

FROM THE PREZ - by Ben Clerx

Well, by the time you get this, 1992 will be 1/12th over - time sure flies, but can it spot land?

As we start into the 1992 flying season, I'd like to remind all club members to keep flying safety uppermost - nobody wants to be responsible for aircraft damage or personal injuries.

This month's newsletter devotes quite a lot of space to the accomplishments of HSS clubmembers during 1991's competition season, and deservedly so. Competition is responsible for the tremendous improvements that benefit us all - advances in radio systems, aircraft designs, airfoils, and structural materials are just a few examples that come to mind. But we must be careful not to adopt elitist attitudes, and we should be sensitive to the needs of the sport fliers and beginners who also are members of HSS. Take the time to encourage a newcomer - and both of you will benefit!

For those interested in 1992's SC2 contests, a February contest is probably not in the cards, and the season will probably start in March - yet to be decided. If a February meet should be scheduled (doubtful), notices will be sent out by mail and by phone. (continued)

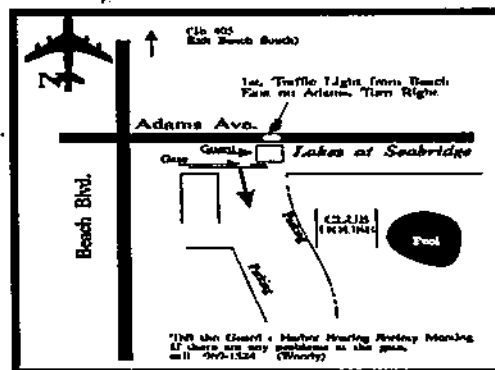
H.S.S. BOARD MEMBERS

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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: John Ostrowski	(714) 847-4871
Assoc. 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 John Ostrowski in person or by mail to: 8902 Lawrence Ave, Westminster, CA 92683.

MEETING LOCATION

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



*Printing Courtesy of OCB Reprographics
Irvine, CA (714) 660-1150*

Elsewhere in this newsletter is a note from AMA thanking the HSS for our contribution to the Lee Renaud Research Memorial Library. We regret that 1991 was the last year for the Lee Renaud Memorial contest hosted by the HSS. We all owe a big THANKS to Barbara and Tim Renaud for Airtronics' generous sponsorship of the Memorial contests over the years, and to Frank Chasteler for volunteering his time to organize and publicize the event.

One final note - check your mailing label, and if your name is color-marked, your membership dues for 1992 have not been received! This is your last notice!

The HSS Pilot of the Month is Steve Hendry, a stalwart member of the club. In addition to participating in most of the HSS monthly and SC2 contests, Steve regularly brings out his winch and retriever for weekend flying sessions for use by other club members. His own-design original Open ship flies as good as it looks. We'll try to get Steve to provide a writeup on it for a future issue.

Occupation: Finish carpenter.

Started flying R/C sailplanes: in 1978 with his son Matt.

Reason for interest: fun of flying high performance gliders.

First R/C glider: House of Balsa 2 x 6.

