last through 500 or more cycles, and up to 7 years service. Steve recommended scrapping a battery pack with a bad cell, rather than replacing the bad cell.

Also recommended was not charging until ready to use, not storing the batteries with a full charge which can cause loss of capacity through buildup of memory. If batteries have a full charge, it was suggested to drain off some charge before storing.

- Woody Grosvenor, Secretary

### **FYI**

...FLASH! Ben Clerx wins the Masters of Soaring, held Sept 11-12 in Michigan, with his Mako! ... congratulations to Bob Sliff, Jerry Bridgeman, and Steve Neu for making the F3E team, the World Championships will be held in Australia, Nov 1994... NOTICE FOR ALL SC2 CONTESTANTS: DUST is sorry to announce that they cannot have use of the polo fields in 1993. The last SC2 contest for 1993 will be the Oct 24th contest at EDSF. Year end awards will be given at the end of the EDSF contest. The best 7 scores per contestant will be used. Team scores will use all nine... currently TPG and TOSS are leading the

team scores, HSS is in third, let's have all HSSers turn out for the October contest... new planes seen at the field: Nick Buzolich's Mako, Tom Vincent's Fako, and Don Edberg's Duration Modi which is lighter than his new 2M!... crashes seen at the field: Dick Panzer's Gemini, Nehring/Thomas' (just rebuilt) Mako ... stolen at the field: Curt Nehring's Pinnacle High Start, be on the lookout for it, please... seen at the field: Andy Sanders doing a nice job of thermalling a novice's Katy II! ... soon to be seen at the field (rumored): Makos by Nemecek and Chasteler... Let's Hope Dodgson Doesn't Find Out Department: Pat Stoker convincingly wins Expert at HSS' September Monthly with his Saber, fending off Makos, Shadows, Modis, Legends, and Falcons! ... start thinking of nominees for HSS club officers for 1994, elections are just around the corner ...

### **SEPTEMBER HSS MONTHLY**

Mike Aguirre ran a very tight Monthly using the AMA Triathlon scoring from the AMA rulebook. In a nutshell, contestants had to fly a ten minute flight with a good landing to make maximum points. For non-maxes, landing on the even minute minimized the point penalties. This scoring format, to be used at EDSF's November SC2 contest, definitely puts the emphasis on flying - no "bailing out" with a short flight and a good landing!

Flying conditions started out fairly calm, then progressed to slightly windy, but thermally conditions. The contest ran smoothly, marred only by the crashes of Dick Pantzar's Gemini and Ross Thomas' Mako, both on the tow.

Ross Thomas won 2M with his

## SEPTEMBER HSS MONTHLY, cont.

well-worn Gnome (rumored to be replaced soon!), followed by Roger Lackey and his Agnew Banshee, and Pete Young with a HOB 2x6. John Bikle won Advanced with his Falcon 880 in a flyoff against Curt Nehring's Pulsar.

Pat Stoker with his Dodgson Saber took the Expert class, followed by Frank Chasteler (Legend) and Pete Richardson (original Pelican). These three were the only fliers to string together three ten minute maxes and three landings.

- reported by Pete Young

### THE FAKO BIRD

by Tom Vincent

Let's be real! With a name like this, who would possibly believe that the Fako bird can fly! Ah, but don't be too fast to judge this bird a fake. You may be pleasantly surprised to find out what the Fako bird is all about.

Actually, this really isn't a joke, but a sensible way of getting that damaged Falcon 880 back into the air.

The Falcon 880 is an excellent soaring machine. In the right hands, this wonderful design can soar to victory. In my hands, however, Falcons end up in trees with shredded wings. A gruesome thought besides being an expensive one!

Anyone who has had the pleasure of flying at the Rose Bowl in Pasadena knows that the Pasadena Soaring Society prides themselves on the value of trees around the field. Some trees are valued at \$150, others more. In my case, I provided the crowd with free entertainment at PSS' spring soaring contest in May. I managed to fly my Falcon 880 into a tree. Not any

tree, mind you, but a tree that has a long history. As many others before me have found out, the trees in the southeast section of the field are truly carnivorous. The trees there gobbled up my Falcon along with my check for retrieval services. PSS can now boast of one tree in that section as the \$180 plane shredding tree! I needed to tell you that story so my tale could continue.

After getting my plane back from the retrieval service, I quickly noticed something missing - straight wings! Feeling like a clod, I realized that I had to build another plane. The thought of spending another \$300 plus numerous hours in the shop just thrilled me to death. This was one do-loop I wanted to exit out of quickly. Ah, that's when I heard the cry of the Fako bird calling!

I read some writeups of a new plane in the HSS club newsletter. The Mako is a promising, well-designed sailplane being campaigned in the soaring circuit by Ben Clerx. After seeing the performance of the prototypes, my mind started wondering. Let's see, would it be possible to blend a plane with so much grace into my wingless Falcon? A quick talk to the Mako Team convinced me to give it a try. The Fako bird was born, a Falcon 880 body with Mako wings!

The beauty of the Fako is that Mako wings fit perfectly and can use the Falcon's existing wing rod. The Mako has a 114" wingspan versus the Falcon's 112". The Mako uses the popular 7037 airfoil versus my Falcon's 3021. And the Mako wing has 948 square inches instead of the Falcon's 860 squares.

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## **THE FAKO BIRD, continued**

It doesn't take a rocket scientist to figure out that these wings might be a good replacement. If you fly (or crash) like me, maybe you need 2 or 3 sets of wings just in case your Falcon has the urge to land in a tree. It's always good to be prepared.

I'm sure most of you are wondering about the performance of the Fako. The big difference between the Falcon and the Fako is the added wing area and the improved thermalling characteristics of the 7037. To me, the 7037 seems to indicate lift a little better than the 3021. I also notice that the Fako retains a speed range close to the Falcon. When I need extra speed to get out of sink, the Fako moves out. If I need to slow down close to stalling speed to stay with a thermal, the Fako appears to slow down better than the Falcon. I'm sure that many will disagree with me, but in reality, adding Mako wings to a Falcon fuse has worked well.

