

H.S.S. MEETING MAY MINUTES

The meeting was brought to order at 7:48PM with Ben Clerx as president.

The minutes from the last meeting were accepted as read. New faces were Larry Renger, guest speaker; Wes Schneider, Jim Baughman, and Eric Semmelmayr. Wes has flown an Apogee a few times and started flying a year ago. Paul has been flying since February. Jim and Eric are new to the sport.

Frank Chasteler gave the Treasurer's report. Frank discussed contest charges, trophies, and account balances. The report was accepted as read.

Ben Clerx talked about the upcoming May club contest, and remarked that the club is trying different types of formats to promote more interest.

John Ostrowski, newsletter editor, talked about Ben Clerx's article that was reprinted in Model Aviation

(continued on page 2)

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

FROM THE PREZ

John Ostrowski has passed on the duties of HSS newsletter editor to Pete Young, formerly the assistant editor. John has put a great deal of time and effort into the newsletter, building it into a fine publication read across the country. Thanks for a remarkable job, John! Pete has a tough act to follow, but he has our support and is certain to continue the fine work John has started.

H.S.S. BOARD MEMBERS

President: Ben Clerx	(714) 721-8848
Vice President: Dick Johnson	(714) 673-7553
Secretary: Woody Grosvenor	(714) 969-1524
Treasurer: Frank Chasteler	(714) 545-2185
Contest Coord: Ross Thomas	(714) 638-0705
General Dir: Pete Richardson	(714) 557-4782
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.

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Irvine, CA (714) 660-1150*

H.S.S. May Meeting Minutes, cont.
 magazine, and reported that proper credit for Ben's article would be given in an upcoming article.

Frank provided status on the new club shirts. A firm date had not yet been set for the silk-screening, but final preps were underway by Dick Panzer. The polo shirt seemed like the best choice. Dave Nemecek asked about jackets, and Frank said that it may be possible to print those, too. (See FYI column for details).

Andy Sanders proposed that the ongoing survey of commercially available winches be temporarily shelved until a storage location is found. Will Conrad mentioned that this matter should be left to the Board to discuss. The club members approved a motion to not purchase a club winch until the Board had reviewed the matter.

Ross Thomas brought up that the Nov. 8 HSS Monthly would conflict with the Astro Electric Champs events at Mile Square Park. It was decided to move the Astro Champs' date to Nov. 15.

Frank asked for authorization to purchase more winch line. After some discussion, the purchase of new winch line was approved.

Dave Nemecek talked about transmitter cases that he had purchased from gun stores (check FYI column for details).

The guest speaker, Larry Renger, was introduced by Pete Young. Pete talked about Larry's extensive career in model aviation. Larry has just started as director of design for L.M. Cox. Larry brought several different items for show and tell. One was a two meter glider project called the Paper Tiger which used brown paper for wing covering instead of balsa. Larry talked about the advantages of using paper for wing covering. Also shown was a new plane to be published in RCM, and an Estes rocket glider, the Astro Blaster.

-- Woody Grosvenor, Secretary

Congrats to Don Edberg for winning Expert at the DUST SC2 tournament in late April...other HSSers placing in the top 20 were Roger Lackey (10th), Bob S. f (11th), and Ross Thomas (15th)... overall, 16 HSSers made the long trek to Indio to fly at DUST's fabulous flying field at the Empire Polo Club fields...good contest, good soaring, well-organized! ...still early in this SC2 season, HSS is battling it out with Pasadena Soaring Society and Torrey Pines Gulls for the club lead...Steve Hendry is selling plastic aileron linkage fairings, strong enough to double as wing skids, four for \$5...at the May HSS monthly, two ships lost vertical stabilizers on tow, most unusual...both Nick Buzolich's and Mike Aguirre's planes were saved... Don Zink lost both horizontals on his composite original.. too bad the flights weren't recorded on film, the gyrations were spectacular for the spectators, heart-stoppers for the fliers ...be careful out there watching for line snags, the re rains have caused giant mutant weeds to sprout in the middle of the field... Dave Nemecek really found good deals on plastic gun cases large enough to hold 2 TXs... on sale at Turner's Outdoorsman @ \$9.95, Service Merchandise @ \$13.95...CLUB T-SHIRTS ARE READY! ...Large and XL @ \$13, XXL @ \$15, contact Frank Chasteler...

JUNE CONTEST

Contest Director: Ross Thomas

Format: 3/5/7 "Standard"
 3 rounds, 2 Meter
 and Unlimited

Landings: Runway Centerline

Pilot's Meeting at 8:15 AM

First Round at 8:30

- NOTE THE EARLY START TIME!

Starting flight group: to be decided at the field by the CD.

PILOT OF THE MONTH

The HSS POM for June is Andy Sanders. For some more information about this gregarious flier, read on....

OCCUPATION: Owner of Country Store Nutrition, 1775 Newport Blvd, CM.

STARTED FLYING R/C SAILPLANES: Andy built a Wanderer in 1978, flew it for a year, retired it, and started up again in 1991 with the same airplane.

REASON FOR INTEREST: This is a true story: Andy credits model railroads for getting him interested in flying sailplanes! Ask Andy for details!