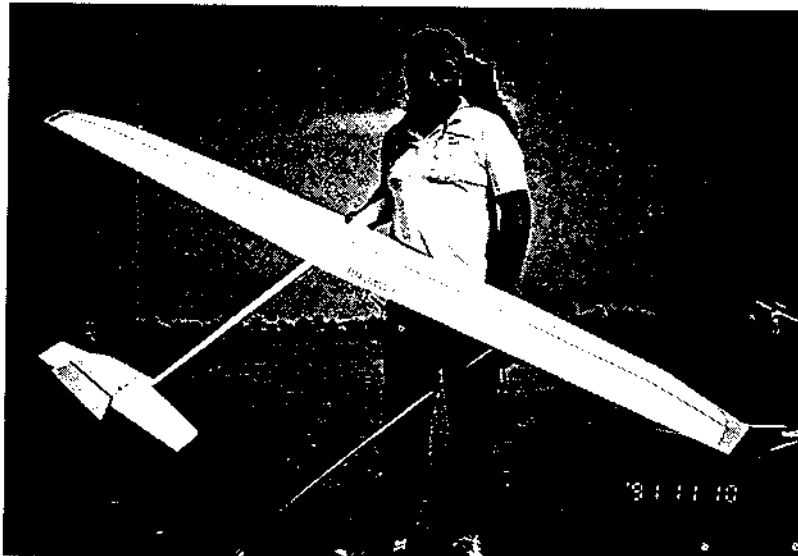
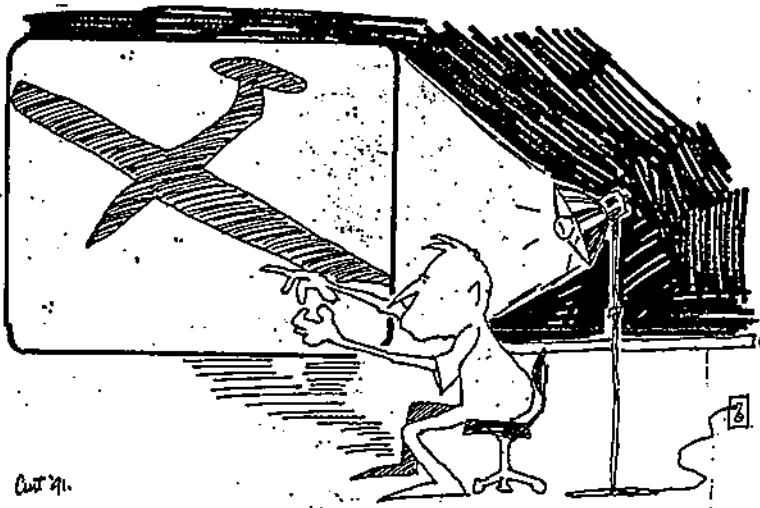
Favorite part of the hobby: going to contests and competing.

Goal for 1992: to place more consistently in contests.

Current R/C sailplane: original SWAG: RG15 airfoil, all-composite unidirectional carbon fiber construction. Flaps, ailerons, rudder, elevator.

Greatest flying strength: dedication to practice and contest flying.

Advice for beginning pilots: Practice, practice, practice! Contests are won or lost by landings - one good way to practice landing skills is to fly short 2 minute precision flights in a schoolyard, using a high start.



JANUARY MEETING MINUTES

The January meeting came to order at 7:30 PM, 2 January 92. Ann Aarhaus introduced herself as a visitor taking pilot training with Manny Tau, a new member. Norm Kutch, the outgoing president, introduced the new board members and complimented John Ostrowski on his outstanding job as Newsletter Editor during the past year. The minutes from the December 1991 meeting were read, and approved by the members in attendance.

Frank Chasteler gave the Treasurer's report for December 91 and itemized expenditures such as winch line, trophies, name badges, slope equipment, etc. The report was accepted as read.

Dick Johnson gave a report on his research for battery and generator alternatives. Amp meter readings have been taken on winch motors under both hard and light launch conditions. A heavy launch can read as high as 225 amps, lighter launches read 150 to 175 amps. Dick suggested that extra batteries might be a more economical and practical solution than purchase of a generator. John Lupperger suggested Sears Die Hard Marine batteries as a brand that has given him very good service over many years.

Alternatives for the Jan 5th monthly contest were discussed in case of rain; if cancelled for rain (as it was), it was decided not to reschedule, but to discard the January contest for year-long points standings. In other words, barring any future cancellations, 1992's point standings will be the best 8 of 11 Monthly contests, not 12.

A slope contest was discussed with all fliers having a chance using time duration and speed as objectives. If interested, contact Keith McClellan for further details.

John Lupperger talked about problems with recent incidents because of gas engine-powered models at the HSS flying field. It was reiterated that our contract with Costa Mesa allows gliders or electrics only, and violations could lead to the loss of the field.

