

Harbor Soaring Society  
P.O. Box 1673  
Costa Mesa, CA 92626



**FIRST CLASS MAIL**

WILL CONRAD  
9359 SHRIKE AVE  
FOUNTAIN VALLEY, CA 92708



**(The Soaring)  
Society Column**

President:	Chris Hurley	(714) 458-9251
Vice Pres:	Roger Lowery	(714) 756-9356
Secretary:	Jared Stalls	(714) 722-1846
Treasurer:	Frank Chastler	(714) 545-2185
Contest Coord:	George Joy	(714) 556-6385
General Dir:	Ross Thomas	(714) 638-0705
News Letter Ed:	Bob Sliff	(714) 895-1203

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**"The Oldest Chartered Soaring Club In the AMA"**  
**Chapter # 128**

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November 1989

Volume 26 Number 11

**November Club Meeting:** The November club meeting will be held on Wednesday, November 1, 1989, 7:30 pm at the Consolidated Water District Office, 1965 Placentia Ave., Costa Mesa, Ca. The Monthly club contest will be on the 5th of November, field conditions permitting.

**December Club Meeting:** The December club meeting will be held on Wednesday, December 6, 1989 at 7:30 pm at the Water District Office.

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## HSS CONTEST DEPARTMENT

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### George Joy, Contest Coordinator

The following contest schedule is complete to the best of my knowledge.

DAY	MONTH	C. D. OR INFORMATION
5	NOV	George Joy(HSS Monthly)
19	NOV	George Joy/Frank Chasteler (HSS SC2)
10	DEC	Steve Fink (HSS Monthly)
18	FEB 90	F.Chasteler (F3E Electric)

The November Contest will be the same format as the HSS SC2 contest. So, see the HSS SC2 announcement or George Joy for more information.

#### MEETING ACTIVITIES:

NOVEMBER MEETING--ELECTION OF OFFICERS

DECEMBER MEETING--MEMBER SWAP MEET.

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### MINUTES OF THE OCTOBER 89 HSS MEETING