So, if your Falcon has the urge to land in a tree and replacement costs are a budget concern, get yourself some Mako wings - THINK FAKO!

### **COLORS** by Steve Fink

If you've ever spent time at a full-scale gliderport, you've discovered that most full-scale sailplanes are all white, some with conservative striping on the nose or vertical stab. This is fine if you're flying a glider from the inside but from an R/C sailplane pilot's point of view, aircraft visibility takes on a totally different perspective. Roger Lackey briefly mentioned the importance of sailplane colors in his recent article, so here are some

additional thoughts about colors and visibility for model sailplanes.

It is obvious that lighting conditions on the flying field are in a constant state of change. Early morning overcast may give way to bright sunshine by mid-morning. Holes in cloud cover may develop, swirling and changing, creating an attractive backdrop against which our models are silhouetted. On not so sunny days, lingering haze may block a pilot's view of his model. Coupled with distance and altitude, these changing conditions may produce flight attitude and "see-ability" problems. At one time or another we may have observed (or even experienced!) crashes because of total disappearance of the model or the loss of flight orientation. How to remedy this is the big question.

My professional career in industrial lighting has taught me the importance of proper color selection. One primary lesson is that some colors are known as "advancing" while others are known as "receding." Reds, oranges, and most yellows advance. Blues, greens, and some pastels recede. Try the following simple test with color chips from the paint store. Place a medium blue chip and a red chip side by side, slightly apart from each other. Step back and it appears the red chip is closer and slightly larger than the blue one. Transfer this situation to wing upper surfaces and SHAZAM! In a banked thermal turn, the sailplane's wing is highly visible. The red creates a high contrast effect regardless whether the background is clouds or blue sky.

Contrast can be further enhanced by using two colors on wing upper surfaces. I personally prefer spanwise layouts of salmon orange and white in  
(continued, page 5)

## COLORS, continued

chordwise proportions of 4:1. I have found that this combination provides greater "see-ability" than orange by itself. The salmon orange is advancing strongly against the slightly receding white, producing one type of contrast on the model against the competing contrast of the background sky.

But what about the bottom of the sailplane? First of all, a ship in all one color, regardless of the color, can create severe orientation problems. Is it flying towards or away from the pilot? Is it turning left or right? If one thinks the plane is in a left turn but actually it's going right, and the wrong control inputs are applied, get ready for a hair-raising recovery or to go fetch your "newly kitted" sailplane.

After trying various colors on wing and stab bottom surfaces to enhance visibility when viewed from below, the following findings were developed. Black absorbs heat from the sun and, in the case of film coverings, the covering may slacken and alter wing and stab airfoils and washout. Black paint on sheeted wings absorbs the sun's radiation, aggravating wing sheeting adhesives and hinges and possibly causing temperature-induced boundary layer separation. After some experimentation, I have found that charcoal grey, Navy blue, and dark purple produces excellent contrast when viewing a sailplane at altitude; as an extra plus, these colors absorb much less heat than black.

Put these elements together - advancing and contrasting top colors, a dark bottom color - and very high sailplane visibility is the result. Excellent orientation is maintained even at extreme distances, altitudes, or low

viewing angles. One problem remains - how to identify your model when flying in thermals with other ships. The solution: use contrast on the bottom surface, too - orange or white on charcoal, yellow on purple. The combinations are only limited by your personal creativity. Hopefully you'll always be flying your model and not the one below, above, or next to yours!

One final comment about colors and contrast. Why is it that some people fly unfinished - that is to say, with no colors - sailplanes? Those plain fiberglass fuselages look like tadpoles with wood wings swimming through the air! Oh well ...

## HSS OCTOBER MONTHLY

DATE: Sunday, October 10

LOCATION: Fairview Park

CONTEST DIRECTORS: Steve

Fink and Sean Monahan

EVENTS: Unlimited, 2M

FORMAT: 3 rounds, 2M and

Unlimited fly concurrently

- Round 1: 5" precision,  
3 pts/sec, 900 ft pts max.

- Rounds 2 and 3: 15" add-  
em-up, 9" maximum, 1 pt/sec  
penalty under, 5 pt/sec penalty  
over

LANDINGS: standard 25' graduated  
tape circle landing.

- Round 1: 100 pts possible

- Round 2 and 3: 50 pts possible  
per round.

START TIME: pilots' meeting @

8:45AM, first flights by 9:00AM

## **PILOT OF THE MONTH**

The HSS Pilot of the Month is Pat Stoker, a hard-working flier who has scored some impressive contest placings recently. Flying a new Dodgson Saber, Pat stunned the "regulars" by winning SULA's June SC2 contest outright. Most recently, Pat won the HSS September Monthly under challenging flying conditions. Listen up, here's Pat ...

**OCCUPATION:** financial consultant, property management consultant.

**STARTED FLYING SAILPLANES:** Pat started flying a Wanderer about 10 years ago. His first flight lasted less than 2 seconds due to inadequate elevator throws. Rebuilt and readjusted, the Wanderer at least took longer to crash on the next flight!

**REASON FOR INTEREST:** Pat enjoys flying in contests and the on-the-field camaraderie.

**STRENGTHS:** Pat has a casual attitude

about competition, win or lose.

**FAVORITE PART OF THE HOBBY:** Pat enjoys adjusting high performance sailplanes and tuning his flying skills for maximum performance.

**GOALS:** Maximum enjoyment and fun at flying sessions and contests.

**CURRENT R/C SAILPLANES:** Pat has a Falcon 880, a Dodgson Saber, and a highly modified 1 1/2M Chuparosa (it's a killer!) all in flying condition.

**FAVORITE R/C SAILPLANE:** Without a doubt, the Saber - for its exceptional thermalling and handling performance, and outstanding landing capabilities.

**ADVICE FOR BEGINNERS:** Fly with a friend who can time for you, practice 4" precision flights and measured landings, do this often and with discipline.



