



Newsletter  
of the  
Harbor Soaring Society  
September 1995

**Harbor Soaring Society Board Members**

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**Newsletter Submissions**

*The Harbor Soaring Society newsletter is published monthly. Material herein may be used by other newsletters if proper credit is given. Editorial comments and articles are welcomed. Provide all submissions to Mister E. at PO Box 1673, Costa Mesa, CA 92628. Please provide all material by the 15th of the month prior to publication. The Editor reserves the right to edit all material.*

**MEETING LOCATION / TIME**

Meetings are held the first Wed of each month. Meetings officially start at 7:30 PM with refreshments / show and tell starting at 7:00 PM @ Hobby Shack Retail Store, Bandilier Circle, Fountain Valley. HSS monthly meetings are held in the conference room at the rear of the store.



**Presidents Message**

*by Roger Lackey*

Welcome back, if you please, Mister E. Due to circumstances beyond our control, we've had another change in our newsletter editor position. If you've ever heard that this is the toughest job in any club, you've heard right. Unless of course you're thinking about volunteering for the job, in which case, "It's a piece of cake". We apologize for not getting a newsletter out last month. Our newsletter is a key asset to the club and I've taken last months omission very seriously.

You may have noticed another change. We have a new VP. My thanks go out to Jerry Briggs for his willingness to be a part of the 1995 board, unfortunately, his job has kept him so busy traveling this year that he's been unable to donate the time he desires to the VP position. Our new VP, by land slide approval during an ad hoc election is.....(drum roll please) Larry Tuohino. Thanks Larry.

Has it been great flying weather or what? Just ask Dan Lair (also known as Gray Stoked) if you don't believe me. While we've had to deal with a lot of early morning marine layer this summer, it's made for cooler days. It probably won't break 100 degrees until our SC2 contest in September.

Speaking of SC2 (what timing), it's time to start recruiting volunteers for the contest HSS will be hosting on September 24. If you want to beat the rush, volunteer early for the good/easy

jobs. Contact Ross Thomas or Mike Aguirre for specifics.

You may have noticed the nice job the City of Costa Mesa did mowing the field. If it looks like they ran out of gas before finishing the job, they intentionally left the environmentally sensitive areas unmowed. When moving around in these areas please do so carefully and try not to disturb anything. We want to make sure that the City knows we are their good neighbors, and Dave, if your reading this, we are!

I'd like to get a group together to discuss the possibility of putting on some sort of civic program in the future. This is one of the topics at our upcoming board meeting. Whether it be something during the Costa Mesa Lions Club Fish Fry Parade/Carnival or whatever, I think it's important to continue finding ways to show off our terrific hobby/sport, especially to the local community.

Just to let you know, everyone is doing a super job of continued participation at the meetings and the field, especially when you consider the drop offs at some of the other clubs in the area. We've had five to seven new members join within the last couple of months, so keep up the good work and keep spreading the word.

I'm OUT!

#### ***BUILDING TIP:***

Did you know that baking soda can ..... no that was the last one. Let's start over. Next time you are working on a fiberglass fuselage and it's time to install your towhook block, don't bother to glue it in. Once you've secured your Blind Nut (also known as a T-Nut) to the plywood plate and screwed your towhook in tight, it's not going anywhere. If you need to move it or put it in a new plane, there will be a whole lot less hassle than if you glued it in. Just ask TV.

#### **Meeting Minutes, August 1995**

- Meeting called to order at 7:30.