John Ostrowski informed the club that he would be in surgery soon and Pete Young was filling in for him during his two months of recuperation.

Ben Clerx discussed trophy alternatives for the Expert fliers at the Monthlies. Expert fliers have the option of waiving a trophy and will be excused from paying a Monthly entry fee, instead. Ben Clerx and Frank Chasteler summarized the year end Monthly points standings and passed out awards to the awardees present.

A suggestion was made that anyone viewing unsafe flying should talk to the person or persons involved in a tactful, yet forceful, manner. Roger Lackey mentioned that at a flying field in the area, a glider hit a bystander in the eye socket, and the individual had to be taken to the hospital by ambulance for extensive care. Luckily, the individual's eye was saved, but several weeks of recuperation resulted. FLY SAFE!!

The financial summary was given for the past year and discussed. Any club members that need or want to see this information should contact a board member.

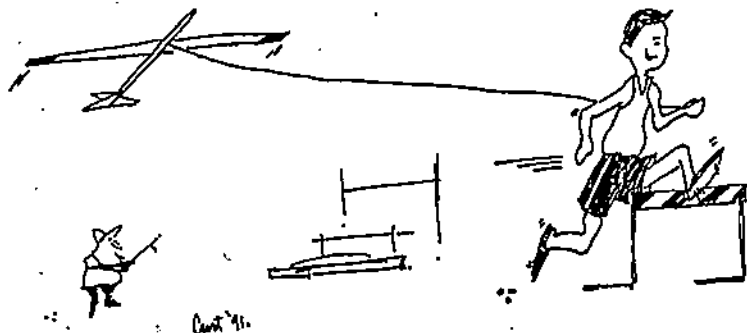
John Ostrowski suggested a swap meet which could be run in conjunction with a club meeting, or at the field. Dick Johnson asked that any members with other ideas for club meetings should call him.

Ben Clerx stated that Monthly contest fees will be dropped from \$4 to \$3 for club members, effective immediately; the fee for non-members will be \$4.

The motion was made to close the meeting and seconded.

Woody Grosvenor, Secretary.

Original "Soartoons"
by Curt Nehring.
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In a prior newsletter, the year end standings for the Southern California Soaring Clubs competitions were published. The entire Harbor Soaring Society should take tremendous pride that HSS club members dominated the SC2 point standings. Competing in arguably the nation's most competitive soaring league, the HSS seized the team points lead early in 1991, withstood all challenges, and took first place in team standings for the year! Five HSS fliers finished in the SC2 individual top ten standings, a tremendous testimony to their dedication and flying skills. Listed with their aircraft, these five are: Ben Clerx/Falcon, Don Edberg/Mueller Comet, George Joy/3M Gnome/Falcon, Frank Chasteler/Legend, and Roger Lackey/Falcon/Pulsar.

Also contributing to HSS' first place team standing were additional club members who scored points for HSS in individual SC2 contests. These were Dan Danrich, Rich Garner, Matt Gates, Robert Gerbin Jr., Steve Hendry, Bryan Joy, Norm Kutch, Tony Martin, Tim Renaud, Pete Richardson, Bob Sliff, Larry White, and Don Zink.

Also noteworthy are the HSS'ers who moved into SC2's Expert category by virtue of twice winning in Sportsman: Matt Gates, Norm Kutch, Roger Lackey, and Larry White.