## **FOR SALE**

- Harbor Soaring Society hats, shirts, and vinyl patches - contact Frank Chasteler at (714) 545-2185

- Falcon 880, SD7037 airfoil, beautiful condition, \$350. LJMP Pantera with Futaba radio and servos, RCD 7 ch RX, excellent condition, \$275. Bob Martin Jaguar slope racer, NIB, \$75. P-51 Penetrator high performance slope ship, NIB, \$65. Kyosho scale Zero, ARF electric with 05 motor, battery, props, etc, still in box, \$130. Contact Pat, (310) 598-9029.

- "Tango 3," modified straight wing Falcon 880, SD3021 airfoil, 4 wing servos mounted in Ziegelmeyer servo mounts; flaps and ailerons use aluminum tubing full length Ziegelmeyer gapless hinges. Rudder and elevator servos are Airtronic 102 servos in a glassed-in tray. Rudder is tube hinged, not taped. Fuse recently refinished with automotive lacquer, highly visible at altitude. Includes battery pack and switch harness, just add your receiver. Includes custom carrying box and spare stabs, \$675 firm. Call Steve Fink @ (h) 714 645-0459, (w) 714 261-2825, ext 229

- 2 Agnew Banshees, 78" span, complete. Available with servos installed; or airframe only - @ \$300. Airtronics Module 7SP radio, TX and RX only - \$150. Call Don, (805) 526-3145.

- LJMP Pantera kit, glass fuselage, polyhedral, rudder/ elevator/ spoilers, E-205 airfoil, new-in-box, \$110.

Airtronics Legend kit, new-in-box, \$190. Pierce Ridge Rat, fiberglass fuselage, ready to fly, \$75. Call Dave at (714) 775-7196

- 2M Whisper, less radio, \$125. 2M Gnome, 4 channel Airtronics PCM, ready to fly, \$225. Call Bill Duncan, (714) 892-8665.

- Sealy Laser: S-3021 airfoil, fiberglass fuse, balsa/foam wing, 124" span, slip-on nosecone, kit new-in-box, \$140. Call Mike at (714) 645-6419

- 2M Gnome, reduced to \$100 with servos and wing bag. 2M Sealy Lumina, SD7032 polyhedral with flaps, reduced to \$100, needs radio and wing covering. LJMP Cheetah, reduced to \$175 with 6 servos, wing bag. Sealy Pulsar, reduced to \$200 with servos and wing bag. Will consider trading any of above for sailboat and/or 75 MHz radio or .40 sized power plane and engine. Two Airtronics Vanguard TXs, RXs (CH 28, 56). Contact Curt @ (909) 592-2105.

- Airtronics Adante, new-in-box, glass fuse, Quabeck airfoil, \$75. Call Pete @ (714) 892-3473.

THE PERIOD OF THIS FLIER IS 1 SEPT TO 31 SEPT 1993

# HOBBY HORN

15173 MORAN ST. // P.O. BOX 2212

WESTMINSTER, CA 92683

(714) 893-8311 PHONE // (714) 895-6629 FAX

## MONTHLY SPECIALS ON RADIOS, PARTS AND ACCESSORIES

(Specials listed below are only good for the month of this special flyer.)  
**SEPTEMBER, 1993**

### JR RADIOS

	LIST PRICE	HH PRICE
X-347 FM W/4-507 SERVOS	\$529.95	\$344.99
X-347 FM W/4-517 SERVOS	\$599.95	\$384.99
X-347 FM GLIDER W/2-341 SERVOS	\$609.95	\$394.99
X-347 PCM W/4-507 SERVOS	\$599.95	\$384.99
X-347 PCM W/4-517 SERVOS	\$669.95	\$424.99
X-388* TRANSMITTER ONLY (SPECIFY)	\$439.95	\$279.99
X-388S* FM A/C W/4-507 SERVOS	\$649.95	\$414.99
X-388S* FM A/C W/4-517 SERVOS	\$719.95	\$454.99
X-388S* PCM A/C W/4-517 SERVOS	\$789.95	\$494.99
X-388S* PCM A/C W/4-4131 SERVOS	\$979.95	\$604.99
X-388S* FM GLIDER W/2-341 SERVOS	\$739.95	\$464.99
X-388S* PCM GLIDER W/2-341 SERVOS	\$799.95	\$504.99
MAX 4 AM W/3 507 SERVOS	\$199.95	\$129.99
MAX 4 AM GLIDER W/2-341S + 270 PK	\$249.95	\$159.99
MAX 4 FM W/3-507 SERVOS/226RX**	\$249.95	\$159.99**
MAX 6 FM W/4-507 SERVOS/226RX**	\$319.95	\$199.99**

(\* New-increased capability radio based upon the X347. Now features 8 model memory and more glider features. Four pages of information sheets will be sent upon request. Available in Glider, Aircraft and Helicopter formats. Call me for hell version prices.)  
 (\*\* THE "#226" IS THE "Credit Card" RX)

### JR SERVOS

507 Standard servo	\$29.95	\$16.99
513 Retract W/1BB	\$39.95	\$25.99
517 Standard W/BB	\$39.95	\$25.99
4131 Ultra precision/coreless	\$89.95	\$55.99
4721 Ultra torque/coreless	\$99.95	\$60.99
4735 Ultra speed/coreless	\$99.95	\$65.99
901 Mid size	\$59.95	\$37.99
9021 Mid size/coreless	\$79.95	\$50.99
321 Mini	\$59.95	\$37.99
341 Micro	\$59.95	\$34.99
3021 Mini/coreless	\$79.95	\$50.99
3025 Mini highspeed/coreless	\$79.95	\$50.99
3321 Glider wing/coreless	\$89.95	\$55.99
605 FET high power	\$109.95	\$66.99
703 Low Profile Retract	\$79.95	\$50.99
7005 Low profile/coreless	\$109.95	\$61.99