- No meeting minutes from last month to vote on since a newsletter was not published.
- Electric Fun Fly and BBQ on Aug. 12.
- Treasures report was read and accepted. Will has name badges for those interested.
- VP - Not Present
- Secretary - Not Present
- Newsletter Editor - Not present
- General Director - discussed the fact that low attendance at the contests is a concern. Topic to be discussed at next meeting.
- Contest Coordinator - Monthly contest to be four rounds and next weekend. HSS SC2 in September, **volunteers needed.**
- Slope Report - Ed Resetar gave a quick rundown on the Slope contest that went back and forth between Estancia and Back Bay.
- People have been seen flying in the "grassy" park adjacent to the field. Check for Safety.
- Again on Safety - New flyers and old need to be concerned when and where spectators are standing at the field to avoid any collisions. An article was requested for the next newsletter with a field diagram.
- Two Plaques were distributed to three time winners. Ed Resetar and George Azevido.
- Old Business - Plexiglas bulletin board to be mounted by Larry Tuohino next week.
- SC2 trophies have been cut and are waiting finishing.
- Larry Tuohino volunteered to be interim VP, pending contact with Jerry Briggs.
- New Business - None
- Meeting adjourned at 8:15 - Chris Cabaj gave a talk on his new Opus 950.

#### ***Trainer Plane:***

If you know people who are interested in learning to fly, contact Roger Lackey or Mike Aguirre to schedule a training session. HSS has a Paragon for training purposes, so let's put it to use. As mentioned, specific times need to be arranged to insure that the plane is out at the field.

## FYI

Team USA placed #1 at the F3B World Championship in Romania.....Congratulation to Daryl Perkins on 1st place overall and becoming the 1995 World Champion..... *HSS winch and retriever setup looking for a home (gee, what a shock)*.....An HSS members will be on the USA F5B Electric team, congratulation Jerry Bridgeman (gee, another shocker).....Joe Wurts compliments Mike Aguirre on his outstanding thermaling ability, good job junior!....Scale Planes ASW 24 and others making appearances at the field, looks like the new hot trend and they fly great.....New VP on Board, can you pronounce his name correctly on the first try?..... There is a new message board out at the field. Take a look at it. Will Conrad made it and it looks great, useful too!

## **Safety First!!**

You know, if it weren't such an important topic we'd all be sick of talking about Safety again. But it's a huge issue that we must stay aware of. We can't be going for the "go for broke" high speed fly by over the landing area or the pits, but then we all should and probably know that. A more subtle issue is where we stand, where we land and even where we launch.

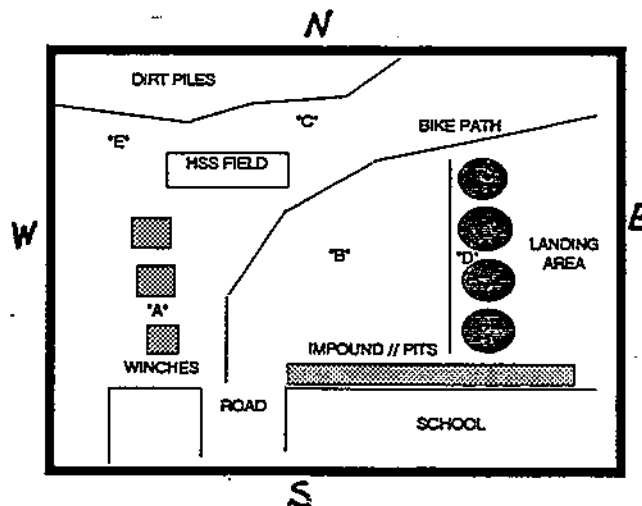
Setting up for a successful landing or handling a not so successful landing starts long before the plane touches the ground. Much like being a defensive driver on the road, we need to

be aware of what's going on around us, what area we will be landing in and have a contingency plan ready so we can handle an occasional surprise. (Other planes or people in the landing area, people on the path or in the field, etc.)

For those of us who are new or maybe let it slip our mind, we've include a layout of our typical field orientation. In as many cases as possible we should seek to adhere to this layout since everyone is familiar with it. Of course there will be situations (wind, hand tow, etc.) that will incur the need to modify this plan slightly. Fortunately, everyone in the club I've met is an intelligent, adaptable person capable of evaluating the day's field conditions and making sure that everything within their scope of responsibility stays safe.

What is harder to control is people who are not familiar with the special care needed to make sure our hobby is safe. These could be guests, spectators casually walking by or anyone. When these people wonder into our flying, landing and launching area, *calm, courteous communication* is in order. We should be proud that people are curious about what we are doing and naturally they'll want to get as close to the action as possible. It is everyone's responsibility to take care and to see that these welcome guests are standing where they can enjoy our hobby without risk.