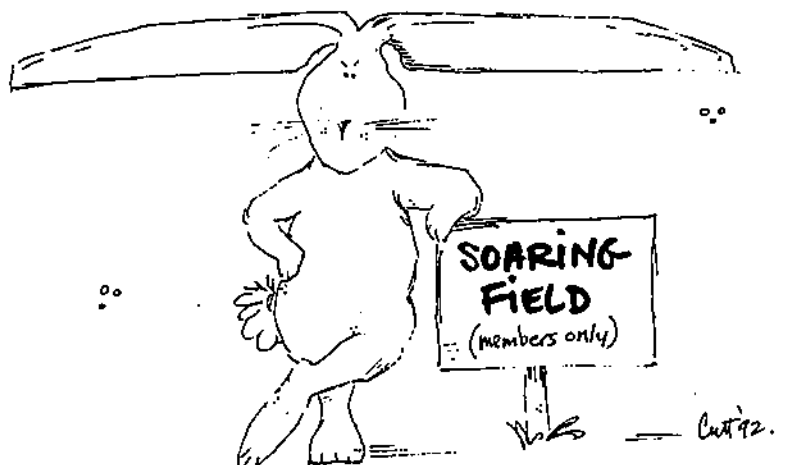
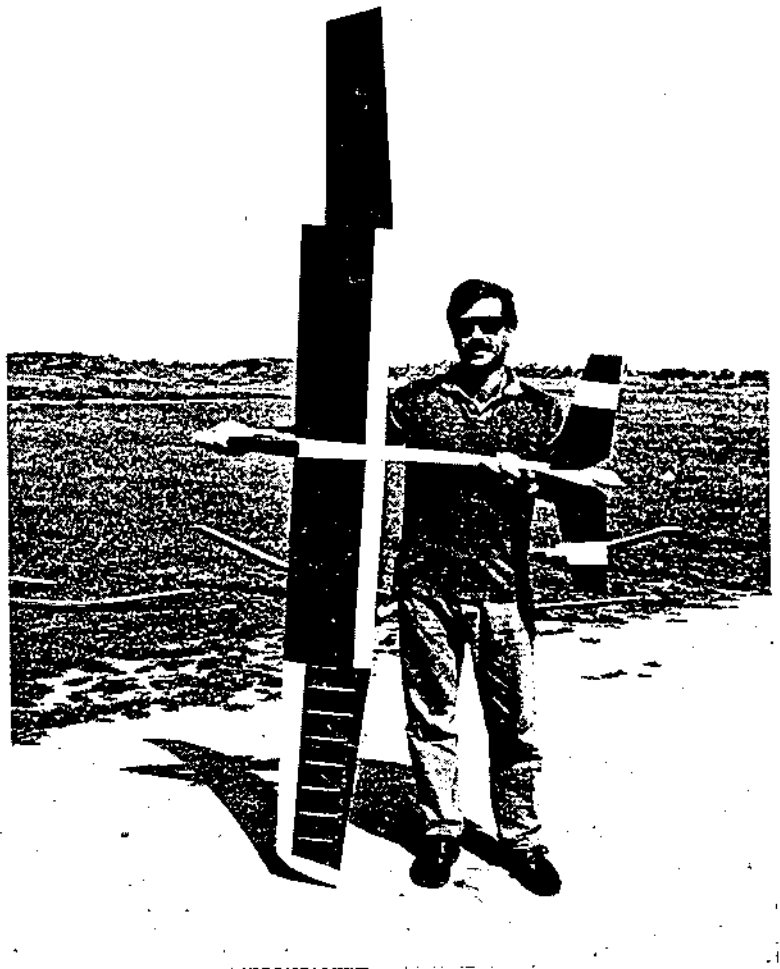
STRENGTH: Ability to shrug off crashes and continue on. Commitment. Postive mental attitude.

FAVORITE PART OF THE HOBBY: Problem solving during construction, adjustment of control systems, and the camaraderie at the field.

GOALS FOR 1992: To master winch technique and to graduate to ailerons.

CURRENT R/C SAILPLANES: Modified Sagitta 900, LJMP Pantera, and in-build: a 123" Bob Sealey Laser.

ADVICE FOR BEGINNERS: 1) get help on plane selection, construction, and flying. 2) be prepared to repair - it's inevitable. 3) build a strong airplane which can take abuse.



The following commentary is reprinted from the Capital Area Soaring Association newsletter, CASA COMMENTS, edited by Gus Peleuses. Don makes some excellent points on contest flying and the importance of landing points.

RAMBLINGS - Don Barker

I would like to expand upon some contest flying philosophy, none of which I can claim as unique, new, or novel. I also must concede that I repeatably have to pound it into my own head and remain calm and logical during the excitement of contests.

The contest is scored upon a flight time and a landing. All contestants should look at the landing points as gifts. You are stupid if you don't take as many of these gift points as possible. How many times have you seen a flyer try to stretch his air time by a few seconds only to blow his landings completely. Any contest flyer can make good landings if he sets up the airplane in a proper landing pattern. Don't come skimming back to the landing circle 5 feet off the deck and expect to make a decent landing. So what if you give up 15 or 30 seconds of air time, you can easily make up for this time plus more with a good landing! These are gift points! Make sure you take advantage of them.

There are only a few times that you should not concern yourself with coming back with enough altitude so that you can set up a proper landing pattern. I do not even consider the possibility that you do not have the skills to land in the circle. If you are flying the plane, it is never too soon to start practicing landing approaches in a contest situation. The first and most obvious time to not come back to the circle is when the landing points are minimal. I feel the cutoff for me is around 20 points. If I cannot expect to get at least 20 points in landing, I know I can get at least 20 seconds of air

time by stretching my flight somewhere over the field boundary rather than pushing it down to land in the circle.

The other time not to come back with enough altitude to properly set up a landing pattern is the go-for-broke flight. I don't fly very often like this in club contests because I'm going for the yearly total points that reward a consistent score. In other contests such as Eastern Soaring League contests, they are just one day contests. If you don't max your flight, the odds are extremely high that due to the high level of competition and the large number of flyers, someone will. Thus forget the landing, go for that marginal air that might save your flight and give you the max. Only with that max do you stand a chance of placing. Thus think of setting up for a landing only when the watch tells you to set up, and not before. That's why you see so many experts land off field in large contests. If you don't win, what is the difference between finishing in the middle of the pack and the back of the pack? Either way you have no hardware to come home with. The only problem with this method of flying is that it is hard on airplanes.