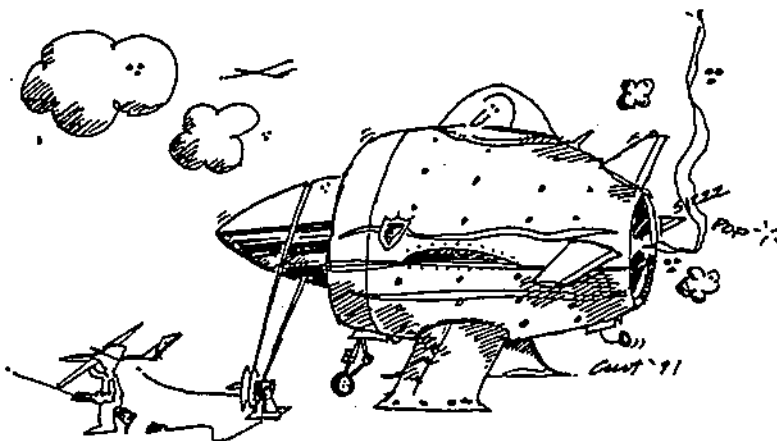
Hats off to these terrific competitors, fine fliers, and HSS club members!

The January HSS monthly was washed out by torrential rains which, however, cleared the air and blanketed the surrounding mountains with fresh snow. In the absence of a contest report, let's spend a few moments reviewing 1991's HSS Monthly year end standings.

At the January club meeting, the top finishers in the Open and Two-Meter divisions were recognized for their contest records for the past year. Take a look at the standings tabulated further on in the newsletter. Tony Martin won both divisions with his white all-composite aileron ship, a truly notable achievement. Through fifth place in Open the other top-finishing fliers and their aircraft were: Frank Chasteler/Legend, Bob Sliff/3M Gnome, George Joy/3M Gnome/Falcon, and Don Zink/Ultima/Falcon; these fliers competed in the Expert category. Bryan Joy/Gnome(s) and Brian Germane/Gemini were the two top finishers in Advanced, while Ed Resetar/Airtick and Curt Nehring/Pantera were tops in Sportsman. In Two-Meter, following after Tony Martin were Pete Richardson/Gnome/Sagitta, Bob Sliff/Gnome, George Joy/Gnome, and Larry White/Mesa Flier.

Reviewing the individual Monthly records during the year, the HSS club members advancing to the next higher skill level after twice winning their class were: to Advanced were Bill Duncan, Brian Germane, Bryan Joy, and Jim Parsons; Steve Hendry and Roger Lackey stepped up from Advanced into the Expert class.

Congrats for these dedicated competitors, and for all the HSS fliers who participated in the Monthlies!



FEBRUARY CONTEST

Contest Director: Ross Thomas

Date: February 9, 1992

Format: Standard 3-5-7 flight options. Flight order will be determined by the CD at the contest. Landings will be runway-centerline scored.

Time: Pilots' meeting at 8:45 AM.
First round at 9:00 AM.

VIDEO LIBRARY

- RC Video Magazine (Vol 7 - 1986)
- Striking Back ****
- Foam, Fiberglass, Flight ****
- Tournament of Champions (1988)
- Monokote 1 and 2 ***
- MIG Killers ***
- Hook Down, Wheels Down, Naval aviation history ****
- F3E - Bridgeman's Plane
- Electric Flight
- Dawn Patrol, WWI Movie ****
- Thunderbolt, Fight for the Skies, WWI air combat *****
- F3E USA Finals, June 1988

Number of *'s indicates reviewer's opinion of the tape. More tapes are being added all the time (and will be publicized when obtained). Tapes are VHS format. Ask at the club meeting for information on borrowing a tape.

SAFETY NOTE

Club safety rules require ALL transmitters used at the HSS field at Fairview Park to conform to current AMA regulations. This means a GOLD STICKER, narrow-band transmitter. This rule applies during BOTH contests and sport flying days. Violation of this rule voids your AMA insurance coverage in the event of an accident!