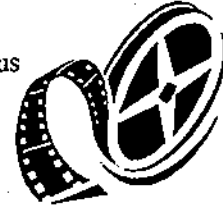
It seems like every few months we harangue on this subject but believe me, Mister E, it is a subject that is supremely important. Common sense and the willingness to communicate effectively will go a long way to insuring that our precious flying field remains safe and fun for everyone.





## Where's the BEEF?

By Robin Leach  
of  
LifeStyles of the Rich and Famous



"The beef? Aaaaaaa.....it's gone dude. You missed it." And if you didn't go to the HSS BBQ on July 9th (after the monthly club contest), indeed you did miss it. Crowds of people were present to indulge in all kinds of Epicurean delights. There was the out of this world chili, the unbelievable German potato salad and who could forget the irresistible chicken flambe. The chef really outdid himself on this one, showing the masses just what good eating is. And coming from a man who has travel the world over, dining with the Rich and Famous, I would have to give this charchol lovers delight five stars.

It may have started with a mild mannered thermal contest but it sure ended with a bang. The 4th of July had already come and gone, but the best fireworks of the year were reserved for this gala affair. Never before have I seen such magic wisked into macaroni salad or such tricks done with a skewer, a dog and a bun. Those were no ordinary all beef hamburgers, slung from the grill to the bun, but works of art. Did I say art? Of course I did. And do you like chicken? We'll those who stepped up sure did! Never before have I witness such a cornucopia of goodness from such a quaint venue as Fairview park.

Multicolored canopies were the call of the day, transforming the pasturial park setting into a bouquet of color and aroma. And when we caught up with thermaler extrordinaire Mike Aguirre he commented that in all his world wide travels, he'd never seen a party quite like this one. Rio and The Carnival came to mind but when compared to this..... Brazil's a BUST!

Rumor has it that the staff of HSS is planning another shindig latter in the year and if that's true, you better not to miss it. I know that Arnold, Sly and Madonna sure won't. Until next time, Champaign wishes and caviar dreams. This is Robin Leach saying see you next time at the HSS BBQ.

(Celebrity Voice Impersonated)

### *For Sale*

We hope that if you are selling stuff, it is getting sold. We've noticed that some of the items listed have been looming on the "For Sale" list for months. As a new policy, each item will be listed for *three months* and then dropped. If you wish the item to remain on the list, it is your responsibility to contact the Editor. *If you sell your particular item, do the Newsletter and yourself a favor and give the Editor a call to remove your item from the list!*

- Comergy F3B, Very Good Condition, with 6 metal gear servos - \$650, with 4 wing servos - \$600
- Muller King, Imported from Germany, good condition, with 6 metal gear servos - \$550, with 4 wing servos - \$500
- All prices negotiable  
Don Edberg (714) 552-1812
- Airtronics Championship Series FM system, 7 channels, Ch #26, gold stickered, includes: 2 dual conversion 8 Ch. Receivers, new TX/RX batteries, 4 94831 BB mini servos, many extras - \$215
- Airtronics TX carrying case - \$20  
Don Ramsay (714) 759-1984
- P-51 Penetrator Sloper, NIB - \$65
- Kyosho scale Zero, ARF, electric with 05 motor, battery, props, etc., NIB - \$130  
Pat Stoker (310) 598-9029
- Airtronics Legend, NIB - \$180
- Ridge Rat, glass fuse, RTF - \$75
- Midwest Silent Squire foam wing, NIB - \$30  
Dave Nemecek (714) 775-7196
- 2 Meter Whisper, RTF less radio - \$125  
Bill Duncan (714) 892-8665
- HOB "2x6", three piece wing, RTF - \$50  
Terry Lore (714) 642-2412

## 1995 F3B World Championships (Romania)

Originally published by Joe Wurts on the RC Soaring Exchange

The overall the quality of flying at this years World Championships was excellent, with smooth and precise flying being the norm. Duration typically came down to being a spot landing contest with few fliers missing time even under some challenging conditions at times.