### JR ACCESSORIES

001 DELUXE SWITCH HARNESS, GOLD	\$14.95	\$12.99
003 SMALL SW HARNESS	\$8.95	\$8.06
004 CHARGE SWITCH, HARNESS	\$19.95	\$16.75
023 JR NECK STRAP	\$13.95	\$11.99
270 RX 270 MAH PACK	\$19.95	\$17.99
500 RX 550 MAH FLAT PACK	\$19.95	\$17.99
FM RF PACK:529 RX AND TX MODULE	\$179.95	\$124.99
PCM RF PACK:910 RX AND TX MOD.	\$249.95	\$174.99
S-PCM RF PACK:649 RX	\$249.99	\$174.99
S-PCM RF PACK:940 RX	\$269.95	\$194.99

### JR RECEIVERS

226 FM RX, 6 CH CREDIT CARD 72MHZ	\$149.95	\$94.99
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### JR RECEIVERS (CONT)

	LIST PRICE	HH PRICE
529 FM RX, 9 CH 50/53/72 MHZ	\$144.95	\$89.99
236 PCM RX, 6 CH CREDIT CARD 72	\$194.95	\$124.99
649 PCM S, 9 CH MINI 50/53/72 MHZ	\$199.95	\$134.99
910 PCM RX, 10 CH 50/53/72 MHZ	\$199.95	\$134.99
940 PCM DUAL CONV, 10 CH/50/53/72	\$229.95	\$154.99

JR SERVO GUIDE (28 PAGE GUIDE TO ALL JR SERVOS, GIVES FULL DETAILS ON ALL JR SERVOS, WITH MANY PICTURES AND ALL DATA.) FREE WITH ORDER IF YOU REQUEST ONE, OR SEND \$.50 TO COVER POSTAGE.

### AIRTRONICS:

VG4R VANGUARD FM 4 CH W/3 102s	\$249.95	\$139.99
VG4R VANGUARD FM 4 CH W/2 501 MICRO & MICRO RX		
	\$299.95	\$189.99
VG6DR VANGUARD FM 6 CH W/4 102s	\$319.95	\$183.99
160F INFINITY 660 FM W/4 102s	\$679.95	\$384.99
160P INFINITY 660 PCM W/4 102s	\$729.95	\$409.99
VS8SP VISION FM, 72 MHZ	\$999.95	\$604.99
VS8SP VISION PCM, 72 MHZ	\$1049.95	\$634.99
102 STANDARD SERVO	\$34.95	\$16.99
831 MINI SERVO	\$49.95	\$29.99
141 MINI METAL GEAR SERVO	\$79.95	\$39.99
501 MICRO LITE	\$79.95	\$39.99
765 FM STD 6 CH RECEIVER	\$89.95	\$69.99

### FUTABA

4NLB AM 4 CH W/3 148 SERVOS	\$244.95	\$119.99
4NLB AM 4 CH ELECTRIC	\$299.95	\$184.99
7UGFS FM 7 CH 133DF GLIDER	\$879.95	\$474.99
S-148 STD SERVO	\$39.95	\$16.99
S-133 MICRO SERVO	\$59.95	\$31.99
S-5102 MICRO METAL GEAR SERVO	\$79.95	\$43.99

### GENERAL

#### SERVO SAVERS (FOR YOUR FLAPS)

FOR FUTABA SERVOS	\$3.00	\$2.49
FOR AIRTRONICS OR JR SERVOS	\$3.00	\$2.49
HOBBY HORN SUPER DUTY TOW HOOK		\$2.50
HOBBY HORN WING SERVO FAIRINGS (4)		\$4.00
HD EXPANDED SCALE VOLT METER	\$19.95	\$14.95
HD TRANSMITTER CASE (DOUBLE)	\$74.95	\$49.99
FEATHER CUT MACHINE		\$149.95

NOTE: WHILE I CARRY SOME OF THE ITEMS ABOVE IN STOCK, MANY (ESPECIALLY THE FREQUENCY DEPENDENT ITEMS SUCH AS RADIOS AND RECEIVERS) REQUIRE SPECIAL ORDER (SINCE IT IS IMPOSSIBLE TO CARRY ALL POSSIBLE FREQUENCIES.) WHILE AVAILABILITY CAN BE DEPENDENT ON STOCK AT OUR SUPPLIER, MOST OF THE ITEMS ARE OBTAINABLE WITH ONLY ONE OR TWO DAYS DELIVERY (TO OUR SHOP.) JUST GIVE US A CALL WITH YOUR DESIRE, AND WE CAN CHECK AND CALL YOU BACK WITH AVAILABILITY AND DELIVERY TIME. (DELIVERY ON FUTABA AND ON SOME AIRTRONICS IS NORMALLY 7 DAYS.) WHEN APPROPRIATE, PLEASE SPECIFY DESIRED FREQUENCY. (GIVE ME SOME ALTERNATES IF YOU CAN.)

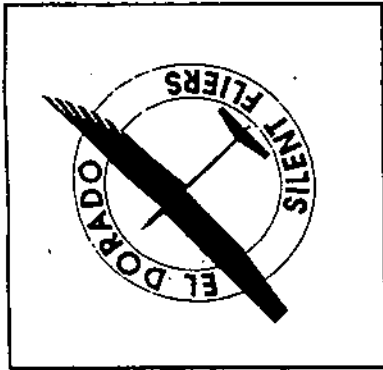
AS THE PRICES FROM OUR SUPPLIER ARE BASED UPON HIS SPECIALS, WHICH CHANGE MONTHLY, OUR PRICES ON THE ABOVE ITEMS MAY NOT BE VALID OUTSIDE OF THE MONTH OF THIS FLYER. IF YOU DO NOT HAVE A CURRENT MONTH FLYER, CALL FOR CURRENT PRICES.

THANKS, BOB SUFF. KC8YYZ

(Hams. Looking for JR 6 meter stuff? give me a call.)

ANY SPECIAL REQUESTS? GIVE ME A CALL FOR A QUOTE





The El Dorado Silent Fliers invite you to take part in an unlimited thermal duration contest (SC2)!

