

**Newsletter
of the
Harbor Soaring Society**

**May, 1994
VOL. 31 NO. 5**



H.S.S. BOARD MEMBERS

President: Steven Fink	(714) 645-0459
Vice President: Sean Monahan	(714) 631-0719
Secretary: Eric Marcussen	(714) 730-7998
Treasurer: Del Marcussen	(714) 730-7998
Contest Coord: Mike Aguirre	(714) 645-6419
General Ed: Andy Sanders	(714) 751-9235
Ross Thomas	(714) 638-0705
Newsletter-Ed: Pete Young	(714) 892-3473

NEWSLETTER SUBMISSIONS

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

Hobby Shack Retail Store,
Bandilier Circle, Fountain
Valley. The meeting will
be held in the back
storeroom of the store.

PRESIDENT'S MESSAGE

by Steve Fink

Are we a great club or what? (Probably "or what"!)
But seriously for a moment, we are. Consider the many personalities, professions, modeling abilities, and flying abilities we have in one place. The exchange of information on building techniques is in itself a huge body of knowledge. Add to this the willingness to share both time and effort, and we are truly fortunate to be a group with one passion organized into "a club."

And then, from time to time, one member distinguishes himself, usually not intentionally, but out of regard for his fellow pilots. Dick Pantzar is such an individual. It was Dick that came up with the idea and design - then followed through with construction and implementation - of the "automatic" retriever feed arm. This seemingly simple length of hinged wire gives pushbutton ease to bringing the retriever line back without endangering one's hands with line cuts. A great idea!

Well, Dick's done it again. And not with a neat
(continued, page 2)

PRESIDENT'S MESSAGE, cont.

invention but with sweat and gasoline. The rains brought back the grassy surface to our field and when it got too tall, Dick mowed it down. No fanfare, no hoopla, no bragging. Just one good man helping the rest of us to have a nice day at the field. Thanks!

Contest or no contest, though, how about April's club contest. Mike Aguirre gives up 13 points out of 3000, a percentage of 99.56%, and trounces the field. This on a day with difficult if not daunting conditions. At one point a trough of sink blockaded the northern boundary to the field forcing those dreaded Mounds landings. And this sink refused to leave. On one flight, Randy Bratrud had the altitude and the time but was stymied trying to get back - there was just no way out - or around, through, or over. Whew, sure glad that one's behind us.

That's about all for this month. SC2 at North County Clouds May 29 - see you there.

MONTHLY MEETING MINUTES

The April meeting was called to order by Steve Fink. The Minutes and Treasurer's reports were accepted as read. Contest Coordinator Mike Aguirre announced upcoming events - see calendar for details.

The club's AMA insurance and club charter have been recently updated; there are 140 members to date.

OLD BUSINESS: Pete Richardson discussed documenting club members' flight achievements for

various events, primarily unofficial. He will generate more details and report back.

NEW BUSINESS: Steve Fink is currently maintaining the club winch. He is looking for volunteers to assume responsibility - possibly the Wednesday fliers?

The club's Classic event has met with great success. Pete Young has received support from several sponsors who are offering discounts on kits, products, etc. The club will coordinate a one-time purchase of Futaba equipment, 50% discount, in the next few weeks. John Lupperger (Global Distributors) donated their new 2M kit, the "Easy Answer" to the Classics event.

Airtronics will be discontinuing production of all their wood kits - see details further on. Norm Rutch mentioned the encouraging flight tests of an extended 126" V-tail Shadow - looks like a winner.

Ben Clerx gave an extremely interesting summary of his participation in the F3J Hand Tow contest held mid-March at Hilton Head, SC, sponsored by Frank Weston/Weston Aircraft Company. Hostile weather, grueling flying schedules, and intense competition made for an exciting contest which unfortunately claimed Ben's Mako as a victim. Ben shared his knowledgeable insights into the tactical aspects of high-level F3J competition. The three day contest was won by Joe Wurts after 18 rounds of man-on-man competition.

- Erik Marcussen, Secretary

FYI

.. new planes seen at the field: Roger Lackey's V-tailed Mako, Dick Pantzar's sharp new Gemini with numerous design refinements... R.I.P. (Rest in Pieces): Rick Briggs's Pantera, Nick Buzolich's Shadow 2M, Ben Clerx's Mako... HSSers in the news: George Clarke with Old Timer R/C Glider in Model Builder, Roger Lackey's "Tips on Improving Contest Performance" article reprinted in the AMA National Newsletter, Ben Clerx's photo in RCSD after winning last year's Masters of Soaring in Detroit, Howard Doering with his record-holding Class B electric control-line speed ship in MB, Dennis Brandt and HLG Vagabond at ISS Dash for Cash, also in MB ... thanks to Matt and Gail Gewain of Composite Structures Technology for donating their instructional video to the club, it contains many tips and "how-to" hints for building composite structures...