Distance highlighted a previous trend noted at the 1993 Wcs of what I call the herd instinct, which is to cover your opponent at all costs, even at the expense of not necessarily flying in the best air available on the course. This can be used to advantage if you are the one being covered!

The speed task showed many fliers being a bit nervous and using up too much energy during the first two laps, leaving a sluggish finish for many fliers. But a few pilots did manage their energy well on that course with resultant good times. Unfortunately the light and variable winds with large air cycling made potential speed times quite variable, introducing a large amount of luck in the speed task.

Where did the US team stand out? We did well in three areas. The first is in the launch. If you can outlaunch them, you are well on the way to success. In large part based on a launch analysis program that I did 5 years ago, we understood the launch mechanics very well, with the primary driving factors of thinner line for lower line drag, along with timing the zoom point accurately, we got more out of the launch than the other teams did. The second is in the teamwork. We had been flying together for quite some time and understand well what is required of each other for good results. Finally, as we have been doing this for some time, we have acquired some very good skills and strategy.

There were few new airplanes on the field, but there were two that stand out in my mind. First

was the airplane that the French team was using (name not remembered). It seemed to do quite well in speed and distance. The second (my vote for the best plane in the contest) was the Fletcher flown by Frits Donker Duvvis. See the QFI of a few months back for a write-up of it. It had beautiful workmanship and its design portend the future. That is, the Fletcher was designed using state of the art computer optimization techniques. The bad news about this is that I think that the guy designing gliders base on what looks right, doesn't have a chance to match the same performance. Once again the drafting board is dead.

Daryl earned the title with smooth and precise flying that stood above a quality field. He had good fortune in his draw of air in speed, but he used the air that he had to turn in consistently fast times, something that many pilots with similar air did not do. In other words, he did not just have some luck, but made some of his own. Congratulations Daryl for bringing the Houlberg trophy back to the US with a week of superb flying.

Joe Wurts

<i>Team Scores</i>			
1. USA	Daryl Perkins	14868	43517
	Joe Wurts	14611	
	Randy Spencer	14038	
2. GER	Armin Hartzitz	14360	42353
	Josef Mogn	14174	
	Stephen Goebel	13819	
3. AUT	Peter Hoffman	14174	41930
	Matthias Ebner	14115	
	Wolfgang Scheda	13641	

### 1995 F3B / Individual Results

								<u>Totals</u>	
1.	Daryl Perkins	USA	2919	3000	3000	2951	2886	2998	14868
2.	Denis Duchesne	BEL	2873	2947	2960	2945	2727	2899	14624
3.	Joe Wurts	USA	2867	2935	2988	2844	2977	1956	14611
4.	Joakim Stahl	SWE	2944	2922	2724	2845	2845	2898	14454
5.	Armin Hartzitz	GER	2957	2966	2876	2778	2528	2783	14360
6.	Dan Erikssen	SWE	2643	2992	2586	3000	3742	2972	14349
7.	Roland Henninot	FRA	2725	2813	2998	1813	2947	2833	14316
8.	Nic Wright	GBR	2850	2895	2860	2851	2372	2800	14256
9.	Peter Hoffman	AUT	2895	2915	2568	2811	2796	2667	14174
10.	Joseph Mogn	GER	2782	2742	2860	2883	2867	2782	14174
15.	Randy Spencer	USA	2741	2844	2716	2766	2960	2727	14038

# Soaring on the Net

by Stan Sadorf

Inland Soaring Society

I'm sure most of you have heard of the Internet, or "NET" for short, but you may not know how much good stuff is available relating to our hobby, RC soaring. The Internet is just a pathway from your personal computer to a loose affiliation of computers all over the world. All you need to hook up to this pathway, or "information superhighway", is a modem for your computer. I've noticed that high-speed modems are selling for much less than \$100 these days.

So, armed with your computer and modem, how do you tap into all this great soaring information? My favorite way is through a commercial on-line service such as America On-line or CompuServe. These are the only two I have tried, but there are others such as Prodigy, Genie, and Delphi which all operated the same way. They charge about \$10 a month for 5 hours of "on-line time", but they almost all will give you their software and a free month's trial period to try before you decide.