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MINUTES NOT RECEIVED

**SOUTHERN CALIFORNIA SOARING CLUBS**

**RESULTS OF PSS (SC)2 CONTEST OF 10/15/89**

**CONTEST DIRECTOR - BEN MATSUMOTO**

PL	NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY
1	SMITH, MIKE	NCC	EXPERT	2616.4	1000.0	E-3
2	ATWELL, BLAIR	SULA	EXPERT	2603.1	994.9	E-4
3	MARTIN, TONY	HSS	EXPERT	2598.0	993.0	E-2
4	RICHARDSON, PETE	HSS	EXPERT	2545.0	972.7	E-5
5	BITZBERGER, JOHN	SWSA	SPORTS	2507.7	958.5	S-1
6	GARNER, RICH	HSS	EXPERT	2488.8	951.2	
7	ZINK, DON	HSS	SPORTS	2482.4	948.8	S-2
8	JENKINS, HARVEY	SWSA	SPORTS	2467.5	943.1	S-3
9	EDBERG, DON	PSS	EXPERT	2449.8	936.3	E-1
10	CHASTLER, FRANK	HSS	EXPERT	2448.5	935.8	
11	McNAMEE, ART	TOSS	SPORTS	2433.0	929.9	
12	CHASTAIN, BLAYNE	PSS	SPORTS	2413.5	922.5	
13	DANRICH, DAN	HSS	SPORTS	2395.0	915.4	
14	MATSUMOTO, BEN	PSS	EXPERT	2383.0	910.8	
15	ROBERTS, GARY	PSS	EXPERT	2348.6	897.6	
16	FINKENBINER, KEITH	NCC	EXPERT	2340.2	894.4	
17	SIREN, JAY	PSS	EXPERT	2337.5	893.4	
18	HENDIRCKSON, ERIC	TOSS	EXPERT	2313.2	884.1	
19	RATNER, MIKE	PSS	SPORTS	2311.3	883.4	
20	MEINENEER, TONY	PSS	EXPERT	2286.7	874.0	
21	VICKERS, DON	SULA	EXPERT	2275.1	869.6	
22	POULSON, GORDON	HSS	EXPERT	2243.5	857.5	
23	WEISMAN, EDGAR	TOSS	SPORTS	2231.0	852.7	
24	GRISWOLD, CHUCK	TOSS	EXPERTS	2229.0	851.9	
25	STARK, TONI	PSS	EXPERT	2226.8	851.1	
26	GATTI, MARK	PSS	SPORTS	2219.7	848.4	
27	BROOKS, NOEL	PSS	SPORTS	2190.9	837.4	
28	BOTKIN, VINCENT	ELDOR	SPORTS	2186.6	835.7	
29	TILLMAN, NORM	NCC	EXPERT	2171.9	830.1	
30	DAVIS, JOHN	SWSA	SPORTS	2127.0	812.9	
31	NUTTER, DALE	PSS	EXPERT	2094.1	800.4	
32	CHASTAIN, ROGER	PSS	SPORTS	2084.9	796.9	
33	HOLLEY, MARY	SWSA	SPORTS	2052.5	784.5	
34	DOUGLAS, IAN	PSS	EXPERT	2043.5	781.0	
35	PETTEN, MICHAEL	SWSA	SPORTS	2029.4	775.6	
36	CRON, AL	HSS	EXPERT	1991.5	761.2	
37	WILSON, DANIEL	ELDOR	SPORTS	1979.6	756.6	
38	PETERSEN, LES	SWSA	SPORTS	1935.1	739.6	
39	GLASS, ROBERT	PSS	SPORTS	1909.6	729.9	
40	DREWRY, BILL	PSS	SPORTS	1902.1	727.0	
41	SANDRONI, HUGO	SULA	SPORTS	1892.5	723.3	
42	BURNS, RICHARD	PSS	EXPERT	1888.4	721.8	
43	FEDELLECK, JERRY	SULA	EXPERT	1873.3	716.0	
44	OLDENBERG, ED	TOSS	EXPERT	1846.5	705.7	
45	FINK, DAN	SULA	EXPERT	1838.9	702.8	
46	HALLFORD, PHILIP	PSS	SPORTS	1819.0	695.2	
47	STAFFORD, IRV	NCC	EXPERT	1811.3	692.3	
48	SHAW, BRYAN	NONE	SPORTS	1648.4	630.0	
49	LEPPLA, FRANK	PSS	EXPERT	1558.6	595.7	
50	OLSEN, PETE	SWSA	SPORTS	1503.4	574.6	
51	LASATER, JOHN	HSS	SPORTS	1497.7	572.4	
52	PARSONS, JIM	HSS	SPORTS	1473.9	571.0	
53	DeGREVE, PATRICK	PSS	SPORTS	1279.1	488.9	
54	BLAKKOLB, BRIAN	NONE	EXPERT	1148.3	438.9	
55	GRISANTI, PAUL	NONE	SPORTS	1124.3	429.7	
56	CAMERON, SCOTT	NONE	SPORTS	1091.5	417.2	
57	SMITH, JIM	PSS	EXPERT	936.4	357.9	
58	SHAW, BILL	NONE	SPORTS	820.4	313.6	

**SOUTHERN CALIFORNIA SOARING CLUBS**

**10/15/89 TEAM SCORES**

HSS 10	PSS 20	TOSS 5	SWSA 7	NCC 4	SULA 5	ICC 0
993.0	936.3	929.9	958.5	1000.0	994.9	
972.7	922.5	884.1	943.1	894.4	869.6	
951.2	910.8	852.7	812.9	830.1	723.3	
948.8	897.6	851.9	784.5	692.3	716.0	
3865.7	3667.1	3518.6	3499.0	3416.8	3303.8	0.0