**Date: October 24**

**Location: El Dorado Regional Park,**

**Long Beach (see map on back)**

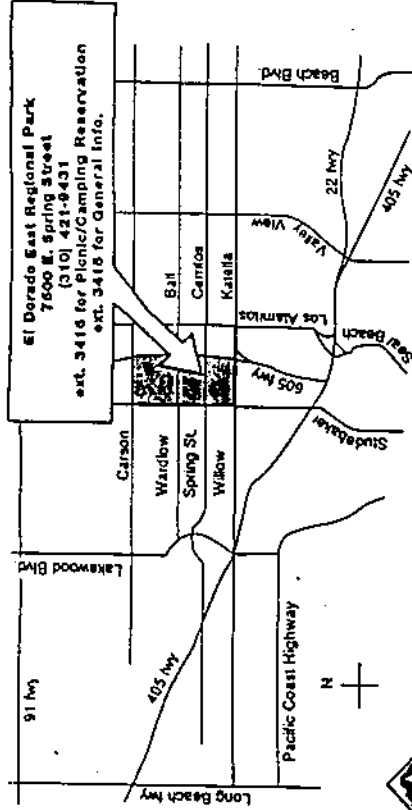
**Task (for ALL THREE ROUNDS)**  
 AMA Triathlon (listed in the AMA rule book, p.110, as task 1-6). A 10 minute precision duration flight with a landing on a standard, 25 foot, measured tape.  
 Scoring: 800 light points (on a CURVED scoring table), 200 landing points.

- 12 volt winches - line length 800 feet to the turnaround
- Mechanical retrievers
- Grass flying field with grass landing surface
- Special considerations: **FREE PARKING IS AVAILABLE**

**Contest Director: Mark Child (310) 866-2257**  
**Club President: Geoff Drought (310) 867-8444**

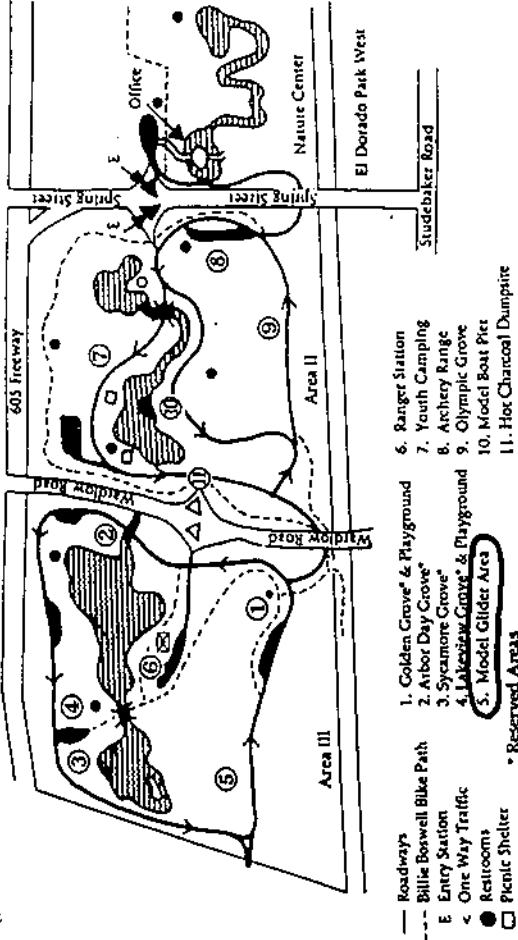
**SIGN-UP STARTS AT 8:00 • PILOTS' MEETING AT 9:00 AM SHARP • FIRST LAUNCH AT 9:30 • ALL THE USUAL SC2 RULES APPLY**

**El Dorado Silent Fliers • El Dorado Silent Fliers • El Dorado Silent Fliers • El Dorado Silent Fliers**



An equal opportunity service provider

**EL DORADO EAST REGIONAL PARK**  
 (PARK OPENS 7 A.M. - SUNSET DAILY)



Free parking is available in the pistol range parking lot. Exit the 605 Fwy. at Carson and go west to Dovey St. Your landmark is the Naval Hospital. Dovey St. is one street past the hospital's main driveway, turn left on Dovey St. and follow the right

HARBOR SOARING SOCIETY  
SEPTEMBER, 1993 CONTEST  
OPEN DIVISION

YEAR-TO-DATE STANDINGS  
OPEN DIVISION  
BEST 7-OF-8 CONTESTS

PLACE	NAME	CLASS	SCORE	NORMALIZED	TROPHY
1	STOKER PAT	EXPERT	2861.0	1000.0	1ST. EXP.
2	CHASTELER FRANK	EXPERT	2607.0	911.2	2ND EXP.
3	RICHARDSON PETE	EXPERT	2530.0	884.3	3RD. EXP.
4	MARKLE JIM	EXPERT	2512.0	878.0	
5	FINK STEVE	EXPERT	2464.0	861.2	
6	NEMECEK DAVID	EXPERT	2330.0	814.4	
7	CRON AL	EXPERT	2283.0	798.0	
8	LACKEY ROGER	EXPERT	2270.0	793.4	
9	AGUIRRE MIKE	EXPERT	2160.0	755.0	
10	BIKLE** JOHN	ADVANCED	2154.0	752.9	1ST. ADV.
10	NEHRING CURT	ADVANCED	2154.0	752.9	2ND ADV.
12	DUNCAN BILL	EXPERT	2082.0	727.7	
13	EDBERG DON	EXPERT	1960.0	685.1	
14	TAU MANNY	EXPERT	1955.0	683.3	
15	CARRICO MIKE	ADVANCED	1912.0	668.3	
16	BONANNO TONY	GUEST	1796.0	627.8	
17	YOUNG PETE	ADVANCED	1571.0	549.1	
18	BUZOLICH NICK	ADVANCED	1568.0	548.1	
19	KLATSKIN BILL	GUEST	1428.0	499.1	
20	SLIFF BOB	EXPERT	1320.0	461.4	
21	VINCENT TOM	ADVANCED	1318.0	460.7	
22	BIDDLE FRED	EXPERT	1300.0	454.4	
23	KUTCH NORM	EXPERT	1099.0	384.1	
24	POPE BOB	GUEST	897.0	313.5	
25	RITSCHKE GORDON	EXPERT	829.0	289.8	
26	POULSEN GORDON	EXPERT	400.0	139.8	
27	PANTZAR DICK	EXPERT	329.0	115.0	
28	THOMAS ROSS	EXPERT	90.0	31.5	

\*\*JOHN BIKLE WON THE FLYOFF FOR 1ST. ADVANCED.