For the contest flyer, get out there and practice your landings. Look at your contest scores. In every contest you could have done better with only a marginally better landing. Forget about the thermal you missed. That mistake is excusable. Think about that blown landing. That mistake is not excusable! How many of you practice landings? I don't mean practice landings by throwing down your cap and seeing how close you get to it after your flight. I mean setting up a mock landing circle and repeatably take short launches and then shoot landings. Landing, landing, landing...that's the only way you are going to be able to groove it.

We sneer at the short

Ramblings, cont.

California contest flight times and call them landing contests. Wake up. Yes, we do have longer flight times, but we have in our club a large number of very good flyers that can approach maximum on every flight. Thus even in our contests, if you cannot land consistently --- you cannot win.

Yes, you can have fun and camaraderie without winning, but it is MORE FUN to take home the hardware and get the congratulatory and snide comments from your friends that you have just beaten.

May Monthly Contest Report

The May contest featured a format designed to emphasize flying: 30 minutes add-em-up, fly four rounds with the best three counting, land on the minute, 17 minutes max and 5 minutes min times per flight, and only 10 points per landing! CDs Ben Clerx and Curt Nehring ran a tight, well-organized contest with lots of help from the other HSSers manning the winches, fixing snarled retrievers, and other essential duties. Frank Chasteler and Maxine Thomas ran the scoring table for what turned out to be a long day of flying.

Flying conditions were excellent, starting out with grey overcast and clearing to blue skies around noon. Thermal air was plentiful, and twenty two 17 minute flights were recorded throughout the day, a welcome change from the shorter flight times normally required at the monthlies.

In 2 meter, Roger Lackey took first with his Falcon 600. Sean Monahan placed second with his Gnome after emergency repairs caused by a HARD landing in the first round - his repaired ship looked neater than most people's new planes! Sean, incidentally, took first place in Sportsman at last month's DUST SC2 contest. Pete Young squeaked into third with his well-used Gnome.

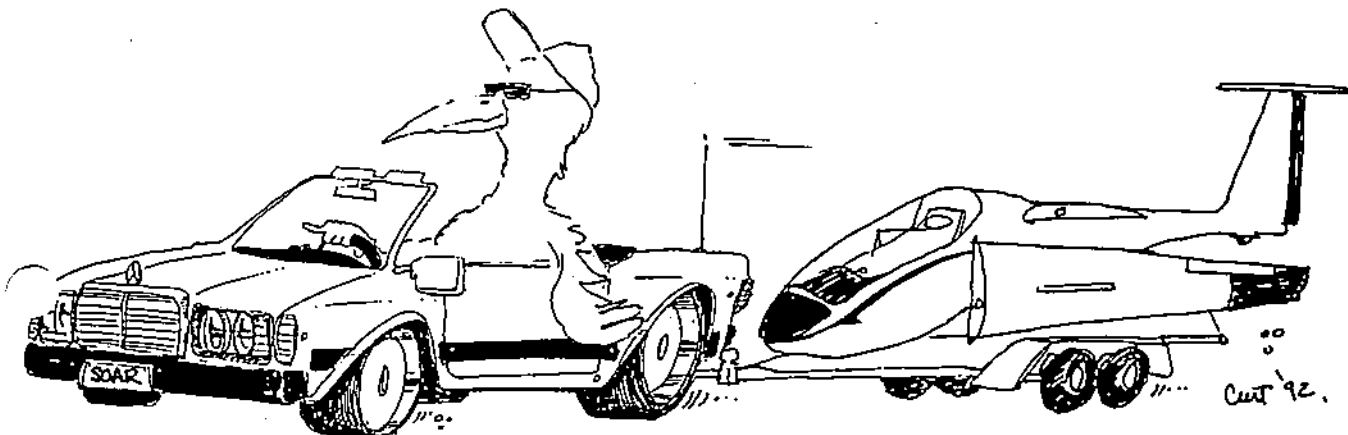
Nick Buzolich won Sportsman, flying Norm Kutch's Aquila after losing the rudder on his Spirit 110 due to flutter on tow; Norm landed the Spirit with minimal damage - what a save! Ed Hawley took second with a good-looking Scooter, a ship designed by Floridian Leon Kincaid.

Bill Duncan won Advanced with his Gemini, and Connie Wilhite's Sportsman score was good enough for Advanced second place, flying her metallic blue Paragon.

In Expert, Steve Fink won with his Tango, Bob Gerbin Jr. seconded with his red Gemini, and Roger Lackey took third.

HSS Monthly fliers: did you like or dislike this format? Would you prefer longer flights or standard 3/5/7s? Express your preferences and opinions to the Board - the monthly contest flight formats will be tailored to the wishes of the people who speak up!

WANTED: A good quality winch and turn around. Contact Manny Tau, (714) 492-9553



SOME NOTES ABOUT F3BManny Tau
...crackling winches and the like...