*DON ZINK MOVES TO EXPERT*

**SOUTHERN CALIFORNIA SOARING CLUBS**

**ANNUAL STANDINGS**

NAME	STATUS	CLUB	SCORE	CONTESTS
1 WURTS, J	EXPERT	TOSS	3952.0	4
2 FINK, D	EXPERT	SULA	3897.9	4 OF 5
3 MARTIN, T	EXPERT	HSS	3859.2	4 OF 5
4 STALLS, J	EXPERT	HSS	3837.5	4
5 MORAN, M	EXPERT	TOSS	3785.1	4
6 GRISWOLD, G	EXPERT	TOSS	3725.3	4
7 GARNER, R	EXPERT	HSS	3751.3	4 OF 5
8 HENDRICKSON, E	EXPERT	TOSS	3733.7	4 OF 5
9 SLIFF, B	EXPERT	HSS	3689.1	4
10 ZINK, D	SPORTS	HSS	3567.4	4 OF 5
11 RICHARDSON, P	EXPERT	HSS	3560.8	4 OF 5
12 McNAMEE, A	SPORTS	TOSS	3547.9	4 OF 5
13 JENKINS, H	SPORTS	SWSA	3513.8	4
14 OLDENBERG, E	EXPERT	TOSS	3506.0	4
15 CRON, A	EXPERT	HSS	3467.0	4 OF 5
16 JOY, G	EXPERT	HSS	3445.3	4
17 SANDRONI, H	SPORTS	SULA	3437.2	4 OF 5
18 STAFFORD, I	EXPERT	NCC	3285.8	4
19 HOLLEY, M	SPORTS	SWSA	3226.6	4
20 CHASTLER, F	EXPERT	HSS	3095.8	4
21 DOUGLAS, I	EXPERT	PSS	3088.8	4
22 TILLMAN, N	EXPERT	NCC	3022.5	4
23 LUEKEN, J	EXPERT	NCC	2905.1	3
24 OLSEN, P	SPORTS	SWSA	2877.9	4
25 RAYMOND, K	EXPERT	NCC	2832.5	3
26 EDBERG, D	EXPERT	PSS	2826.1	3
27 SMITH, M	EXPERT	NCC	2792.0	3
28 MATSUMOTO, B	EXPERT	PSS	2751.2	3
29 ATWELL, B	EXPERT	SULA	2747.4	3
30 SPENCER, R	EXPERT	SULA	2745.8	3

**TEAM SCORES**

HSS - 19,256.4  
 TOSS - 18,965.2  
 SULA - 18,434.6  
 PSS - 15,747.4  
 NCC - 14,476.5  
 SWSA - 13,772.4  
 ISS - 6,617.6

# ELECTRIC FLIGHT

FAI

F3E

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## CONTEST

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**FOR 7 CELL AND OPEN CLASS MODELS**

**FLOWN TO CURRENT 1989-90 FAI RULES**

ON THE 18TH OF FEBRUARY, THE HARBOR SOARING SOCIETY WILL HOST AN F3E CONTEST FOR 7 CELL AND OPEN CLASS MODELS. RULES FOR BOTH CLASSES WILL BE THE CURRENT FAI RULES, EXCEPT THAT A JURY WILL NOT BE APPOINTED. ALSO, FLYER CALL UP SEQUENCE WILL BE POSTED, AND THE FLYER WILL BE RESPONSIBLE TO BE READY WHEN HIS TURN COMES UP.

BOTH CLASSES WILL BE FLOWN, BUT FLYERS MAY ENTER ONLY ONE CLASS. (THAT IS, EITHER 7 CELL OR OPEN, BUT NOT BOTH.)

THE PURPOSE IS TO STIMULATE MORE INTEREST IN F3E AND TO OFFER INTERESTED CLUB MEMBERS AND OTHER FLYERS THE OPPORTUNITY TO COMPETE IN THE EVENT. (FOR THOSE WHO BUILT AND FLEW AT THE 7 CELL EVENT IN AUGUST, NOW YOU CAN ENGAGE IN SOME ADDED ACTIVITY.

DUE TO THE NUMBER OF OFFICIALS REQUIRED, FLYERS WILL HAVE TO HELP DURING SOME ROUNDS. (WE EXPECT TO SPLIT FLYERS UP INTO GROUPS, WHERE ON AT LEAST ONE ROUND FLYERS WILL TIME OR SIGNAL TURNS RATHER THAN FLY. BUT, ALL FLYERS WILL HAVE FLOWN THE SAME NUMBER OF ROUNDS BY THE END OF THE CONTEST.)

THE CONTEST DIRECTOR WILL BE FRANK CHASTELER.

THE CONTEST WILL BE AMA SANCTIONED

AWARDS WILL BE TROPHIES TO THIRD PLACE IN EACH CLASS

ENTRY FEES FOR THE EVENT WILL BE \$5.00 PER ENTRANT. [PRE-ENTRIES SUGGESTED TO ASSURE R/C FREQUENCY AVAILABILITY.] SENT TO HSS P.O. BOX 1673, COSTA MESA, CA 92626.