If you don't want to join an on-line service but you still have access to electronic mail, or "email". There is an easy way to tap into your fellow modeler's knowledge. Just send the message "subscribe" to the following e-mail address: [soaring-request@airage.com](mailto:soaring-request@airage.com). Soon you will be receiving e-mail

messages from glider pilots all over the world at no charge. These messages are just like the ones on the on-line services, and you can send questions or opinions of your own to everyone else who subscribes. I get messages nearly everyday from modelers in England, Norway, Thailand, and Australia!

Some of the people active on this network are Joe Wurts, Don Edberg (RC Modeler), Mike Lachowski (Model Airplane News), and Herk Stokely (Flying Models), plus dozens or maybe hundreds of others. If these guys can't give you some good advice, you are really on your own!

Finally, there is a complete, full color RC magazine available on the net called RC On-line. It is laid out just like "RCM" magazine or "MAN", complete with columns on soaring (by Manny Tau), electrics, etc., plus adds! It has been "published" monthly since March of this year.

To download this "zine", go to the FTP site [ftp gate net](ftp:gate.net), which you can do from most of the on-line services mentioned before, or from any Internet connection. The pathway from gate net is: "publications" to "users" to "rconline", and it takes about 25 minutes to download with a 14.4 modem.

Well, I hope this gives you a start on exploring the Internet as it relates to our soaring hobby. I'm sure there is more out there that I haven't discovered, but it is sure fun exploring! If you have any questions or comments, my address is : [Soareyes@aol.com](mailto:Soareyes@aol.com).



Courtesy of the Inland Soaring Society Newsletter, Stan Sadorf, editor.

## ***New HSS Members:***

**Bob Wieldand**  
**Jay Whitley**  
**Steve Hendry (again)**  
**Joe Rodriguez**  
**Ed Clark**  
**Roy Brinker**  
**Matt Forquer**  
**John Raley**

HSS welcomes you! Your membership cards can be picked up at the next general meeting Sept. 6th.

## *HSS ElectroSoar II*

by Micro Amp

With many noting the lack of a newsletter last month, a Sepulveda Basin electric day the prior weekend, weight lifting trials at Mile Square, and the upcoming F5B team selections the next weekend, turnout was light Aug. 12th. It takes a shoehorn to squeeze in! The best excuse (and laugh) was Gordie Ritschke who claimed his electric was zapped earlier in the week when the stabilizer intercepted the back of the head of his handlauch crew (not to mention names on this one, but maybe the club Librarian has a videotape of the event for the next club meeting...). But those who did show up enjoyed the best Calif. weather and a great day of fun competition topped with a tasty "HSS chips 'n Dogs" BBQ. The only planned event was an All Up Last Down scheduled for 11 am.

Before the mass AULD launch, thermals had been as easy to find as epoxy on your favorite new shirt, so with much bravado it was decided to limit the contest to 30 minutes with the tie breaker going to the plane that had the most altitude at the 30 minute mark. No battle of the batteries'n bladders here! Also because the winch was set up it was decided to let the "electric ground assisted" gliders join I the contest, i.e. "zappers vs. Yankers". Hey, we're flexible!

Ross Thomas started the countdown as Maxine fired up the BBQ. At "three" the winch spun into action sending aloft the first of the Makos. At "one" the sounds of five sweat-shop Singer sewing machines were soon sent soaring. By the end, Roger

Saville and John Raley had charged ahead of all the "yankers" but still didn't make 30 minutes. Three pilots did make it over 30 minutes; Terry Lore, Chuck Hollinger, and Larry Tuohino.

The main battle was for second place as Terry and Larry sucked out every available electron in a duel finally decided, appropriately, by the silent spirit of rising air. A bump found while setting up in the landing pattern saved Larry and secured second. Meanwhile the final overall winner, Chuck "Mr. Milliamp" Hollinger, was probably capable of practicing touch 'n goes 'til long after all other mere mortals had touched down with his specially prepared Maxifly. This flying "purveyor of purpleness" carried three switchable six-cell packs hooked up to an Astro 05 geared....and was very capable of thermalling to boot! Fortunately, that much preparation wasn't needed to compete. Terry used a stock Master Airscrew - \$30 for the motor, gearbox and prop combined.