HSS APRIL MONTHLY

Despite heavy rain the previous day, Sunday turned out sunny and warm for HSS' April Monthly. CD Andy Sanders welcomed a substantial turnout of fliers: 31 in Open, 14 in Classics, and 13 in Two Meter. The format was three rounds of precision duration; the first round a mandatory 3 minutes, the second and third rounds pilots' choice of 4 and 8 minute flights, with carrier-style landings on a 25' centerline. With the launching and landing areas freshly mowed by Dick Pantzar, and the

remainder of the field mowed by the city of Costa Mesa, field conditions were excellent. Despite the sunny weather, a strong crosswind led to tricky flying conditions. Spotty thermal air made high flight times difficult to achieve. The high placing finishers should be congratulated for excellent flying under difficult conditions.

In the Classics, Randy Bratrud took first with a strong performance flying his Sagitta 900 over Bob Sliff (Gnome 3M) and Al Cron (LJMP Meteor). Steve Fink won 2M with his Agnew Banshee followed by Norm Kutch (Shadow 2M) and Roger Lackey (Falcon 600).

Gerald Briggs won Sportsman with his Gnome 2M and now moves to Advanced. Jerry Bridgeman took first in Advanced with his Fako, followed by Nick Buzolich flying his Shadow.

Mike Aguirre flew superbly to win Expert with his Mako, narrowly edging out F3B Team Member Daryl Perkins visiting in LA on business; Daryl was flying the Spectrum distributed by Ed Slegers. Advanced flier Jim Parsons took third place in Expert with his DCU Wind Storm.

Thanks to Steve Fink, Al Cron, and Andy Sanders for providing winches and retrievers, to Maxine Thomas for assisting with registration and scoring, and to the club members who helped out on the field.

- reported by Pete Young

Do you want these drastic changes at Fairview Park?

Proposed city plan will remove a large stretch of natural park,
will add 4 soccer fields, 5 volleyball courts,
2 half-courts, and a recreation building with a gym

What's in the works? Fairview Park will change drastically, and neighbors face serious problems, if a proposed city plan for parks and school sports facilities goes through.

City planners, splitting hairs, say adopting the new plan will not directly affect the environment, although putting it into effect will. This doubletalk is intended to bypass the customary studies-in-depth of effects on the community -- to cast the plan in iron despite a minimum of information. Your input is needed before May 9.

What was the previous plan? Costa Mesa bought Fairview Park from the county in 1985, specifically to prevent its development as an urban park with sports facilities. With an outpouring of support from residents, a unanimous city council decided on a rural, nature-oriented park.

In keeping with this, a 1988 city plan provided for no more than 35 acres of turf, picnic tables, and parking areas: 83% of the 200 acres (165 acres) would remain in a natural state. Biking, hiking, model glider flying, and picnicking were encouraged. Active sports and other noisy activities were excluded, to avoid negative impacts to the neighborhood, current users of the park, and wildlife.

What's different about the new master plan? The new plan calls for the demolishing of another 45 natural acres (leaving 120 acres -- only 60% of the total). In their place are:

- 4 soccer fields • 5 volleyball courts • 2 multi-purpose half-courts • a recreation building with a gym

That isn't the end of it. If the City is unable to negotiate enough sports fields from the school district, Fairview Park will be required to build additional ones. This is a permanent, open-ended commitment to handle "any unmet facility requirements" --- "to meet the needs for active recreation." And although there are no plans as yet for lighting the fields, an amendment at any time could change this.

Who is pushing for sports fields? Some supporters of the local youth soccer organization, unsuccessful in getting all the school grounds they would like, are making a highly organized bid to have soccer fields built at Fairview Park. By making a few calls to coaches, the group can pack any public meeting. The people who now enjoy the park are not represented by any organization.

Children's soccer should have more facilities, but the group isn't asking for unused land. Thousands of people -- couples, families, friends, and individuals -- come to Fairview Park for exercise and to enjoy fresh country air, spectacular views, and some relief from urban life. All park visitors can wander the full range of the park, since it isn't chopped into sections that serve single sports. And while Fairview doesn't have the athletic facilities of Mile Square Park, for example, in Fountain Valley, neither does it have the crime that plagues parks like Mile Square.