PLACE: HSS (MAC FREED MEMORIAL) FIELD, FAIRVIEW CITY PARK, COSTA MESA, CA, NEAR ESTANCIA HIGH SCHOOL

DATE: FEB 18 1990

TIME: PILOTS MEETING 0830, FIRST FLIGHT 0900

RULES: HSS CLUB SAFETY RULES, AMA SAFETY RULES, FAI SAFETY AND F3E RULES.

CONTACT EITHER:

FRANK CHASTLER

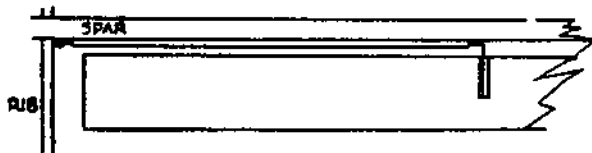
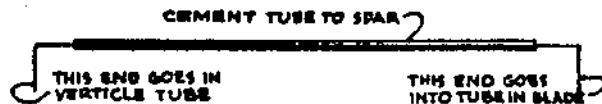
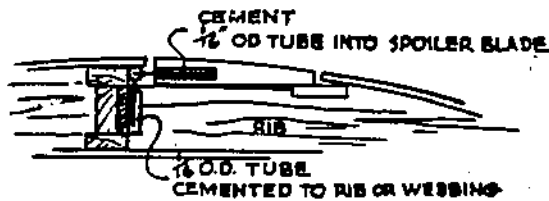
(714) 545-2185

OR

BOB SLIFF

(714) 895-1203

# Eastfield BOOMERS—Texas



**SPOILER CLOSING SPRING**

Only the tubing is cemented to structure members. The 20 mil (.020) wire floats. The 1/16 OD tubing can be either round or square section brass.

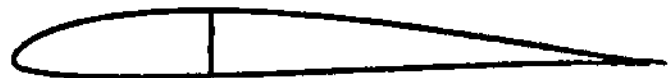
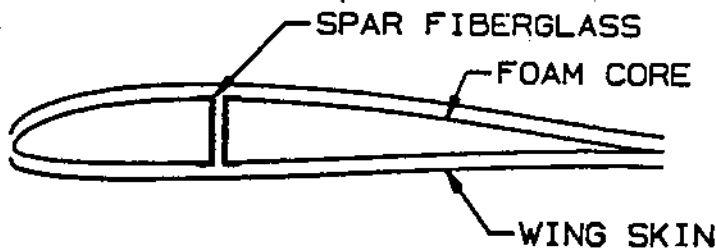
Pass the 20 mil wire through tube and bend both ends 90° in same direction (parallel), slip one end of the wire into the spoiler blade, and torque the other end and slip it in the vertical tube. Works great!

Tube is about 1/2 the length of the spoiler. Don't know who the originator was, but he did good!

Spoiler is hinged as usual with tape.

## PORTLAND AREA SAILPLANE SOCIETY P. Chawning, Editor

This technique was shown to me by Mike Bamberg who apparently saw it in an issued of R/C Soaring Digest. The technique involves cutting the foam cores of the wing in half lengthwise. Then place Fiberglas in the slit and form it over partway on the top and bottom of the wing. The skins are then placed over this. The entire layup can be done at one time and is suitable for using the vacuum bag technique. The result is a Fiberglass spar that forms an integral structure with the skin, since the spar wraps around underneath the surface of the skin.



**FINISHED ASSEMBLY**

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# A BRIEF HISTORY OF THE ANCIENT ART OF REMOTE CONTROL SAILPLANES

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by G.A. Dees

Extracted from *Soar Tech*  
January 1985

As it turns out, thanks to some startling new evidence that has come to my attention, R/C sailplanes have been plying the skies of planet Earth for quite some time before the Wright Brothers and, in several cases, even before the birth of Christ! The most shocking example of a recorded ancient R/C sailplane flight came from the discovery of a fresco on the wall of an obscure priest's tomb dating from the reign of Cheops II found recently in the low-rent district of the Valley of the Kings in Egypt. A drawing of this fresco appears on the cover of this issue of *Soar Tech* as no photos have been allowed and a great deal of effort has been expended to keep this discovery quiet. It is only fitting that the discovery of man's first successful efforts in the direction of flight appear in an obscure journal such as this (no offense intended, Herk) since it is a fact that the first report of the Wright Brother's successful *POWERED* flight appeared in the *AMERICAN BEE JOURNAL*, a periodical devoted to the development of bee keeping!\*

The pharaoh Cheops, it turns out, had a thing for flying. It seems that Egyptian pharaohs, being considered gods, were expected to hob-nob and otherwise rub elbows with Ra as he made his daily trip from east to west across the sky in his flaming chariot. This hob-nobbing and elbow-rubbing was made easier by the fact that Ra shed a hell of a lot of heat on those desert sands creating thermals that reached the pyramid-block sucking stage just before noon, B.C.