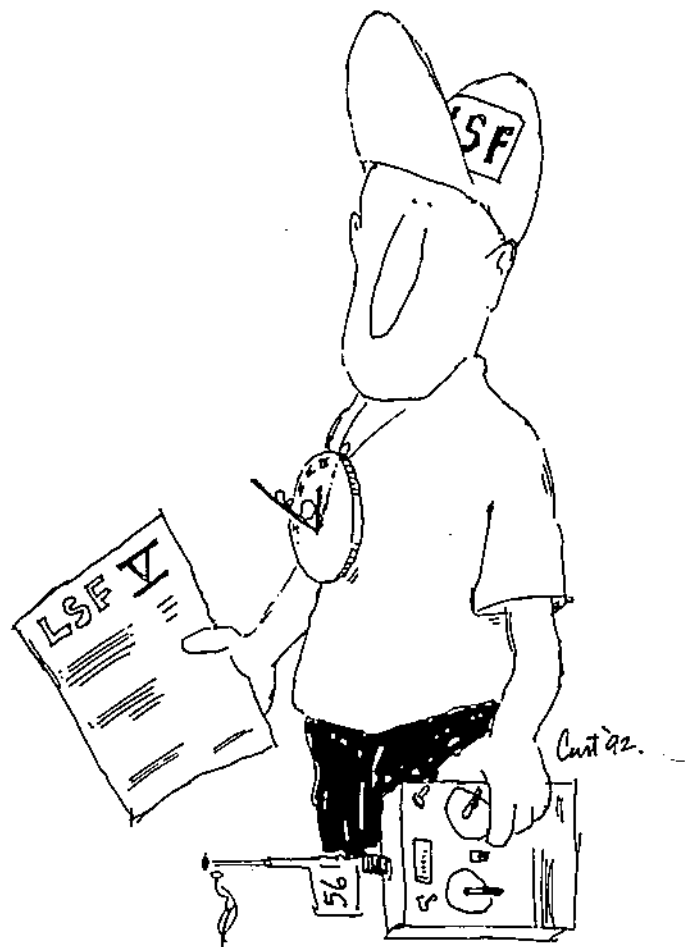
Practices are in full swing ... it always amazes me how consistent Perkins and Wurts are. Here I am busting my butt trying to get some decent times in the speed task with a range of times from sub 20's to low 20's, and these guys consistently cranking out great times within a range of a second or two. The name of the game is consistency, no fluke runs or "big air" excuses, it's all an issue of reliability propagated by experience and practice.

Now about those crackling winches. We use 150 lb test monofilament line on the winches. You should just close your eyes and listen to the line sing and winch crackle when we launch, it's awesomely scary. Picture this, Randy hanging onto the plane and stepping on the pedal, the motor goes strong then starts to bog down, the line is stretching, and stretching, and stretching. Randy has got a look on his face you don't want to see in a dark alley one night, his arm starting to slightly tremble, and when you think the line is going to break, he heaves the ship and vertical it goes. The motor never really loosens up, line still stretched, and then you start to hear this wild crackling sound like electricity is arcing inside the damn thing, the motor sounds like it's just about to stall and blow up. You picture an old Boris Karloff movie and giant electrodes with electricity arcing up and snapping at the top. You look up and this is when you start to see the ship dive, wings flexing, composites compressing, and then the ping ... the very purpose of all of this ... the zoom launch.

Randy Spencer and Steve Addis explained to me that this crackling sound is a good sign. It's all that tension building up in the stretched

mono line, with the line actually compressing onto itself on the drum, and sliding off each other as it attempts to constrict itself onto the lower layers of line. This sound is remarkably loud, and definitely has its own signature.

Well, some interesting planes are showing up on the field. Steve Lewis has his Comergy, a Comet 89T fuse with Synergy 91 wings. Perkins and Wurts with their F3B Eagle, I like the name Beagle better (a la Don), and Randy just brought into life a CoModi...you're going to have to ask him what this combo is. My Modi 900 is still in one piece, and yes, Randy did fly it again...successfully this time while turning in a very fast speed time. Keep your eyes out for the new Modi coming out in a month or so...molded glass wings and stabs. Well, enough for now...some more notes later.



WRAPPING PAPER-COVERED WINGS

- Larry Renger

Wrapping paper? On a glider wing? Where are you sending it? No, seriously, brown wrapping paper has a real place as a covering material for our vacuum-bagged wings. The stuff can be used alone or in composite form with other more exotic materials. The reason I like brown wrapping paper is that it is light, strong, and really cheap. The material of choice is 60 lb wrapping paper available in your local stationery store or possibly the Post Office. There is a much lighter material called "Kraft Paper" which is also useful in some instances - stabilizer panels, for example. When used as a fiberglass/paper or even fiberglass/paper/fiberglass composite sandwich, the results are awesome!

First, a word about wing failure. The broken wings I have examined tend to fail in buckling. As contrasted to a true compression failure, buckling occurs when the material folds in one direction or another rather than exploding. Examples: a marble thrown hard onto concrete will suffer a compression failure (BLAMMO, parts all over!), pushing on a wet noodle is an example of buckling failure. To avoid buckling, you need the surface skin to have some thickness. Paper is a relatively light density material which is fairly well compacted. Thus, you get a light weight skin which does not absorb much epoxy.

So, how good is it? The original four prototypes of the Estes Astro-Blaster rocket glider were all done with just brown paper and epoxy. Two of the models were crashed under power without destroying the wings! The wings were 200 sq in, 16% symmetrical airfoil, and weighed about 2.5 ounces a pair. Since then, sets of wings for Bob Martin's Talon glider have been done

in a couple of composite configurations. A set with .6 ounce glass fiber over white Kraft paper weighed 2.8 ounces, another set with blue foam, 2 ounce glass and brown 60 lb stock paper came in at 5.8 ounces per set.

There are a couple of tricks to using paper as a covering. First, the great news: you have less foam preparation to do! The paper will easily cover the foam surface without fillers, and even minimal foam dings will disappear. The paper, when epoxied to itself yields a razor thin trailing edge.