What can you do? (1) First and foremost, you can write to Mayor Sandy Genis and Council Members, 77 Fair Drive, Costa Mesa City Hall, Costa Mesa, CA 92626. Tell them how you use the park. Tell them you want to keep it in a natural state, and for quiet recreation -- as promised at the time of purchase. (2) On the plan itself, you can write before May 9 to Mike Robinson, Principal Planner, City of Costa Mesa, 77 Fair Drive, Costa Mesa 92626 (on General Plan Amendment GP-94-02B - Parks Master Plan). Tell him that an Environmental Impact Report is needed for the proposed plan. And incorporating the 1988 Fairview Park Plan into the present plan, as they've done, results in inconsistencies (for example: "... the passive-recreation design of the park will prevent excessive noise such as generated by active sports facilities." -- p. 4 of 1988 plan).

Friends of the Santa Ana River, a committee of the O.C. Fund for Environmental Defense, P.O. Box 9118, Fountain Valley, CA 92708. Phone 546-7713.

FOR SALE

- Harbor Soaring Society hats, shirts, and vinyl patches - Andy Sanders (714) 751-9235.
- Shadow 118, RTF, includes two 94102 R/E servos, \$100. Sealy Laser, S-3021 airfoil, glass fuse, balsa/foam wing, 124" span, slip-on nosecone, kit NIB, \$140. Mike Aguirre (714) 645-6419
- Two Airtronics 4 channel XL-FM radio systems, Chs 18 or 22, new TX and RX batteries, both TXs gold stickered 2/94, 3 -102 servos, extras, @\$105. Morry Smith (714) 548-5353.
- Top Flite Phasoar, cobalt 035, 4 ch Futaba, micro-servos, reduced to \$150. Michael Morjoseph, (714) 960-2835.
- P-51 Penetrator high performance slope ship, NIB, \$65. Kyosho scale Zero, AEF electric with 05 motor, battery, props, etc, still in box, \$130. Pat Stoker, (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. Includes custom carrying box and spare stabs, REDUCED to \$600. Steve Fink @ (h) 714 645-0459, (w) 714 261-2825, ext 229

- Handlaunch/slope Vertigo, T-tail, complete with all servos, RX, and Airtronics 6 channel Vanguard radio, reduced to \$150. Goblin slope kit, NIB, reduced to \$40. 2 Meter DCU Windstar, 6 servos, fast and responsive, \$250. John Ostrowski @ (714) 847-4871.
- LJMP Meteor, NIB, glass fuse, 120" span, \$140. Airtronics Legend, NIB, \$180. Ridge Rat, glass fuse, RTF, \$75. Midwest Silent Squire, foam wing, NIB, \$30. Dave Nemecek (714) 775-7196.
- 2M Whisper, RTF less radio, \$125. 2M Gnome, 4 channel Airtronics PCM, RTF, \$225. Bill Duncan, (714) 892-8665.
- Airtronics Vanguard TX & RX (CH 28), make offer. Curt Nehring (909) 592-2105.
- Uplifter 2M glider (prototype), R/E, \$60. 2M Gnome-electric for direct drive, \$100. Astro Challenger, \$30 bare, \$100 with Astro 05 geared motor and prop. 2M Gnome with two wings (poly and flat), \$100. Sensor 2M glider, \$40. Sensor electric, \$40. Slope Squire (electric or slope), \$40. Das Slupen Thing glider, \$25. 3 Electric Playboy fuselages (no wings included), \$50. Bob Sliff (714) 893-8311
- Spirit 100 kit NIB \$50. Pete Young (714) 892-3473

UPCOMING EVENTS CALENDAR

Apr 30-1May Pasadena Rose Bowl/PSS (Unlimited/2M)
May 8 HSS Monthly, Costa Mesa (Unlimited/2M/Classics)
May 14-15 Masters of Soaring, Covina
May 15 EDSF Monthly (Unlimited)
May 21 EDSF Monthly (2-Meter)
May 21-22 North/South Challenge, Visalia
May 21-22 International Slope Race, Davenport
May 28 SULA Monthly, Dominguez Hills
May 28-June 5 World Soaring Jamboree, Washington State
May 29 SC2/North Country Clouds, San Marcos
June 5 HSS Monthly, Costa Mesa (Unlimited/2M/Classics)
June 11-12 Santa Clarita XC Race, California Valley
June 26 SC2/Torrey Pine Gulls, Poway
July 10 Two Meter "Top Gun", Thousand Oaks