Well, we ain't too sure exactly when some bright boy added up two-and-two and began hot-stuffing reeds together and covering them with papyrus dipped in embalming fluid, but it could have happened as early as 500 years before Cheops did his thing.

All this sounds just fine and dandy, except for the fact of: *Just where did they get the radio equipment?*

Now pardon me for being rude, but any idiot that has read Erich Bon Daniken knows that the Ancient Astronauts passed out complementary samples just before checking out of the palace. They even left a "1-800" number just in case the pharaohs wanted to order more. This happened about 11 o'clock in the morning (regular checkout time) B.C.

The pharaohs had such a ball flying, hob-nobbing, and rubbing elbows with Ra and, in general, getting such a kick out of their sailplanes that they promptly declared it heresy for anyone else besides pharaohs and a few selected high priests to indulge (a note of interest: a few deaf and dumb eunuchs were allowed along--after all, somebody had to shag chutes and fetch cold Coca-Colas because it's hot out there in the desert while Ra is making thermals).

Everything was going just great for about a couple of hundred years when a pharaoh (who shall remain nameless) started having trouble with a dude named Moses. Moses, it seems, got mad because the pharaoh wouldn't let his people fly\*\* and caused plagues and other bad stuff to happen to Egypt. Some of this "bad stuff" blocked out the sun and Ra couldn't make thermals anymore. Not only that, but the wind blew like the dickens all day long and some of the pharaohs' best birds got busted--one even got blown into the Nile only to be snarfed up by a crocodile!

Boy! The pharaoh got really bent out of shape--you see, he wasn't himself with all this Moses business going on and everything--but, just then, a bright up-and-coming junior priest saved the day with an idea.

"Why not build a pyramid--a really BIG one--and then you could slope soar no matter which way the wind blew and the lack of thermals wouldn't make any difference!" says the priest to the pharaoh.

"Great!" says the pharaoh to the priest.

So they built the Great Pyramid which stands to this day. Folks have got the wrong idea about what it was built for but then this story is a little hard to swallow too.

--and the only mummies found in that pyramid were of some long-gone cows\* (We all know that they were the all-dried-out, leftovers from the "after-the-contest-BBQ" that was held sometime after 4:30 in the afternoon, B.C.)!

There was a happy ending for Moses and his gang, though. The Pharaoh let his people fly and they all went over to the Sinai so's there wouldn't be any frequency conflict (you see, Moses had to "hob-nob" with someone up in the sky too!)

G.A. Dees

Professor of Pseudo-History

Sally's Gas Station &

Charm School

Virginia Beach, VA US of A

\*(footnote: The remarks about the American Bee Journal & cow mummies being found in that Great pyramid are the only bits of truth to be found in this pack of lies!)

\*\*\*(footnote: fly, flee, go--it's all in the way you want to translate it.)

# AIRFOIL UPDATE

by John Bitzberger

Extracted from SWSA's PopOff  
Oct. Issue

Well, the data from the Princeton wind tunnel test is finally on the street. Ho-hum!!! I guess that about describes it. There were no, repeat no, startling discoveries. By startling, I mean something along the lines of the second coming of the Lord. However, there were a lot of noteworthy items which I would like to discuss briefly.

1. Based on the tests, there is no reason to quit flying what you are happy with. Your favorite bird will keep on performing as it has in the past.

2. Depending on what you are flying, there were some new things discovered or reemphasized in the tests:

a. Almost all airfoils suffer from a condition known as laminar separation bubble, which can be corrected more or less by the judicious use of a trip strip correctly placed along the span of the airfoil;

b. Some of the newer airfoils don't need the treatment;

c. Some airfoils thermal very well at a slow air speed, and some airfoils thermal just as well but must be flown at a higher airspeed.

Can you believe that? All the time and money spent on this project and this is all the practical news that I can use. It boils down to this, if you just want to "circle in sink" on no wind days stick to your Paragon—it's as good as it gets.