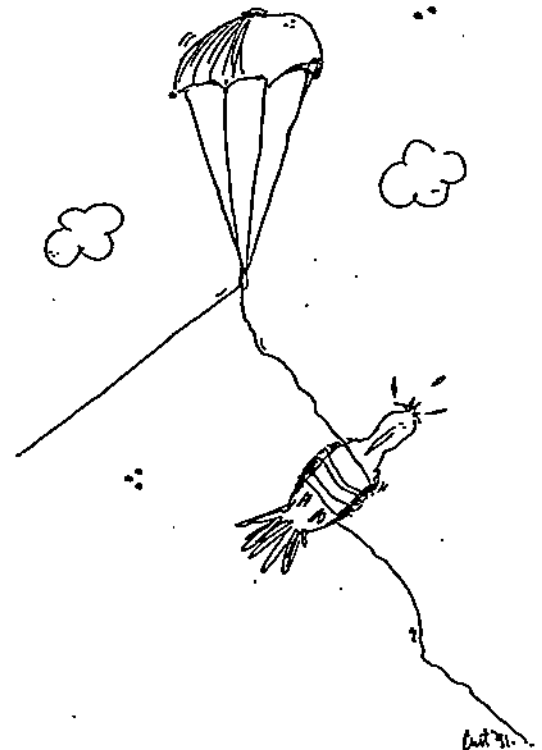
- Airtronics Cumic Plus - \$185.
 - Airtronics Sagitta 900 - \$120.
 - custom wing covers included.
 - Airtronics Championship 7SP radio system, ch.44, complete - \$75.
 - Note: not narrow banded, will require conversion.
 - misc. servos, three Leisure 05 motors, other equipment - inquire.
- Jim Frye, (714) 537-0071 (w)
(714) 279-9520 (h)

10 years of RC Modeler Magazine, 1976-1986, complete. Also R/C Sportsman and other miscellaneous magazines. First \$50 takes all. Leo Lake (714) 991-9825

Place your ad in SWAP SHOP for the low, low price of: FREE. Please provide the information to the editor by the 15th of the month. Ads must be renewed each month. Please indicate whether radio equipment is 1991 certified.

FEBRUARY MEETING

Bring any interesting airplane kits lying around to the February HSS meeting. After the business meeting, we'll open the boxes, look over plans, and just plain kibitz. No prizes, just for fun.



TIMER! - Part II

By John Vennerholm; originally printed in the July-August 1988 issue of "Sailplane", the journal of the National Soaring Society. Slight updates and editing by Pete Young, 12/91.

THE FLIGHT:

1. Many pilots fly with a pretty bad case of tunnel vision. As a timer, you should feel free to keep the pilot advised of what is happening elsewhere in the sky. Some pilots don't want help, but most are glad to have some input about what the competition is doing. NEVER TRY TO FLY HIS FLIGHT, but remember, you are part of his team if he wants it so.
2. If the plane is easily visible, don't spend your time staring at it; the pilot will take care of that. You should help him get to an uncrowded spot away from the winch area without stepping into gopher holes, or on other models. Take a good look at the other teams out around the landing areas and try to keep your pilot away from crowds.
3. If your pilot has trouble seeing the plane, by all means keep your eyes on the plane too. Haze, extreme distance or height, or flying in a gaggle of thermalling sailplanes can result in pilot error. Occasionally, check with the pilot and make sure you two agree on which plane is his, if he is in a crowd up there.
4. You should know how he wants the countdown to go when he is getting to the end of the flight. Be accurate and try to keep up a regular cadence.
5. Before the time comes for letdown to the approach, take the opportunity to check with other timers around your landing area to see how their remaining times compare with yours. You should let other timers know how much time until your touchdown if there might be a conflict at the circle. If you are reasonably sure there won't be any conflicts, don't bother the other teams.
6. Remind the pilot if he has to contend with a downwind or cross wind approach. If he has a preference for how he likes the tape oriented, fix the tape well before the final approach - do this QUICKLY so that you can get back and status flight time with the pilot.
7. Especially important for a short flight, get the pilot to the landing area as quickly as possible, and clearly tell the pilot where he is standing, relative to the center of the landing zone. It is a very common error to land at the wrong end of the the landing tape and get minimum points - help to avoid this.
8. If the letdown will result in a final approach that is different from "normal", tell the other teams what your intentions are. Safety and common sense dictates that you do not allow a situation to develop that might result in injury. If you are first to land at a landing circle, you have the "right of way" within limits of good judgement.
9. Tell the pilot what the traffic situation is so that he won't be surprised when an unexpected plane suddenly zooms into his field of vision. Remember, he is probably in a "tunnel vision mode."