So here we are, ready to bag a wing. Prepare the panel by lightly sanding to get the whiskers off. Add a 1/16" balsa leading edge stiffener and tip ribs, or whatever internal gubbins you have in mind. On slopers, I like a vertical shear web of .007 or .014 carbon fiber for the inner 12" of each panel. If I am feeling high tech, I cut the spar to taper from full depth at the root to about 1/4" at the end. The spar is in contact with the upper surface to prevent that demon buckling from showing up.

Prepare the mylar sandwich as usual, and if you are doing a composite of glass and paper, lay down and wet out the glass first. Next, on a separate pad of newspapers, wet out the outer surface of the paper. Scrape off all the epoxy you can, then flip the paper over to get the inner surface. Wet this out thoroughly and let it sit for five minutes. Some areas will seem to dry up. Even out the coating so it is just slightly "wet" looking all over. Lay this onto the glass, fold the whole mess over the wing core, and bag it.

When the core is cured, you can use a band saw for easy rough trimming, but an X-acto knife and coarse sanding block are best for the final trim. The last step is to add the true leading edge and shape it to match the wing contour.

Paper Covered Wings, cont.

Finishing can be whatever you like. For ultimate light weight, just a coat of epoxy on the remaining exposed wood parts is all that is needed. I have used urethane finishes, Monokote, and Ultracote on the planes I have completed recently.

I hope you give these techniques a try. I am sure that you will find paper a valuable addition to your arsenal of building materials. If you have questions, call me at (310) 404-8034, evenings and weekends before 9:30PM.

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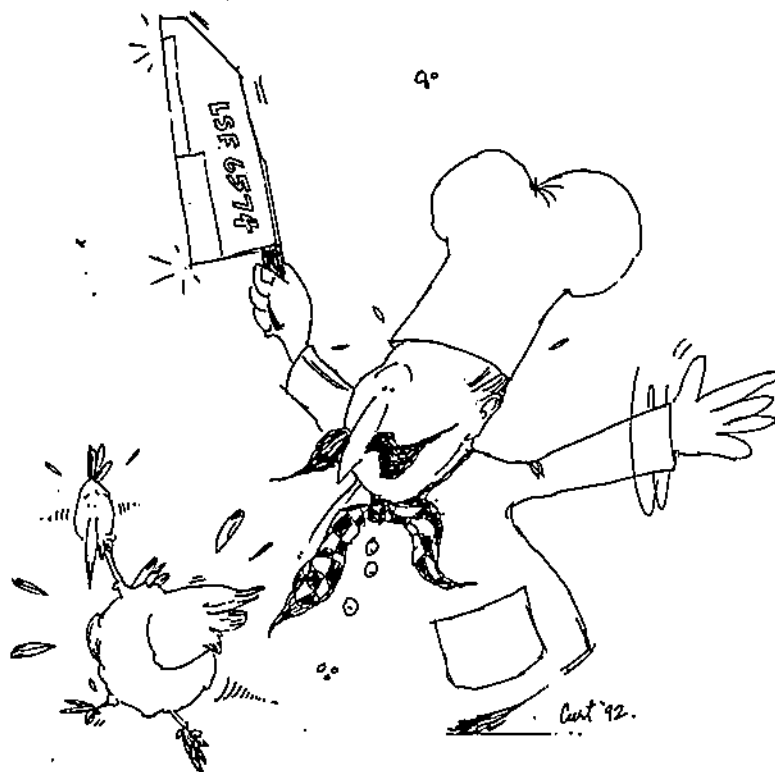
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CONTEST CALENDAR

May 31	SC2 N.C.C.
June 7	I.S.S. Hand-Launch Contest
June 14	HSS Club Contest
June 28	SC2 T.P.G.
July 5	HSS Club Contest
July 26	SC2 H.S.S.
August 9	HSS Club Contest
August 16	SC2 P.S.S.
September 6	HSS Club Contest
September 27	SC2 I.S.S.
October 3- 4	Visalia Fall Soaring Fest.
October 11	HSS Club Contest
October 25	SC2 S.W.S.A.
November 8	HSS Club Contest
November 22	SC2 T.O.S.S.
December 6	HSS Club Contest



HARBOR SOARING SOCIETY OPEN CLASS 17
 RESULTS OF MAY CONTEST OF 05/17/92
 CONTEST DIRECTOR - CURT NEHRING

PLACE	NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY
1	FINK, STEVE	HSS	EXPERT	1817.0	1000.0	E - 1
2	FINK, DAN	N. T.	GUEST	1816.0	999.4	
3	GERBIN, ROBERT Jr	HSS	EXPERT	1809.0	995.6	E - 2
4	LACKEY, ROGER	HSS	EXPERT	1804.0	992.8	E - 3
5	CRON, AL	HSS	EXPERT	1799.0	990.1	
6	EDBERG, DON	HSS	EXPERT	1793.0	986.8	
6	THOMAS, ROSS	HSS	EXPERT	1793.0	986.8	
8	KUTCH, NORM	HSS	EXPERT	1792.0	986.2	
9	DUNCAN, BILL	TWO	ADVANCED	1786.0	982.9	A-1
10	BIDDLE, FRED	HSS	EXPERT	1785.0	982.4	
T { 11	BUZOLICH, NICK	ONE	SPORTSMAN	1784.0	981.8	S - 1
11	WILHITE, CONNIE	ONE	SPORTSMAN	1784.0	981.8	A - 2
13	CLERX, BEN	HSS	EXPERT	1746.0	960.9	
14	BOESE, JIM	ONE	ADVANCED	1719.0	946.1	
15	PUCHALSKI, MARK		GUEST	1653.0	909.7	
16	POULSEN, GORDON	HSS	EXPERT	1648.0	907.0	
17	HAWLEY, ED	NONE	SPORTSMAN	1579.0	869.0	S - 2
18	AGUIRRE, MIKE	NONE	SPORTSMAN	1492.0	821.1	
19	YOUNG, PETE	NONE	SPORTSMAN	1466.0	806.8	
20	NEHRING, CURT	NONE	ADVANCED	1404.0	772.7	
21	SCHEER, PAT	NONE	SPORTSMAN	1397.0	768.8	
22	ZINK, DON	HSS	EXPERT	1306.0	718.8	
23	NEMECEK, DAVID	HSS	EXPERT	1237.0	680.8	
24	RITSCHKE, GORDON	HSS	EXPERT	1226.0	674.7	
25	WHITE, LARRY	HSS	EXPERT	860.0	473.3	
26	PANTZAR, DICK	HSS	EXPERT	829.0	456.2	
27	SMITH, MORRY	NONE	ADVANCED	653.0	359.4	
28	YOUNG, BRETT	NONE	ADVANCED	546.0	300.5	
29	AZVEDO, GEORGE	ONE	SPORTSMAN	514.0	282.9	
30	HENDRY, STEVE	HSS	EXPERT	436.0	240.0	
31	RICHARDSON, PETE	HSS	EXPERT	397.0	218.5	
32	MONAHAN, SEAN	NONE	ADVANCED	227.0	124.9	