For the rest of us, read on, there are a few more things to discuss. The following airfoils used on the same airplane with the same planform, are well within the inability of the average pilot to distinguish a performance difference:

- 1) Clark Y (Gnome airfoil)
- 2) E-214 turbulated at 20%
- 3) S-3021
- 4) S-3010
- 5) RG-15
- 6) E-387 turbulated at 20%
- 7) E-374 turbulated at 20%
- 8) Some of the newer Selig/Donnovan airfoils.

All of these airfoils thermal very well and have very good L/D ratios faster than min-sink. For your information, Selig flies a Windsong (with a trip strip) when he just wants to thermal. For speed and distance the fastest is the RG-15, then a photo finish between the S-3021 and the E-374. The middle ground is held down by the S-3010, the Clark-Y and "some of the newer Selig/Donnovan airfoils." The slower ones are the rest. The S-3021 and S-3010 can both be thickened to about 11-12% without much degradation in performance, except in the high speed area.

Then there are a group of airfoils that don't thermal as well and are not as fast as the group above:

1. The Gemini
2. S-4061 (Prodigy, Quarsoar, Chuppcrosa)
3. The rest of the Epllers (E-205, E-193, etc.)

Ain't it just wonderful? We can still argue about the relative merits of this or that magic airfoil.

Now here's a shocker, two guys can go out and buy the same kit and one guy decides to modify a few things, namely, he buys a fiberglass fuse to fit and he takes the time to build a flying tail that is more or less (mostly more) a working airfoil. The modifier will have a much better flyer and both pilots will be able to discern the difference in the air. Reducing drag aft of the wing is the best thing you can do to improve your glider's performance.

Next season's airplane. That's a good question. My best guess is that if it was available I would buy Joe Wurts' Areil that is since deceased. I believe a good second choice would be Larry Jolly's new Winsome (E-374), or maybe a Falcon 880. For a built-up, I already have it, unless I want to try a built-up E-374, which isn't a bad idea. I hate to say it, but, I've become a believer in the modified E-374. There are some kits I wouldn't buy, and they all have airfoils listed in the last group above.