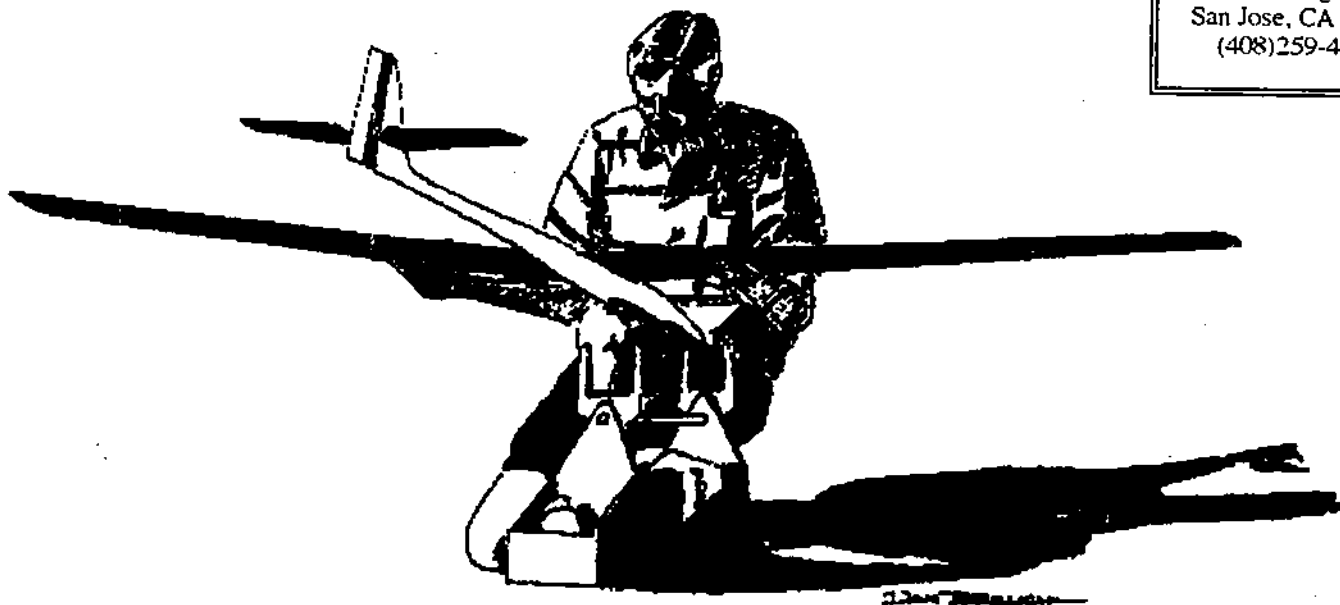
future SC2: July/HSS, Aug/SWSA, Sept/EDSF, Oct/PSS, Nov/SULA

For more information, call Mike Aguirre at (714) 645-6419

INTERNATIONAL SLOPE RACE

May 21 & 22
Davenport, CA
Trophies 1-16
Awards to Workers
\$25 Entry Fee
Pre-registration Packet

California Slope Racers
1638 Farrington Ct
San Jose, CA 95127
(408)259-4205



Mako

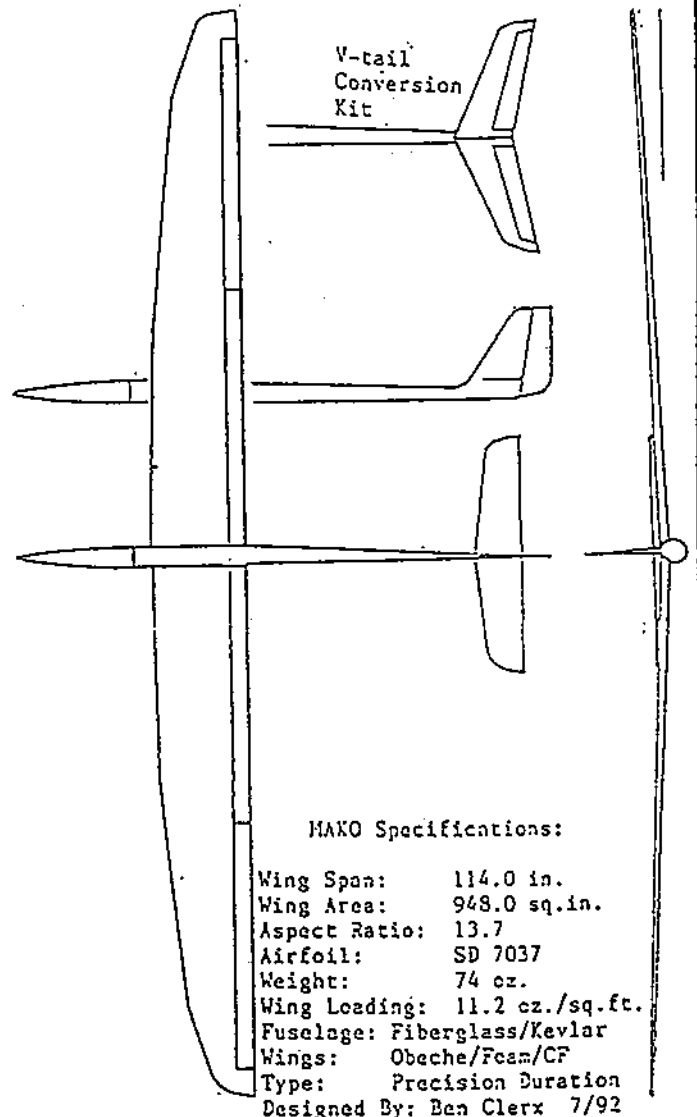
- ◆ 1st. Place '93 Masters
- ◆ 1st. Place '93 LA Summer Soaring Festival
- ◆ 2nd.&3rd. '93 So Calif. Year end Standings