HARBOR SOARING SOCIETY 2-METER 17
 RESULTS OF MAY CONTEST OF 05/17/92
 CONTEST DIRECTOR - CURT NEHRING

PLACE	NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY
1	LACKEY, ROGER	TWO	METER	1808.0	1000.0	E - 1
2	MONAHAN, SEAN	TWO	METER	1805.0	998.3	E - 2
3	YOUNG, PETER	TWO	METER	1798.0	994.5	E - 3
4	THOMAS, ROSS	TWO	METER	1788.0	988.9	
5	YOUNG, BRETT	TWO	METER	1750.0	967.9	
6	KUTCH, NORM	TWO	METER	1678.0	928.1	
7	WHITE, LARRY	TWO	METER	1445.0	799.2	
8	SCHEER, PAT	TWO	METER	1372.0	758.8	
9	AGUIRRE, MIKE	TWO	METER	1259.0	696.3	
10	DUNCAN, BILL	TWO	METER	1246.0	689.2	
11	FINK, STEVE	TWO	METER	759.0	419.8	

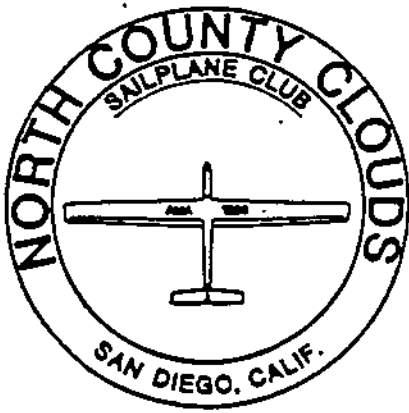
RESULTS OF DUST (SC)2 CONTEST OF 04/26/92
TEAM SCORES

PSS 13	TPG 11	HSS 16	SULA 5	NCC 6	DUST 12	ISS 8	TOSS 3	SWSA 0	EDSF 0	SFVP 0	MRC5 0
969.4	994.8	1000.0	949.9	923.4	853.8	841.9	801.5				
934.5	895.2	884.4	910.2	824.2	837.7	832.2	728.4				
863.5	868.4	869.1	841.9	799.8	823.1	823.1	647.6				
857.9	862.1	860.7	787.6	769.5	756.6	758.4					
3625.3	3620.5	3614.2	3489.6	3316.9	3271.2	3255.6	2177.5	0.0	0.0	0.0	0.0