THE LANDING:

1. When the circle is all yours, help guide the pilot to the edge of the circle. Not all pilots stand directly upwind, either because of personal preference, or because of the turbulence that your bodies can generate in the landing area.

2. Remember to keep up a regular count. The pilot probably has a routine that he needs to keep going and will not appreciate any changes in your time callouts. The pilot should never have to ask how much time he has left if you are doing your job.
3. Be alert for sudden shifts of wind. A good pilot can and will change his setup for final approach if there is a significant change in wind direction or velocity. You may see it in the trees or grass, or sense it before he does. Tell him what you see.
4. Stand close to the pilot. Get behind his shoulder and speak calmly and precisely. Be alert - the pilot may touch down early and slide; or even touch down, bounce up, and fly to the center of the circle. Remember, the first contact with the ground stops the watch.
5. AMA rule 10.2.2.e prohibits the official timer from calling out the final ten seconds of a flight, but most CDs waive that rule and allow a full count to the time of touchdown. Be sure that you know what rules are in effect - this is especially important if you are flying in a different region than ordinarily.
6. At touchdown, stop the watch and then look at the watch and make sure it actually did stop. Call the time out loud so that the pilot knows that you got his time.
7. As soon as the plane has stopped sliding, go out to the tape and bring it to the nose of the plane and get a measurement. If there is another plane setting up to land, note the reading, pick up the plane, and leave the landing area immediately. Keep moving until you are well clear of the other plane's flight path.
8. If you absolutely don't have time to get to the plane before the next plane arrives at the circle, just stay clear. The other pilot has the right to try to hit the center of the circle, too. You can expect him to try to do all he can to avoid a collision, but don't get in his way!
9. The landing circle is the wrong place for the pilot to remove hatches to turn off the receiver, to admire the beauty of his just-completed landing, to adjust the rubber bands on his wing, or any other time-consuming, non-essential activity. If the pilot has had the misfortune of crashing into the landing zone, make sure that either of you do not interfere with other landing gliders if pieces of broken airframe have to be picked up.
10. As soon as you can, write the time of flight and the landing score down on the scorecard. Make sure that your written scores are consistent with the scoring format in effect for that contest. Tell the pilot how he scored so there won't be any disagreement later. If required, put your initials on the card.
11. If the pilot wishes, return his transmitter (be sure it's off!) to the impound and turn in the frequency pin. Since the timer has to turn the scorecard in anyway, it's usually more convenient for you to drop off the transmitter, frequency pin, and scorecard. Don't let the pilot wander back to his pit area with the pin, possibly depriving other fliers of their opportunity to fly!
12. BE SURE to hand the scorecard to the scorekeeper!

Someday, you will really appreciate having a "good" timer beside you when you are gunning for first place and ready to launch in the last round of "THE BIG CONTEST." Who knows - YOUR timer might have learned his technique from - YOU!