The Mako is designed for the aggressive competition pilot, yet its docile handling characteristics makes it an excellent choice for transitioning to a high performance competition sailplane. In fact the Mako is easier to fly than many polyhedral sailplanes!

The Mako's agility and excellent airspeed control in the approach and spot landing phase of flight is precisely what winning pilots demand. A triple taper wing planform, generous wing area and the SD7037 airfoil combine to give the Mako an excellent L/D, low sink rate and outstanding thermalling capabilities. In fact, thermalling up from a handlaunch is fairly routine!!

Featuring a sleek fiberglass/kevlar fuselage with a slip-on nose cone and obeche sheeted foam wings and stabs, the Mako is now available as a pre-sheeted, complete kit. The original semi-kit is also still available.

So whether you are a serious competition pilot or just a sport flyer looking for a fun plane, fly a Mako... because it sure beats flying against one in competition!!!



Pre-Sheeted Kit \$375.00*

Fuselage pre-drilled for wing rod, pre-sheeted wings and stabs with tubes in place. Includes all hardware, pushrods, drawings and instructions.

Semi-Kit \$185.00*

Fiberglass/kevlar fuselage, foam wing/stab cores, composite materials, specialized hardware, drawings and plans. Get one of the top competition sailplanes without spending top dollar!

*Make checks payable to :B. Clerx 39 Seabrook Cove, Newport Beach Ca. 92660
3/94 Add \$15.00 Shipping and Handling

WHY SHOULD SOARING CONTESTS BE LANDING CONTESTS?

A topic that seems to come up whenever sailplane contests are discussed is the need to turn them back into flying contests. The complaint is that the contests are decided in the landing circle, not in the air. The most common solution proposed is to de-emphasize the landing points; make the landing worth only 25 points while the flight time is still worth 975 points or some similar split. Contests run with this format are still won in the landing circle. Why? Because the top pilots get their maxes and the landing is the only way to determine the finishing order between several perfect flight times. If the landing were only worth 1 point, the difference between winning and losing would still be making or missing the landing.

If you want to prevent the landing from deciding the contest, then don't give any points to the landing at all. When at the end of the last round you have a tie based on flight times, have fly offs until a winner is determined. If you stop to think about this approach, you'll realize that it is the CD's nightmare, with flyoffs that could stretch into the darkness until one guy out-durations the rest. Another way to reduce the importance of the landing is to increase task times to 15 or 20 minutes, long enough to be sure that most people won't get their max every time up the line. But then the time you are called to fly would loom large as a determining factor, and suddenly we might be determining contests at the sign up table instead of the landing circle. Not to mention that a large contest might take four or five days to run. Obviously I don't think that either of the above solutions is the way to go. A soaring contest should test a pilot's judgment and skill in all aspects of flight. That includes launching, finding air, working the air for time, and landing. Most R/C sailplane pilots would be able to successfully fly a full size light plane at altitude if they were given the opportunity, but would they be comfort-

able taking off or landing it? Take offs and landings are the difference between pilots and pretenders in full size aviation, and the same should apply in our sport. We already place a premium on the ability to launch properly in our contests. If you have good launch technique, you get to start higher and have an advantage in searching for lift. If you can't successfully launch without popping off, you are penalized by having to start your flight at 50 feet or less. If we want to determine the winner based purely on the ability to gain altitude in thermals, why put up with such gross differences in launch height? The answer is that a pilot's flying skill along with his judgment in selecting and setting up his plane are what determines launch height, so it is proper for us to include that phase of flying in the scoring of the contest. The point I want to make is that the same piloting skill and judgment is what determines the landing score, so it should also be included in the scoring. I've been flying in contests for over 16 years, and I spend most of the time looking up from the middle of the pack. I'm the first to admit that practice time, not the landing task, is what keeps me out of the trophies. And at the vast majority of the contest I've attended, the winner has been the guy who did the best job all around on that particular day. When you come right down to it, the good pilots are going to be on top regardless of the tasks or formats. It wouldn't matter if a contest had two hour maxes with no landing or a two minute precision with a 500 point landing, I would still have to put my money on a Joe Wurts or a Brian Agnew, pilots who have shown outstanding skill in all aspects of flying again and again. Of course this is just my opinion, but if you take the time to really think about it you might just realize that it would be more productive to spend time improving your landing skills than to try and do away with the landing task itself.