TWO-METER DIVISION

PLACE	NAME	SCORE	NORMALIZED	TROPHY
1	THOMAS ROSS	2102.0	1000.0	1ST.
2	LACKEY ROGER	1971.0	937.7	2ND.
3	YOUNG PETER	1949.0	927.2	3RD.
4	AGUIRRE MIKE	1708.0	812.5	
5	CHASTELER FRANK	1550.0	737.4	
6	VINCENT TOM	1420.0	675.5	
7	EDBERG DON	1304.0	620.4	
8	KUTCH NORM	1301.0	618.9	
9	BUZOLICH NICK	960.0	456.7	

PLACE	NAME	STATUS	SCORE	CONTESTS
1	LACKEY ROGER	EXPERT	6433.3	7
2	CHASTELER FRANK	EXPERT	6421.3	
3	FINK STEVE	EXPERT	6367.7	
4	KUTCH NORM	EXPERT	6353.2	7
5	AGUIRRE MIKE	EXPERT	6340.0	7
6	POULSEN GORDON	EXPERT	6218.4	7
7	CRON AL	EXPERT	6075.0	7
8	HENORY STEVE	EXPERT	6013.0	7
9	THOMAS ROSS	EXPERT	5787.6	7
10	TAU MANNY	EXPERT	5672.5	7
11	NEHRING CURT	ADVANCED	5650.5	7
12	SANDERS ANDY	ADVANCED	5517.9	7
13	DUNCAN BILL	EXPERT	5253.1	6
14	PANTZAR DICK	EXPERT	5153.6	7
15	VINCENT TOM	ADVANCED	5126.9	7
16	YOUNG PETE	ADVANCED	5007.8	7
17	RITSCHKE GORDON	EXPERT	4968.9	7
18	SLIFF BOB	EXPERT	4854.1	6
19	EDBERG DON	EXPERT	4479.8	5
20	RICHARDSON PETE	EXPERT	4462.6	5
21	NEMECEK DAVID	EXPERT	4089.5	6
22	CLERX BEN	EXPERT	3926.0	4
23	BRANDT DENNIS	EXPERT	3670.9	4
24	BIKLE JOHN	ADVANCED	3505.6	4
25	SMITH MORRY	ADVANCED	3463.9	4
26	PARSONS JIM	ADVANCED	3408.2	4
27	CARRICO MIKE	ADVANCED	3401.7	4
28	WHITE LARRY	EXPERT	2874.3	3
29	GIBBS DUANE	EXPERT	2825.6	3
30	BUZOLICH NICK	ADVANCED	2677.2	4
31	BRATRUD RANDY	EXPERT	1884.3	2
32	MARKLE JIM	EXPERT	1852.8	2
33	MONAHAN SEAN	ADVANCED	1705.9	2
34	BIDDLE FRED	EXPERT	1592.8	3
35	HAWLEY ED	SPORTSMAN	1459.7	3
36	YOUNG BRETT	EXPERT	1008.6	2
37	ATWELL BLAIR	EXPERT	1000.0	1
38	STOKER PAT	EXPERT	1000.0	
39	COLLETT MATT	SPORTSMAN	794.3	
40	BOESE JIM	EXPERT	775.8	1
41	LONG DICK	ADVANCED	699.9	1
42	MEARS BUD	SPORTSMAN	632.8	1
43	KIELTYKA MAC	SPORTSMAN	611.0	1
44	CONRAD WILL	ADVANCED	505.4	1
45	STUBB PAUL	SPORTSMAN	254.5	1

TWO-METER DIVISION

PLACE	NAME	SCORE	CONTESTS
1	CHASTELER FRANK	6414.8	7
2	THOMAS ROSS	6230.7	7
3	AGUIRRE MIKE	5797.9	7
4	KUTCH NORM	5785.8	7
5	LACKEY ROGER	5672.4	6
6	VINCENT TOM	5420.5	7
7	MONAHAN SEAN	4633.5	5
8	SLIFF BOB	3910.5	5
9	YOUNG PETER	3865.2	5
10	PARSONS JIM	3542.5	4
11	EDBERG DON	3371.0	4
12	BUZOLICH NICK	2758.2	4
13	WHITE LARRY	2519.7	3
14	FINK STEVE	2478.0	3
15	DUNCAN BILL	2297.5	3
16	RICHARDSON PETE	1903.1	2
17	CONRAD WILL	1098.8	2
18	CLERX BEN	928.6	1
19	NEHRING CURT	866.2	1
20	MEARS BUD	565.5	1
21	CRON AL	562.2	1
22	STUBB PAUL	263.2	1