SOUTHERN CALIFORNIA SOARING CLUBS
RESULTS OF DUST (SC)2 CONTEST OF 04/26/92
CONTEST DIRECTOR - DAVE HALL

PLACE	NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY
1	EDDERG, DON	HSS	EXPERT	2872.0	1000.0	F - 1
2	JOY, GEORGE	TPG	EXPERT	2857.0	994.8	E - 2
3	BURNS, RICHARD	PSS	EXPERT	2784.0	969.4	E - 3
4	ATWELL, BLAIR	SULA	EXPERT	2728.0	949.9	E - 4
5	SPITZER, GEORGE	PSS	EXPERT	2684.0	934.5	E - 5
6	FINKENBINER, KEITH	NCC	EXPERT	2652.0	923.4	
7	MONAHAN, SEAN	NONE	SPORTSMAN	2622.0	913.0	S - 1
* 8	MARKLE, JIM	XX SULA	SPORTSMAN	2614.0	910.2	S - 2
9	ANDERSON, GARY	TPG	EXPERT	2571.0	895.2	
10	LACKEY, ROGER	HSS	EXPERT	2540.0	864.4	
11	SLIFF, BOB	HSS	EXPERT	2496.0	869.1	
* 12	STROBEL, RICH	XX TPG	SPORTSMAN	2494.0	868.4	S - 3
13	RATNER, MIKE	PSS	EXPERT	2480.0	863.5	
14	LEE, MICHAEL	TPG	SPORTSMAN	2476.0	862.1	
15	THOMAS, ROSS	HSS	EXPERT	2472.0	860.7	
16	GATTI, MARK	PSS	SPORTSMAN	2464.0	857.9	
17	CONDON, STEPHEN	TPG	SPORTSMAN	2453.0	854.1	
18	SANDRONI, HUGO	DUST	EXPERT	2452.0	853.8	
19	LEVOE, MARK	PSS	EXPERT	2440.0	849.6	
20	JOY, BRYAN	TPG	SPORTSMAN	2436.0	848.2	
21	JENKINS, HARVEY	ISS	EXPERT	2418.0	841.9	
21	NIGO, DON	SULA	EXPERT	2418.0	841.9	
23	VALDES, AARON	TPG	EXPERT	2412.0	839.8	
24	GUSTIN, RON	DUST	EXPERT	2406.0	837.7	
25	BILLMAN, TODD	ISS	EXPERT	2390.0	832.2	
26	YOUNG, BRETT	HSS	SPORTSMAN	2376.0	827.3	
27	BUTKOVICH, DAVID	PSS	SPORTSMAN	2368.0	824.5	
28	RAYMOND, KEN	NCC	EXPERT	2367.0	824.2	
29	MATSUMOTO, BEN	PSS	EXPERT	2366.0	823.8	
30	SADORF, STAN	XX ISS	SPORTSMAN	2364.0	823.1	
30	SMITH, STEVE	DUST	SPORTSMAN	2364.0	823.1	
32	NEHRING, CURT	HSS	SPORTSMAN	2352.0	818.9	
33	ZINK, DON	HSS	EXPERT	2340.0	814.8	
33	SCHNEIDER, STEPHEN	TPG	SPORTSMAN	2340.0	814.8	
35	AGUIRRE, MIKE	HSS	SPORTSMAN	2308.0	803.6	
36	FOIGORD, CRAIG	PSS	EXPERT	2303.0	801.9	
37	WEISMAN, EDGAR	TOSS	SPORTSMAN	2302.0	801.5	
38	SWANSON, NORM	NCC	SPORTSMAN	2297.0	799.8	
39	VAN GUNDY, DON	TPG	EXPERT	2288.0	796.7	
40	BUZOLICH, NICK	HSS	SPORTSMAN	2266.0	789.0	
41	FINK, STEVEN	SULA	EXPERT	2262.0	787.6	
42	SHELBY, RICK	NCC	SPORTSMAN	2210.0	769.5	
43	RODRIGUEZ, JOE	ISS	EXPERT	2178.0	758.4	
44	MEININGER, FRED	XX PSS	SPORTSMAN	2174.0	757.0	
45	RITTER, GEORGE	DUST	EXPERT	2173.0	756.6	
46	HENDRY, STEVE	HSS	EXPERT	2154.0	750.0	
47	REAGAN, MIKE	TOSS	EXPERT	2092.0	728.4	
48	COOPER, ROD	NONE	SPORTSMAN	2091.0	728.1	
49	GERBIN Jr, ROBERT	HSS	EXPERT	2010.0	699.9	
50	RITTER, CHRIS	XX DUST	SPORTSMAN	1998.0	695.7	
51	HENSLEY, WILLIAM	NONE	SPORTSMAN	1962.0	683.1	
52	BUKSPAN, ROBERT	PSS	SPORTSMAN	1924.0	669.9	
53	KRANFORD, KARL	DUST	SPORTSMAN	1890.0	658.1	
54	HIGGINBOTEAM, MARC	ISS	EXPERT	1868.0	650.4	
55	PARSONS, JIM	XX HSS	SPORTSMAN	1864.0	649.0	
56	AKERS, THOMAS	TOSS	EXPERT	1860.0	647.6	
57	MERENDA, KENNETH	DUST	SPORTSMAN	1852.0	644.8	
58	LARSON, ORLA	DUST	EXPERT	1844.0	642.1	
59	SNEDDEN, JERRY	ISS	SPORTSMAN	1768.0	615.6	
60	YOUNG, PETER	HSS	SPORTSMAN	1749.0	609.0	
61	HALLFORD, PHILIP	PSS	SPORTSMAN	1744.0	607.2	
62	POULSEN, GORDON	HSS	EXPERT	1740.0	605.8	
63	MEJIA, JOSEPH	DUST	SPORTSMAN	1698.0	591.2	
64	KUTCH, NORM	HSS	EXPERT	1670.0	581.5	
65	KLATSKIN, BILL	SULA	SPORTSMAN	1652.0	575.2	
66	HALL, DAVID	DUST	SPORTSMAN	1649.0	574.2	
67	RODGERS, JOHN	PSS	EXPERT	1364.0	474.9	
68	VAN GUNDY, SUE	TPG	SPORTSMAN	1280.0	445.7	
69	BRISTER, KEVIN	NONE	SPORTSMAN	1258.0	438.0	
70	SAGE, FRED	NCC	EXPERT	1184.0	412.3	
71	DEVLIN, ED	PSS	SPORTSMAN	1152.0	401.1	
72	QUAYLE, JACK	DUST	SPORTSMAN	1090.0	379.5	
73	SCHEER, PAT	HSS	SPORTSMAN	1032.0	359.3	
74	CROOK, JIM	ISS	SPORTSMAN	912.0	317.5	
75	FAULKENHAM, RON	XX ISS	SPORTSMAN	892.0	310.6	
76	DOIG, AL	NCC	EXPERT	796.0	277.2	
76	LONG, DICK	DUST	SPORTSMAN	796.0	277.2	
78	WALTZ, BUZ	NONE	SPORTSMAN	770.0	268.1	
79	WAGER, MARVIN	TPG	SPORTSMAN	0.0	0.0	
79	OMSON, ALAN	NONE	SPORTSMAN	0.0	0.0	

* JIM MARKLE AND RICH STROBEL MOVE TO EXPERT.