AIRTRONICS INC

11 Aubrey Avenue, Calverton, NY 11710-1057 Fax (714) 380-4140

April 1994

This is an open letter to the R/C soaring community to update Airtronics friends and customers on the status of our company as a whole and our kit line in particular. There have been some changes here at Airtronics over the past six months, and these changes have led to rumors and speculation which stray far from the actual truth. Several well intentioned articles which have appeared in club newsletters recently have only added to the confusion. Sending out this letter directly from the source should clear the air and dispel the rumors.

First of all, Airtronics is not being sold, and we are not on the verge of closing the doors. This is our 23rd year in the industry and we intend to continue doing business for a long time to come. Barbara Renaud did retire from the presidency of the company last year, following through on her desire to serve as president for ten years and then step down and direct her energies into other areas. Bob Renaud is the new president of Airtronics, taking over in April of last year. Bob's age and experience in the R/C industry ensure that a member of the Renaud family will continue to head up Airtronics for many years to come.

Airtronics has discontinued the production of all the machine cut balsa and plywood kits due to the extremely high cost of producing them. These kits include the Olympic II and Olympic 650, Sagitta 600 and 900, Eclipse Standard and Deluxe kits, the Whisper 2 Meter and Whisper 95, the Legend and the Q-Tee. Production was actually stopped in October of 1993, and at this point we have no stock of parts or completed kits left in our warehouse. There may still be some kits available through retailers who received shipments as we sold the stock on hand when production ceased, but Airtronics has no information on which retailers might have product left. At this time we are looking into alternate methods of manufacturing which would allow the built up wood kits to be profitably reintroduced at a later date. One of the options being explored is laser cutting, and if a way can be found to deliver Airtronics quality at competitive prices we'll bring the kits back, but for now they are out of production.

Airtronics will continue to sell a line of composite kits featuring fiberglass fuselages and pre-skinned obechi covered foam wings. In October of 1993 we were forced to find a new manufacturing source for these planes, and it has taken six months to bring the new production on line. The lack of product availability has been taken by some to mean that Airtronics has dropped these kits as well, but that is not the case. Airtronics will still market the Flite Lite Composite kits and move forward with the development of new designs in this product line. The Falcon 800 and Falcon 880E are no longer in production, and there are no plans to bring them back. The Falcon 880 with the 3021 airfoil is scheduled to be phased out unless market demand is strong enough to merit additional production. The Thermal Eagle, Falcon 600 and Falcon 550E will all continue to be available. The Swift, Peregrine and Legend SC will all be introduced and available in June of this year.

We hope that this letter has answered any questions or concerns that you may have had. Please call us at (714) 830-8769, Extension 13 for Bob Renaud or Extension 15 for Tim Renaud and we will be glad to answer your questions or provide any assistance.