SOUTHERN CALIFORNIA SOARING CLUBS  
RESULTS OF TORREY PINES GULLS AUGUST CONTEST

YEAR-TO-DATE STANDINGS  
BEST 6-OF-7 CONTESTS

PLACE	NAME	CLUB	CLASS	SCORE	NORMALIZED	TROPHY
1	VALDES AARON	TPG	EXPERT	2856.0	1000.0	1ST. EXP.
2	SAGE FRED	TPG	EXPERT	2956.0	1000.0	2ND. EXP.
3	WEISMAN B J	TOSS	EXPERT	2953.0	999.0	3RD. EXP.
4	CONDON STEPHEN	TPG	EXPERT	2947.0	997.0	4TH. EXP.
5	SADORF STAN	ISS	EXPERT	2943.0	995.6	5TH. EXP.
6	CLERX BEN	HSS	EXPERT	2942.0	995.3	
7	REAGAN MIKE	TOSS	EXPERT	2921.0	988.2	
8	SKINNER JIM	EDSF	EXPERT	2909.0	984.1	
9	EDBERG DON	HSS	EXPERT	2905.0	982.7	
10	MARKIEWICZ ARTHUR	TPG	EXPERT	2904.0	982.4	
11	MATSUMOTO BEN	PSS	EXPERT	2901.0	981.4	
12	RODRIGUEZ JOE	ISS	EXPERT	2901.0	981.4	
13	LACKEY ROGER	HSS	EXPERT	2900.0	981.1	
14	CONDON SCOTT	TPG	EXPERT	2898.0	980.4	
15	WEISMAN EDGAR	TOSS	EXPERT	2896.0	979.7	
16	VAN GUNDY DON	TPG	EXPERT	2882.0	975.0	
17	STROBEL RICH	TPG	EXPERT	2867.0	969.9	
18	BRISTER KEVIN XX	TPG	SPORTSMAN	2862.0	968.2	1ST. SPTS.
19	STAFFORD IRV	NCC	EXPERT	2858.0	966.8	
20	LEVCE MARK	PSS	EXPERT	2855.0	965.8	
21	HUNTER CLIFF XX	NCC	SPORTSMAN	2838.0	960.1	2ND. SPTS.
22	SWET BOB	TOSS	EXPERT	2822.0	954.7	
23	MARKLE JIM	EDSF	EXPERT	2820.0	954.0	
24	MORTON RICHARD	TPG	EXPERT	2819.0	953.7	
25	JOY GEORGE	TPG	EXPERT	2817.0	953.0	
26	ZIASKAS MIKE XX	TPG	SPORTSMAN	2815.0	952.3	3RD. SPTS.
27	GATTI MARK	PSS	EXPERT	2811.0	950.9	
28	HALLFORD PHILIP	PSS	EXPERT	2811.0	950.9	
29	NEHRING CURT	HSS	SPORTSMAN	2805.0	948.9	
30	BIKLE JOHN	EDSF	EXPERT	2800.0	947.2	
31	BAGGERLY GREG	ISS	EXPERT	2797.0	946.2	
32	SUFF BOB	HSS	EXPERT	2772.0	937.8	
33	MENDEL JOHN	TPG	SPORTSMAN	2768.0	935.7	
34	RODGERS JOHN	PSS	EXPERT	2756.0	932.3	
35	CARRICO MIKE	HSS	SPORTSMAN	2744.0	928.3	
36	KLATSKIN BILL	EDSF	SPORTSMAN	2744.0	928.3	
37	SPITZER GEORGE	PSS	EXPERT	2739.0	926.6	
38	TILLMAN NORM	NCC	EXPERT	2737.0	925.9	
39	SKUBE MIKE	TPG	SPORTSMAN	2718.0	919.5	
40	DOUGLAS IAN	SWSA	EXPERT	2717.0	919.1	
41	KUTCH NORM	HSS	EXPERT	2717.0	919.1	
42	DEAN THOMAS	TPG	SPORTSMAN	2711.0	917.1	
43	TAU MANNY	HSS	EXPERT	2675.0	904.9	
44	RICHMOND DON	TPG	SPORTSMAN	2667.0	902.2	
45	WHITNEY GARY	TPG	SPORTSMAN	2663.0	900.9	
46	DUNCAN BILL XX	EDSF	SPORTSMAN	2647.0	895.5	
47	POPE BOB	EDSF	EXPERT	2637.0	892.1	
48	RAYMOND KEN	NCC	EXPERT	2627.0	888.7	
49	BUZOLICH NICK	HSS	SPORTSMAN	2623.0	887.3	
50	FAULKENHAM RON	ISS	EXPERT	2585.0	874.5	
51	LEE MIKE	TPG	SPORTSMAN	2583.0	873.8	
52	SCHARCK RON XX	TPG	SPORTSMAN	2576.0	871.4	
53	VINCENT TOM	HSS	SPORTSMAN	2538.0	858.6	
54	CHASTELER FRANK	HSS	EXPERT	2520.0	852.5	
55	RICHARDSON PETE	HSS	EXPERT	2473.0	836.9	
56	LARSON ERIK	TPG	SPORTSMAN	2431.0	822.4	
57	STRICKLETT STEVEN	TPG	SPORTSMAN	2382.0	805.8	
58	WAGER MARVIN	TPG	SPORTSMAN	1948.0	658.3	
59	LEPPLA FRANK	PSS	EXPERT	1882.0	636.7	
60	THACKER BOB	NONE	EXPERT	1750.0	592.0	
61	DOIG AL	NCC	EXPERT	1648.0	557.8	
62	BOE DAN	NONE	SPORTSMAN	1505.0	509.1	
63	FRASER ROGER	TPG	EXPERT	1484.0	506.4	
64	SHELBY RICK XX	NCC	SPORTSMAN	873.0	295.3	
65	THOMAS ROSS	HSS	EXPERT	855.0	289.2	
66	MALVEY WILLIAM	NONE	SPORTSMAN	664.0	224.6	
67	SHERMAN MORT	NCC	SPORTSMAN	406.0	137.3	