By the time Chuck leisurely landed, the smell of sausage and sauerkraut filled the air. Lunch was spent in camaraderie, reliving past electric events and describing the E-planes of the future. We also gained a new member, John Raley, who brings to HSS electric and soaring expertise above question. Finally, Roger Saville summed it up best with simply, "That was a great day!". Look to November for ElectroSoar 3 and pass on any ideas for improvement to Larry Tuohino.

### *F5B Team Trials*

*You've probably seen them screaming into the sky with the climb rate of Apollo 13, the 27 cell electric gliders with the power of Thor. Back and forth, back and forth they go, two, three, four times then waaaaaaaaaaaaaaaa, climbing in missile mode to repeat the laps six or seven more times. Well, that's F5B, the FAI World Championship event for electric gliders and a couple of weeks ago (Aug. 19-20) the Silent Electric Flyers of San Diego hosted the 1996 USA TEAM selections in Mission Bay, next to Sea World. Three HSS members tried out for the team; defending World Champion Jerry Bridgeman, Bob Sliff, and Roger Lackey. Also competing for the three team spots were George Joy and Steve Neu of San Diego and Thomas Pills of Santa Monica. Most of the names should be familiar to you if you follow F5B with the exception of Thomas Pills. Thomas is a slope racer extrordinair with his latest victory coming in the Davenport "Dash for Cash" where he beat out top name like Daryl Perkins and Ron Vann for top honors, and money.*

*The San Diego club has a great venue to fly from. It's right next to Sea World and adjacent to Mission Bay on a strip of land with easy access, flight line parking, soft pack dirt runway and zero obstruction landing approaches. Weather conditions for the weekend were perfect, running 70-75 degree mid day temperatures with some morning*

low cloudiness (not enough to delay the contest) and afternoon sunshine with a 8-10 mph breeze. Thermal activity was decent to good throughout both days with the best thermals being generated over the lunch time BBQs.

Competition for the two days ranged from fierce to fun to DNF depending on which competitor you were watching. This contest really offered it all. Steve Neu with his "Clash" model and finely tuned Aveox motor turned in consistently high scores and an overall first place finish. Jerry Brideman battled with dark horse Thomas Pills (as well as his motor and airframe) in the closest competition of the event with Thomas edging out Jerry by just a point out of 3600 total. Fourth place finisher Bob Sliff, flew consistent and true but appeared to lack a plane with enough speed to compete for one of the first three spots. Roger Lackey finished a distant fourth, suffering from slow planeitus and "rookie" thumbs. His moral victory (if that matters) came through his three thermal flights with zero motor run, besting the closest competition by two. We guess someone told him it was a thermal contest. Not!

Unfortunately George Joy suffered a first round crash when his "Clash" folded a wing during the distance event and re-kitted itself. Without a back-up to go to George took a DNF for the contest. During the last round, Bob Sliff ran into the same problem but had enough points to finish fourth. This exemplifies the extreme loads these planes take and how close to the edge they're designed and flown.

Many of the spectators were amazed at the performance of the airplanes they watched as well they should have. With the top pilots and the top planes in the county assembled for the weekend team trials, the USA is assured of a top quality team to compete against the rest of the world in 1996. Many thanks go out to the San Diego Silent Flyers for hosting the contest, Ross Thomas for his great timing assistance all weekend long and good luck to Steve Neu, Thomas Pills and Jerry Bridgeman, TEAM USA F5B, 1996.

## August Open Contest reported by Mark Agguire

On August 6, HSS had its monthly contest. Twenty flyers showed up for a great day of flying. Although the day started with some really low clouds causing a slight delay, the flyers didn't seem to mind the delayed start time. Two of the new glassed bagged Makos were tested by Tom Vincent and Rick Briggs for their trip to Holland and Belgium the following Wednesday and Joe Rodriguez was flying his new Super V 100. At about 10 AM CD Ross Thomas called the flyers together for the pilots meeting with the days task being 4 rounds, no throwouts, all flights 4 or 8 minute with one mandatory 8.