HARBOR SOARING SOCIETY
YEAR END STANDINGS

OPEN DIVISION

PLACE	NAME	CLASS	SCORE	CONTESTS
1	MARTIN TONY	EXPERT	7991.4	8
2	CHASTELER FRANK	EXPERT	7881.8	8
3	SLUFF BOB	EXPERT	7796.8	8
4	JOY GEORGE	EXPERT	7757.7	8
5	ZINK DON	EXPERT	7733.6	8
6	GARNER RICH	EXPERT	7693.7	8
7	LACKEY ROGER	EXPERT	7640.6	8
8	KUTCH NORM	EXPERT	7616.3	8
9	JOY BRYAN	ADVANCED	7584.6	8
10	POULSEN GORDON	EXPERT	7568.2	8
11	RICHARDSON PETE	EXPERT	7556.3	8
12	FINK STEVE	EXPERT	7481.3	8
13	THOMAS ROSS	EXPERT	7386.3	8
14	GERMANE BRIAN	ADVANCED	7249.2	8
15	PANTZAR DICK	EXPERT	7214.6	8
16	CRON AL	EXPERT	7156.7	8
17	NEMECEK DAVID	EXPERT	7080.8	8
18	WHITE LARRY	EXPERT	7078.0	8
19	RITSCHKE GORDON	EXPERT	7045.5	8
20	RESEAR EDWARD	SPORTSMAN	6864.3	8
21	HENDRY STEVE	EXPERT	6843.1	8
22	NEHRING CURT	SPORTSMAN	6763.0	8
23	YOUNG BRETT	SPORTSMAN	6751.5	8
24	DANRICH DAN	ADVANCED	6723.9	8
25	PARSONS JIM	ADVANCED	6440.9	8
26	LAIR DAN	SPORTSMAN	6373.5	8
27	SMITH MORRY	ADVANCED	6209.0	7
28	CLERX BEN	EXPERT	5907.9	6
29	BUZOLICH NICK	SPORTSMAN	5557.3	8
30	LONG DICK	ADVANCED	5525.1	8
31	MILLS ARCHIE	SPORTSMAN	5461.7	7
32	COLLETT MATT	SPORTSMAN	5276.8	8
33	SANDRONI HUGO	ADVANCED	4470.9	5
34	DUNCAN BILL	ADVANCED	4460.1	5
35	BOESE JIM	SPORTSMAN	4159.5	5
36	GERBIN ROBERT Jr	EXPERT	3800.0	4
37	GERBIN BOB	EXPERT	3741.5	4
38	GATES MATTHEW	ADVANCED	3600.8	4
39	HARRIS PHIL	EXPERT	3337.1	4
40	GIBBS DUANE	ADVANCED	3271.4	4
41	BONANNO TONY	ADVANCED	3209.3	4
42	RAMSAY DON	SPORTSMAN	3076.7	4
43	EDBERG DON	EXPERT	2978.5	3
44	RENAUD TIM	EXPERT	2892.4	3
45	GROSVENOR WOODY	SPORTSMAN	2890.4	4
46	LUPPERGER JOHN	EXPERT	2779.7	3
47	STOKER PAT	EXPERT	2668.9	3
48	McLELLAN KEITH	SPORTSMAN	2645.2	4
49	AZVEDO GEORGE	SPORTSMAN	2473.9	3
50	CHAMBERLIN RALPH	SPORTSMAN	2256.2	3
51	STALLS JARED	EXPERT	1848.2	2
52	SCHOFRO STEVE	SPORTSMAN	1753.5	2
53	YOUNG PETE	SPORTSMAN	1506.3	2
54	OSTROWSKI JOHN	SPORTSMAN	1399.1	2
55	KIELTYKA MAC	SPORTSMAN	1388.1	2
56	HAWLEY ED	SPORTSMAN	1362.5	2
57	VON GROTE BRAD	SPORTSMAN	1317.9	2
58	ROWELL WAYNE	SPORTSMAN	1095.2	2
60	HARVEY TIM	SPORTSMAN	961.0	2
61	STOVALL LEE	SPORTSMAN	915.5	1
62	BYRNE JIM	SPORTSMAN	855.7	1
63	CONRAD WILL	ADVANCED	769.6	1
64	SANDERS ANDY	SPORTSMAN	748.7	1
65	STOVALL WILL	SPORTSMAN	705.5	1
66	SIPPOSS GEORGE	SPORTSMAN	581.2	1
67	GREENE DENNIS	SPORTSMAN	514.8	1