Sincerely,

Bob Renaud
President

Tim Renaud
Operations Manager



NORTH COUNTY CLOUDS MAY SC 2 CONTEST ANNOUNCEMENT

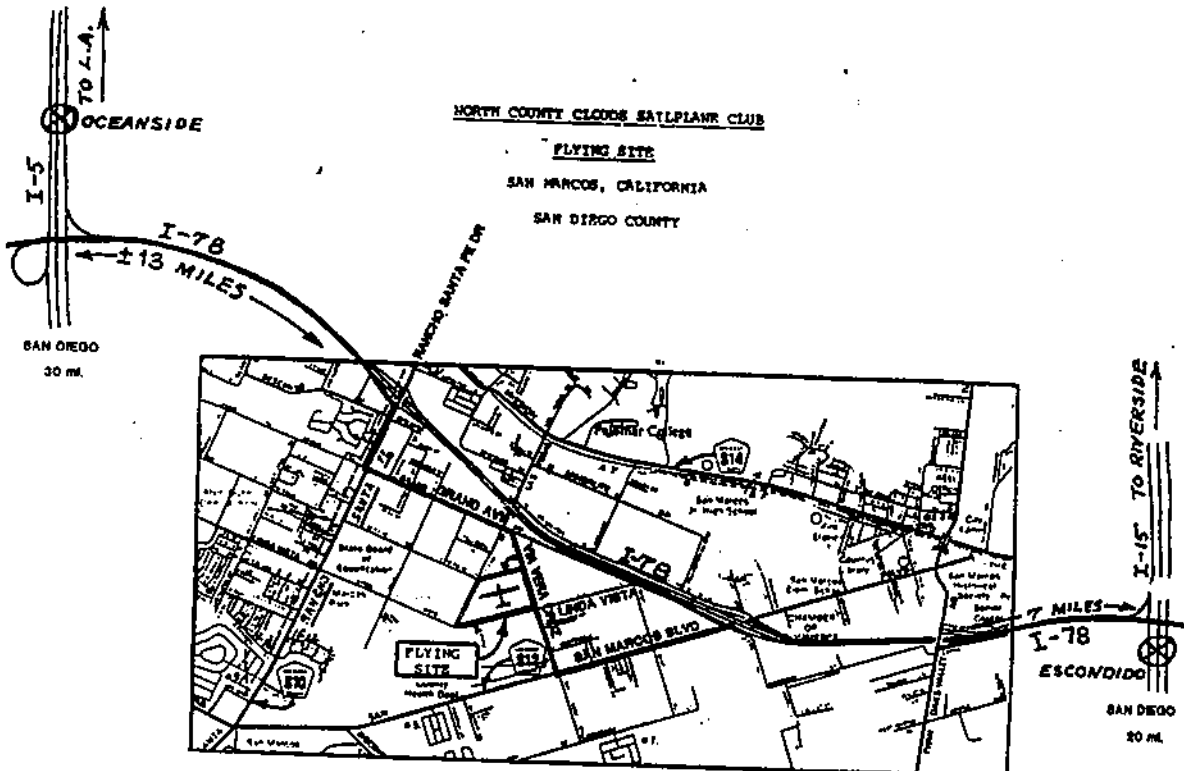
WHERE: North County Clouds field in San Marcos, CA.. Located at the intersection of Linda Vista Rd. and Via Vera Cruz. Map on reverse side.

WHEN: **May 29, 1994.** Pilots meeting at 9 AM. Registration begins at 8 AM. AMA license required and numbers must be on sailplane.

EVENTS: 3 Rounds of Thermal Duration. All landings scored on 25' runway. Approches through landing cones.

- **ROUND 1** 3 Min. Precision Duration
Scoring = 900 flight points, 100 landing points.
- **ROUND 2** 10 Min. Triathlon, AMA Rules. 100 Point Landing
- **ROUND 3** 3, 5, 7 Min., Pilots choice while flying. 300, 200, 100 point landings

DETAILS: Open launch order. Cut-off times announced for each round. Crowded frequencies subject to call-up. SC2 rules in force. NCC field rules must be observed. CD Keith Finkenbiner (619) 931-0630 evenings.



APRIL 1994 MONTHLY

OPEN CLASS

NAME	CLASS	SCORE	NORMALIZED	PLACE
MIKE AGUIRRE	EXPERT	2987	1000	1ST. EXP
DARYL PERKINS	GUEST	2953	989	2ND. EXP
JIM PARSONS	ADV.	2900	971	3RD. EXP
JEFF BRIDGEMAN	ADV.	2841	951	1ST. ADV.
RANDY BRATRUD	EXPERT	2780	931	
MIKE MARRICO	EXPERT	2773	928	
MANNY TAU	EXPERT	2765	928	
BEN CLERX	EXPERT	2711	908	
ANDY SANDERS	EXPERT	2704	905	
ROGER LACKEY	EXPERT	2685	892	
BILL DUNCAN	EXPERT	2658	890	
DAVID NEMECEK	EXPERT	2635	882	
JOHN BKLE	EXPERT	2600	884	
NICK BUZOLICH	SPORTS.	2573	861	2ND. ADV.
DAN FINK	EXPERT	2555	855	
STEVE FINK	EXPERT	2548	853	
AL CRON	EXPERT	2518	843	
BOB SLIFF	EXPERT	2431	814	
NORM KUTCH	EXPERT	2381	790	
CURT NEHRING	EXPERT	2331	780	
PETE YOUNG	ADV.	2251	764	
MARK PUCHALSKI	GUEST	2234	748	
TOM VINCENT	EXPERT	2208	739	
BOB POPE	EXPERT	2173	727	
PETE RICHARDSON	EXPERT	2090	700	
GERALD BRIGGS	SPORTS.	1945	651	1ST. SPTS.
LARRY ENGER	EXPERT	1824	611	
ROSS THOMAS	EXPERT	1540	518	
ERIC THORNTON	SPORTS.	1390	465	
GEORGE AZVEDO	SPORTS.	1373	450	
DICK PANTZAR	EXPERT	248	83	