The early flyers in round one found themselves launching into the "Gray Zone". Flyers who waited and "bagged" saw the sky lighten up and the start of some eight minute flights. By the start of round two, the sky had lifted considerably and flyers more readily took to the air for their flights. Several flyers were able to make all eight minute flights for all four rounds.

The contest ran smoothly with five winches available for the pilots to chose from. As usual the coastal breezes started up in the third round but stayed pretty mellow for the rest of the contest. Still, those who flew late in the fourth round had a rough time. Even those venturing out to the slope for their "8s"

found themselves in tough situations that cost them on their scorecard.

I think all in all this was one of the years smoothest running contest. Even with the late start the crowd was all for it and the moans and groans that sometimes come with a delayed start were not there.

We need to generate this kind of energy for our SC2 at the end of September. Please contact myself or Ross Thomas to lend a hand as a helper or equipment supplier. Thanks again to Maxine Thomas for the superb scoring job. What would we do without her.

### August Open/Monthly Contest

	Name	Class	Score	Norm.	Place
1	Mike Aguirre	Master	3942	1000	1st Mst.
2	Dan Lair	Expert	3897	989	1st Exp.
3	Joe Rodriguez	Master	3804	965	
4	Roger Lackey	Master	3801	964	
5	Rick Briggs	Expert	3781	959	2nd Exp.
6	Pat Stoker	Master	3692	937	
7	Dave Nemecek	Expert	3598	913	3rd Exp.
8	Bill Duncan	Expert	3577	907	
9	Al Cron	Expert	3559	903	
10	Eric Thornton	Sportsman	3458	877	1st Adv.
11	Ross Thomas	Expert	3423	868	
12	Erik Marcussen	Advanced	3421	868	2nd Adv.
13	Matt Forguer	Sportsman	3323	843	1st Sports.
14	Ed Resetar	Expert	3310	840	
15	George Azvedo	Sportsman	3285	833	2nd Sport
16	Tom Vincent	Expert	3252	825	
17	Dick Pantzar	Expert	3234	820	
18	Steve Hendry	Expert	2989	758	
19	Nick Buzolich	Advanced	2834	719	
20	Roger Saville	Sportsman	2350	596	



# HSS July Monthly Contest

	Name	Class	Score	Norm.	Place
1	Jerry Bridgeman	E	3269	1000	1st Mst.
2	Bob Sliff	E	3268	1000	1st Exp.
3	Pat Stoker	M	3239	991	
4	Mike Aguirre	M	3233	989	
5	Dan Wilson	M	3218	984	
6	Roger Lackey	M	3204	980	
7	Ed Resetar	A	3195	977	2nd Exp.
8	Rick Briggs	E	3157	966	3rd Exp.
9	Joe Rodriguez	M	3138	960	
10	Ross Thomas	E	3111	952	
11	Al Cron	E	3084	943	
12	Erik Marcussen	A	3044	931	1st Adv.
13	Dick Pantzar	E	3016	923	
14	Douglass Boyd	E	3001	918	
15	Bill Duncan	E	2950	902	
16	Will Conrad	A	2913	891	2nd Adv.
17	Dave Nemecek	E	2843	870	
18	Eric Thornton	S	2739	838	1st Sports.
19	Roger Saville	S	2368	724	2nd Sports.
20	Gordon Ritschke	E	2324	711	
21	Karl Hawley	S	1336	409	
22	Randy Beloff	S			

## Don't Miss These!!!!

We've got 'em all.....