PLACE	NAME	STATUS	SCORE	CONTESTS	CLUB
1	SAGE FRED	EXPERT	5843.5	6	TPG
2	LACKEY ROGER	EXPERT	5834.0	6	HSS
3	REAGAN MIKE	EXPERT	5901.3	6	TOSS
4	SADORF STAN	EXPERT	5906.4	6	ISS
5	CLERX BEN	EXPERT	5882.4	6	HSS
6	JOY GEORGE	EXPERT	5845.5	6	TPG
7	RODRIGUEZ JOE	EXPERT	5824.0	6	ISS
8	MARKIEWICZ ARTHUR	EXPERT	5778.6	6	TPG
9	EDBERG DON	EXPERT	5748.1	6	HSS
10	VAN GUNDY DON	EXPERT	5746.3	6	TPG
11	MARKLE JIM	EXPERT	5711.4	6	EDSF
12	SKINNER JIM	EXPERT	5705.6	6	EDSF
13	LEVCE MARK	EXPERT	5697.2	6	PSS
14	HALLFORD PHILIP	EXPERT	5688.5	6	PSS
15	WEISMAN EDGAR	EXPERT	5684.8	6	TOSS
16	WEISMAN B J	EXPERT	5647.1	6	TOSS
17	BAGGERLY GREG	EXPERT	5550.8	6	ISS
18	MORTON RICHARD	EXPERT	5489.6	6	TPG
19	POPE BOB	EXPERT	5455.5	6	EDSF
20	AGUIRRE MIKE	EXPERT	5454.8	6	HSS
21	BIKLE JOHN	EXPERT	5383.5	6	EDSF
22	SLIFF BOB	EXPERT	5318.8	6	HSS
23	TAU MANNY	EXPERT	5287.1	6	HSS
24	NEHRING CURT	SPORTSMAN	5163.2	6	HSS
25	FAULKENHAM RON	EXPERT	5143.0	6	ISS
34	THOMAS ROSS	EXPERT	4742.7	6	HSS
36	CHASTELER FRANK	EXPERT	4632.3	6	HSS
40	RICHARDSON PETE	EXPERT	4485.1	5	HSS
44	PARSONS JIM XX	SPORTSMAN	4226.4	5	HSS
49	KUTCH NORM	EXPERT	3881.8	5	HSS
53	GRON AL	EXPERT	3382.3	4	HSS
54	VINCENT TOM	SPORTSMAN	3314.3	4	HSS
58	BUZOLICH NICK	SPORTSMAN	2966.1	5	HSS
77	ATWELL BLAIR	EXPERT	1895.0	2	HSS
78	GIBBS DUANE	EXPERT	1888.6	2	HSS
84	HENDRY STEVE	EXPERT	1732.3	2	HSS
85	CARRICO MIKE	SPORTSMAN	1717.8	2	HSS
93	PINK STEVEN	EXPERT	1621.3	2	HSS
94	YOUNG PETER	SPORTSMAN	1618.4	2	HSS
96	BRANDT DENNIS	EXPERT	1510.5	2	HSS
117	SMITH MORRY	EXPERT	942.9	1	HSS
120	PANTZAR DICK	EXPERT	922.0	1	HSS
134	RITSCHKE GORDON XX	SPORTSMAN	851.5	1	HSS
135	ANDERSON VAN	SPORTSMAN	842.7	1	HSS
138	POULSEN GORDON	EXPERT	829.8	1	HSS
141	SANDERS ANDY	SPORTSMAN	822.8	1	HSS
143	HAWLEY ED	SPORTSMAN	821.4	1	HSS
151	BRATRUD RANDY	EXPERT	766.3	1	HSS
154	NEMECEK DAVID	EXPERT	725.2	1	HSS
156	LONG DICK	SPORTSMAN	699.9	1	HSS

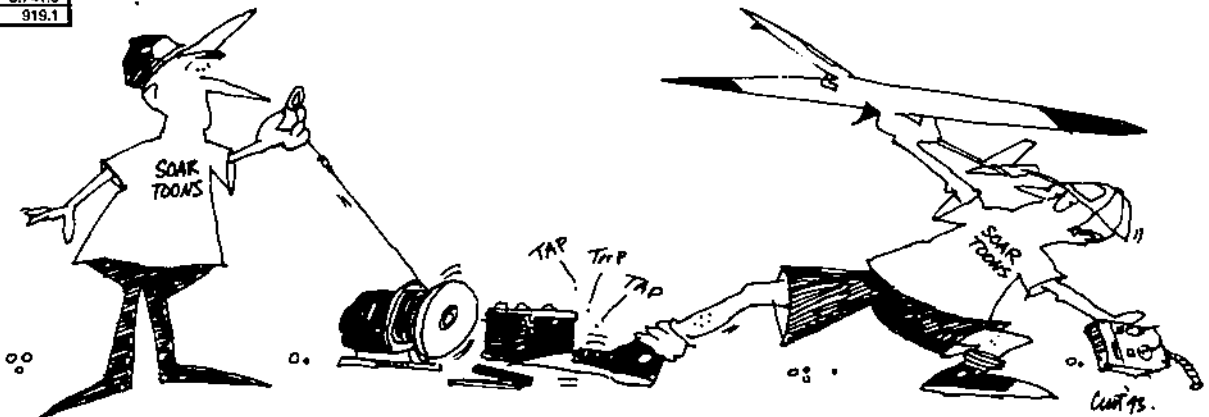
TEAM STANDINGS

TPG	27,434.8	NCC	19,283.9
HSS	27,365.2	SULA	10,581.7
PSS	27,346.2	SPVF	9,426.2
TOSS	26,795.1	SWSA	7,130.4
EDSF	26,613.3	DUST	909.4
ISS	26,231.5		

\*\* AARON VALDES WON THE FLYOFF FOR 1ST. PLACE

TEAM SCORES

TPG 22	3,978.4
TOSS 4	3,921.8
HSS 13	3,908.0
PSS 7	3,848.0
EDSF 6	3,813.6
ISS 4	3,797.7
NCC 7	3,741.5
SWSA 1	919.1





The Oldest Chartered  
Soaring Club  
in the  
A.M.A.



Charter # 128

**OCTOBER HSS MEETING**

**DATE:** Wednesday, October 6, 7:30PM

**LOCATION:** Refer to page 1 for  
instructions.

**SHOW & TELL:** Bring in your latest  
projects!

**GUEST SPEAKER:** Bob Silff, member of  
the 1994 F3E Team, will discuss  
current F3E construction and design  
details.



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