MAY MONTHLY

DATE: Sunday 8 May
 CD: Ross Thomas
 FORMAT: 3 rounds
 precision duration,
 4/6/8 minutes max,
 pilots' choice,
 runway landing.
 EVENTS: Classics,
 Unlimited, 2M;
 Classics fly first,
 Unlimited and 2M fly
 concurrently.
 STARTING TIME: Pilots'
 meeting 8:45AM

2 METER

NAME	SCORE	NORMALIZED	PLACE
STEVE FINK	2771	1000	1ST.
NORM KUTCH	2672	984	2ND.
ROGER LACKEY	2462	888	3RD.
PETE RICHARDSON	2449	884	
BEN CLERX	2408	868	
BOB SLIFF	2406	868	
MIKE AGUIRRE	2142	773	
LARRY ENGER	2088	748	
ROSS THOMAS	1812	680	
JIM PARSONS	1778	642	
ERIC MARCUSSEN	1570	603	
NICK BUZOLICH	1328	479	
GORDON POULSEN	780	281	

CLASSIC

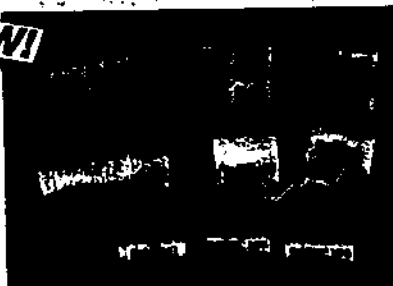
NAME	SCORE	NORMALIZED
RANDY BRATRUD	2816	1000
BOB SLIFF	2872	985
AL CRON	2765	849
STEVE FINK	2489	854
LARRY ENGER	2418	830
MARK PUCHALSKI	2320	796
JOHN BKLE	2307	781
PETE YOUNG	2088	708
PETE RICHARDSON	2063	708
WILL CONRAD	2067	708
NORM KUTCH	1821	625
ROSS THOMAS	1613	553
DICK PANTZAR	1407	483
GEORGE AZVEDO	1393	478

Batteries

HYDRIMAX™ NICKEL-METAL HYDRIDE BATTERIES

Size for size, weight for weight. Nickel-metal hydride (NiMH) Hydrimax batteries offer twice the capacity of NiCd batteries. Ideal for weight-sensitive applications and power-hungry computer radios, Hydrimax batteries were adapted from cutting-edge technology in the laptop PC industry. You get double the flight/run times available with stock NiCds without the need for any special equipment. You can renew Hydrimax packs and cells with the same standard radio chargers you use with NiCd packs (fast-charging is NOT recommended) — and monitor voltage with any standard voltmeter. Hydrimax packs are also environmentally friendly, so you can enjoy twice the convenience and capacity, with none of the disposal hazards of NiCd cells and packs.

NEW!



• Twice the capacity with no extra weight!
 • Packs for convenience — cells for build-your-own-pack buff!

Stock #	Description	Now
TC3545	4N 1200 AA 4.8V Rx Pack Flat.....	\$22.99
TC3546	4N 1200 AA 4.8V Rx Pack Square.....	22.99
TC3547	5N 1200 AA 6V Rx Pack Flat.....	29.99
TC3548	5N 1200 AA 6V Rx Pack Hump.....	29.99
TC3549	8N 1200 AA 9.6V Tx Pack Flat.....	47.99
TC3550	8N 1200 AA 9.6V Tx Pack Square.....	47.99
TC3551	8N 1200 AA 9.6V Tx 9V Connect.....	49.99
TC3552	1200 AA 1.2V Cell w/Tab.....	4.99
TC3553	1200 AA 1.2V Cell w/Tab.....	5.19
TC3554	1800 A 1.2V Cell w/Tab.....	6.49

- FROM TOWER HOBBIES
 also "OVER TALK"

Charge your order to DISCOVER, MasterCard or VISA.



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



Charter # 128

MAY HSS MEETING

**DATE: Wed 4 May,
7:30PM**

**MEETING LOCATION:
Hobby Shack Retail
Store, Fountain
Valley (note change!)**

**THERE WILL BE A VERY
IMPORTANT PRESENTATION
ON PENDING CHANGES AT
FAIRVIEW PARK, AND WHAT
STEPS THE CLUB SHOULD
TAKE TO SAVE THE FIELD -
REFER TO PAGE 4 INSIDE FOR
DETAILS. GOOD CLUB TURNOUT
IS NEEDED AT THE CLUB
MEETING!**



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FIRST CLASS MAIL

WILL CONRAD
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