*Open Contest Sept. 10th*

24 minute Add 'm UP

*2Meter Contest Sept. 17th*

MAN on MAN

*Classic Contest Sept. 17th*

3/5/7 Pilots Choice

*Note: All Contest start at 9:00 with a pilots meeting at 8:45. \$4.00 for Open and 2Meter and \$1.00 for Classic.*

## HSS 1995 Year to Date Standings (5 of 6)

Name	February	April	May	June	July	August	Best 5 of 6
Roger Lackey	1000	971	977		980	964	4892
Mike Aguirre	999	909	961		989	1000	4858
Pat Stoker	995	939	993	868	991	937	4855
Ross Thomas	992	956	979		952	868	4747
Bill Duncan	983	842	931	813	902	907	4565
Erik Marcussen	896	952	815	890	931	868	4537
Dave Nemecek		882	837	1000	870	913	4502
Al Cron	993	663		805	943	903	4307
Eric Thornton		458	812	960	838	877	3945
Rick Briggs	988	873			966	959	3786
Ed Resetar	993			927	977	840	3737
Dick Pantzar	938		779		923	820	3460
Nick Buzolich	960	435	949			719	3063
Joe Rodriguez		965			960	965	2890
Dan Lair	984			825		989	2798
Tom Vincent	991	897				825	2713
Roger Saville			695	393	724	596	2408
George Azvedo		494		825		833	2152
Bob Sliff		1000			999		1999
Ben Clerx	998		1000				1998
Dan Wilson			908		984		1892
Will Conrad				848	891		1739
Jerry Bridgeman					1000		1000
Dennis Brandt	996						996
Larry Enger	983						983
Gordon Poulsen	924						924
Jim Parsons		901					901
John Bikle				894			894
Matt Forquer						843	843
Steve Hendry						758	758
Gordon Ritschke					711		711
Karl Hawley					409		409

August						
S	M	T	W	T	F	S
	1	2	3	4	5	
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

## HSS Activity Calendar

# September 1995

October						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4 <i>Labor Day</i>	5	6 <i>HSS Meeting Tim Renault Airtronics</i>	7	8	9
10 <i>HSS Monthly</i>	11	12	13	14	15	16 <i>LSF Achievement Day</i>
17 <i>Classic/2M</i>	18	19	20	21	22	23
24 <i>SC2 (HSS)</i>	25	26	27	28	29	30

September						
S	M	T	W	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

## HSS Activity Calendar

# October 1995

November						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 <i>HSS Meeting</i>	5	6	7
8	9	10	11	12	13	14
<i>Visalia</i>						<i>Visalia</i>
15 <i>HSS Monthly</i>	16	17	18	19	20	21
22	23	24	25	26	27	28
29 <i>SC2 (TOSS)</i>	30	31				

# Harbor Soaring Society

Invites you to the

## September SC2

**Date:** September 24, 1995  
**Time:** Pilots Meeting at 8:45  
**Location:** Fairview Park, Costa Mesa (HSS Field)

**CDs:** Ross Thomas (714) 638-0705  
Mike Aguirre (714) 531-4669

<b>Tasks:</b>	3 rounds: 1000 pts / rd 4 or 8 minutes, pilots choice, at least one flight to be scored an 8 min.
<b>Scoring:</b>	4 min - 800/200 8 min - 900/100
<b>Landing:</b>	Runway Landing One point per inch to a maximum of 90 or 180 points 10/20 point bonus for landing within 24' circle on centerline

**Entry Fee:** \$7.00  
**Trophies:** 1st - 3rd Masters, Expert, Sportsman, 1st - Seniors  
**Equipment:** 12 volt winches and retrievers with 600' to the turnarounds  
Portable restrooms are available in the park adjacent to the contest

**Directions:** 405 Freeway: Exit at Brookhurst and head South  
At Hamilton/Victoria (Carls Jr.) turn Left up and over SA River  
At Canyon turn Left and follow into the parking lot

55 Freeway: Heading South, exit at Victoria and turn Right on Victoria  
At Canyon turn Right and follow into the parking lot



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



**Charter # 128**

## HSS September Meeting

Date: September 6, 7:30 PM

Location: Hobby Shack, FV

Guest Speaker: **Tim Renauld**  
(Airtronics)

## September Events

HSS Open Contest	Sept. 10
LSF Achievement Day	Sept. 16
2Meter ( <i>Man on Man</i> )	Sept. 17
Classic Contest	Sept. 17



**P.O.Box 1673  
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## **FIRST CLASS MAIL**

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