TWO-METER DIVISION

PLACE	NAME	SCORE	CONTESTS
1	MARTIN TONY	7743.5	8
2	RICHARDSON PETE	7742.6	8
3	SLUFF BOB	7649.0	8
4	JOY GEORGE	7641.5	8
5	WHITE LARRY	7632.9	8
6	KUTCH NORM	7512.8	8
7	THOMAS ROSS	7494.0	8
8	FINK STEVE	7423.8	8
9	JOY BRYAN	7234.5	8
10	LACKEY ROGER	7082.4	8
11	NEHRING CURT	6713.1	8
12	LONG DICK	5169.8	8
13	BUZOLICH NICK	4572.0	8
14	PARSONS JIM	4289.7	5
15	DUNCAN BILL	3342.0	4
16	CONRAD WILL	3232.9	4
17	YOUNG PETER	3069.3	4
18	CHAMBERLIN RALPH	2464.4	3
19	EDBERG DON	1956.5	2
20	LAIR DANIEL	1869.6	2
21	ZINK DON	1850.4	2
22	McLELLAN KEITH	1699.3	2
23	HENDRY STEVE	1608.1	2
24	STOKER PAT	1540.6	2
25	ANKENBAUER STEVE	1294.1	2
26	MILLS ARCHIE	1086.3	2
27	ALMVIG DEAN	979.9	1
28	HALL HERMAN	942.1	1
29	BONANNO TONY	863.5	1
30	DONAT KURT	855.9	1
31	YOUNG BRETT	836.8	1
32	OSTROWSKI JOHN	683.9	2
33	KIELTYKA MAC	423.0	1



ACADEMY OF MODEL AERONAUTICS

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Mr. Frank H. Chasteler
Harbor Soaring Society
P.O. Box 1673
Costa Mesa, CA 92628

Dear Mr. Chasteler:

This letter is a formal acknowledgement of the donation made by your club to the Lee Renaud Memorial Research Library. Your generosity is much appreciated.

Your club has provided the kind of support that the library needs for its continued growth. You may be interested to know that that growth is in the form of not only fulfilling an enormous number of research requests, but the volumes in our library has increased tremendously.

When we first moved into this Headquarters building, our library had just over 2,000 documents, photos, magazines, and books. Now we count over 35,000! It is so gratifying to see the number of visitors we have who come in to do research for themselves.

Our librarian and research expert, Georgiana Apple, has done an outstanding job of helping people, members and non-members alike, to find necessary documentations for such diverse things as college papers and construction of an obscure scale model.

Our goal is to afford an optical scanner so that we may have all our documents recorded and indexed for easy retrieval. It is our task to raise the money for the much-needed piece of equipment and you have certainly done a lion's share with your donation.

Generous acts and unselfish giving have made it possible for the library to be created and to continue to flourish. Again, many thanks for your generosity and support.

Happy flying.

Lou Ward
Internal Publications Manager

NOVEMBER 1991

Lee Renaud Memorial SC2 Contest

Photographer: Dick Johnson



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FEBRUARY MEETING

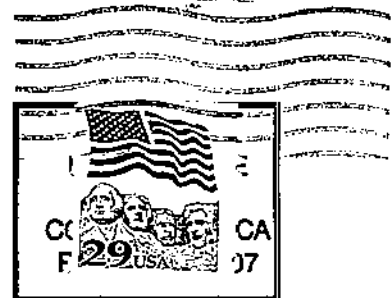
**WEDNESDAY, FEBRUARY 5,
1992 AT 7:30 P.M.**

**LOCATION: CLUBHOUSE AT
LAKES AT SEABRIDGE CON-
DOS. SEE MAP AND INSTRUC-
TIONS INSIDE.**

**SEE INSIDE FOR MEETING
DETAILS.**



**P.O. Box 1673
Costa Mesa, CA 92628**



**WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708**

NOTICE: IF YOU HAVE NOT RENEWED, THIS IS YOUR LAST NEWSLETTER