NORTH COUNTY CLOUDS

CONTEST ANNOUNCEMENT

SC2

WHERE: SAN MARCOS, CA. ON VIA VERA CRUZ BETWEEN GRAND AVE.
AND LINDA VISTA DRIVE

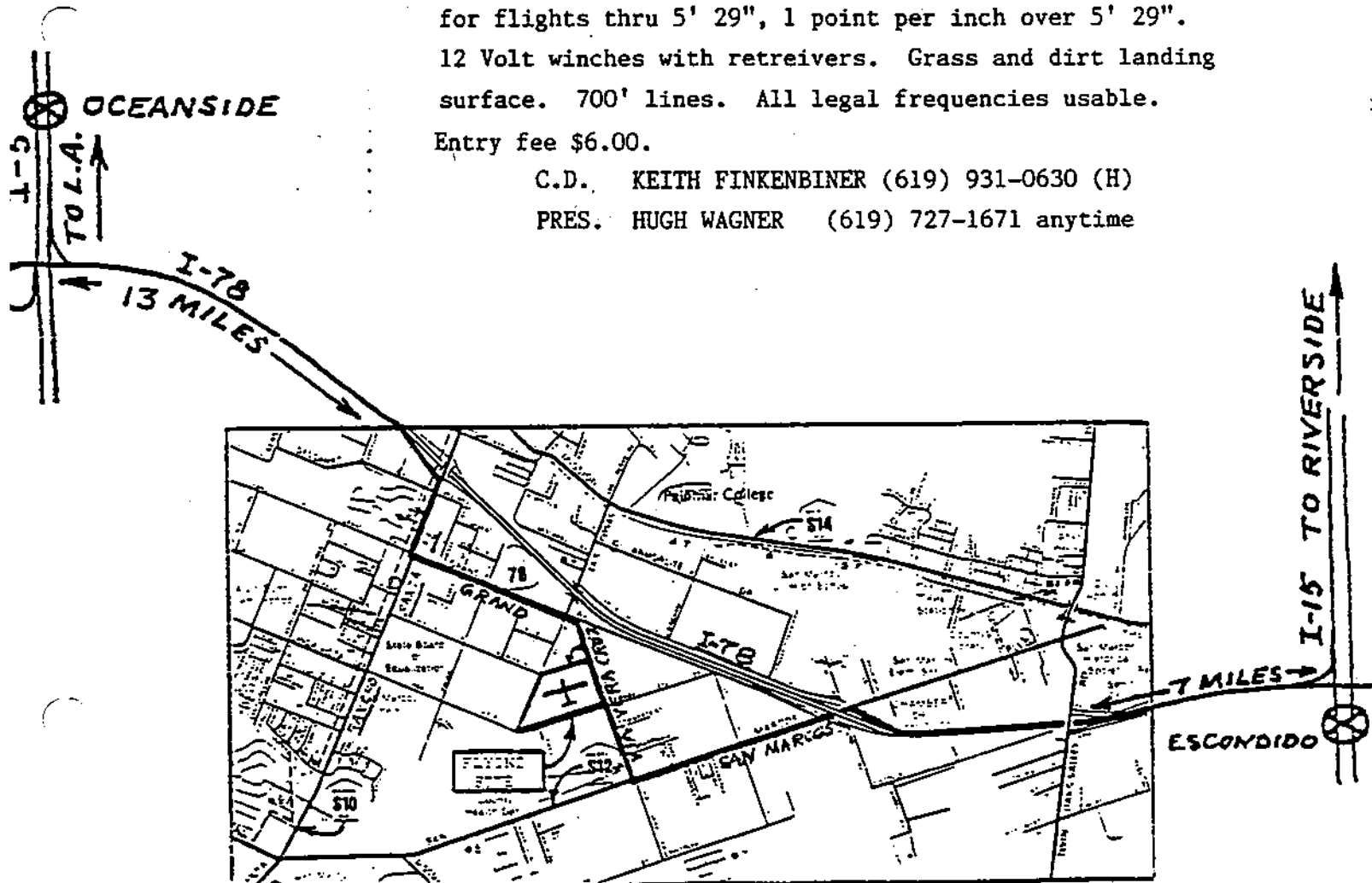
WHEN: 31 MAY 1992. SIGN UP AT 8:00 A.M. PILOTS BRIEF-
ING AT 9:00 A.M.

WHAT: THREE ROUNDS OF MODIFIED TRIATHELON WITH LANDING
ON A GRADUATED RUNWAY

DETAILS: ALL 3 rounds will be 4 or 7 minutes Modified Triathlon,
pilot's choice while airborne. NCC scoring table will be
used. 700 and 900 flight points. Landings scored 300
and 100 points respectively on a graduated 25' runway.
Penalty points are 3 points per inch abeam the centerline
for flights thru 5' 29", 1 point per inch over 5' 29".
12 Volt winches with retrievers. Grass and dirt landing
surface. 700' lines. All legal frequencies usable.
Entry fee \$6.00.

C.D. KEITH FINKENBINER (619) 931-0630 (H)

PRES. HUGH WAGNER (619) 727-1671 anytime





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



Charter # 128

JUNE MEETING

DATE: Wednesday, June 3, 1992
at 7:30PM

LOCATION: Clubhouse at Lakes at
Seabridge Condos. Refer to
instructions on page 1.

TIM RENAUD of Airtronics will
provide updates on new radios,
kits, ASD, and other items of
interest to soaring
enthusiasts!

HSS name badges are ready for
the following club members:
Mike Aguirre, Thanh Cung,
Warren Davis, John Garrison,
Fred Hartmann, Robert Jeffery,
Edward Kennedy, George Reitz,
Wes Schneider, Eric
Semmelmayer, Paul Stubb, and
Connie Wilhite. Contact Frank
Chasteler to arrange pickup.



P.O. Box 1673
Costa Mesa, CA 92628



FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708