*Well, keep your tails laminar, and keep practicing.*

*John Bitzberger*



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 \* FALL SOARING FESTIVAL @ VISALIA. CA. \*  
 \* #16 presented by #16 \*  
 \* CENTRAL VALLEY RC CLUB 10-7/8-89 \*  
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PLC	CONTESTANT	CLUB	TOTAL	PLC	CONTESTANT	CLUB	TOTAL	PLC	CONTESTANT	CLUB	TOTAL
1	WEAVER, FRED	SBSS	1859	53	RICHARDSON, FUDGE	CVRC	1600	105	DOUGLAS, IAN	SWSA	1374
2	SPENCER, RANDY	SULA	1840	54	RENAUD, TIM		1594	106	STRAHM, AL	SBSS	1361
3	GEORGE, CHRIS	CVRC	1837	55	OLDENBURG, EDWARD	TOSS	1593	107	CARTER, RON		1346
4	ANDERSON, CARL	FSS	1835	56	WETZLER, CLIFF	CVRC	1586	108	WALTER, MIKE	SCSA	1328
5	MCGOWAN, BOB	SSS	1827	57	LENT, DOUG		1585	109	DOLAN, TIM		1315
6	SIREN, JAY	PSS	1823	58	RAMBO, PETER	SSS	1572	110	CROWDER, MARION	FSS	1310
7	MATSUMOTO, BEN	PSS	1817	59	PALETHORPE, TONY		1571	111	SCHWEMMER, KEITH	NCC	1307
8	RICHARD, SCOTT	CVRC	1807	60	ARANA, GERALD	SBSS	1570	112	WHITSON, MAX	SSJSS	1298
9	COPP, TOM	BDINK	1807	61	MCMAMEE, DON	TOSS	1569	113	PUCHALSKI, MARK	SULA	1296
10	GEORGE, STEPHEN	CVRC	1800	62	BAUER, PHIL	DVSS	1568	114	DARLING, DAVE	MRCC	1294
11	EDBERG, DON	PSS	1795	63	COLLINS, STRETCH	FSS	1566	115	CLANCY, MIKE	SSS	1283
12	SMITH, MERV	CVRC	1788	64	BRANDT, DENNIS	PSA	1564	116	GAYLORD, MICHAEL		1282
13	FINK, DANIEL	SULA	1774	65	SMITH, RALPH	CVRC	1556	117	MCGOWAN, RAY	SSS	1278
14	PERKINS, DARYL		1759	66	JENKINS, HARVEY	SWSA	1541	118	ASTLE, JOHN	SSJSS	1268
15	HENRY, DELL	CVRC	1751	67	PAIGE, GEORGE	SBSS	1540	119	PETTEN, MICHAEL	SWSA	1267
16	MORAN, MYLES	TOSS	1748	68	FOX, JERRY	CVRC	1540	120	CRON, AL	HSS	1255
17	OVERTON, TOM	SBSS	1742	69	WEISMAN, EDGAR	TOSS	1540	121	WILSON, JOHN	CVRC	1234
18	LENCI, RONALD	MRCC	1741	70	JONES, RICHARD		1535	122	SLEIGHT, ROBIN		1233
19	BURNS, RICHARD	PSS	1725	71	LINDGREN, RON	TOSS	1530	123	DEGREVE, PATRICK	PSS	1218
20	TATUM, DAN	SWSA	1720	72	KRAINOCK, JERRY		1530	124	ALDINGER, DEAN		1211
21	JOLLY, LARRY		1716	73	BITZBERGER, JOHN	SWSA	1529	125	BROOKS, NOEL	PSS	1199
22	STILES, MARK	SSS	1712	74	SLIFF, BOB	HSS	1528	126	DAVIDSON, DAN	DVSS	1183
23	OLSEN, PETER JR	SWSA	1711	75	HANSON, ERIC	PSS	1522	127	GILLBERG, GEORGE	SSJSS	1177
24	ROSE, PAUL	CVRC	1701	76	BALL, AUSTIN	SSJSS	1521	128	STRAUSS, BILL		1177
25	LASATER, JOHN		1695	77	KINDRICK, KEITH	PSS	1519	129	HUSMANN, CHRIS	SULA	1167
26	COLLINS, RON	FSS	1693	78	NUTTER, DALE	PSS	1516	130	BUTKOVICH, DAVID	PSS	1167
27	MCMAMEE, ART	TOSS	1689	79	CLIFTON, GLEN	SWSA	1512	131	RATNER, MIKE	PSS	1166
28	ALSON, HARRY	SSS	1681	80	CASE, ED	CVRC	1505	132	AVESON, DAVID	SWSA	1150
29	DURHAM, JACK	HSS	1678	81	BOYD, STAN	CVRC	1505	133	RITSCHKE, GORDON	HSS	1148
30	HILL, PHIL	CVRC	1675	82	MEININGER, FREDRICK	PSS	1504	134	HOWARD, JACK	SSJSS	1139
31	ASNAULT, LEO	SSS	1669	83	CLARK, DEAN	NCC	1500	135	MCCOLGAN, DONALD	SWSA	1136
32	HIPP, ED	CVRC	1665	84	MULLIGAN, SHAWN	SSS	1490	136	TONNELLI, JERRY	SSJSS	1111
33	LEPLA, FRANK	PSS	1656	85	BILLMAN, TODD	SWSA	1480	137	ROBERTS, GARY	PSS	1058
34	MILOVIC, NOEL	PSS	1651	86	LAMPRECHT, DIETER	HSS	1478	138	PANTZAR, DICK	HSS	972
35	WURTS, JOE	TOSS	1651	87	NEMECEK, DAVID	HSS	1474	139	FARLESS, DAVID	PSS	939
36	HENDRICKSON, ERIC	TOSS	1650	88	JOY, GEORGE	HSS	1473	140	ARRIAGA, BOB	FSS	890
37	GRISMOLD, CHARLES	TOSS	1643	89	LEVIN, EARL		1463	141	DAVIS, JOHN	SWSA	877
38	NORTHERN, DON	TOSS	1638	90	LANDRETH, DEAN	SWSA	1462	142	BRADFORD, JIM SR.	CVRC	778
39	GARNER, RICH	HSS	1638	91	SPROUL, BILL	FSS	1456	143	OLDERSHAM, VERN	SSJSS	767
40	FINKENBINER, KEITH	NCC	1636	92	STONE, DON		1448	144	AVESON, BRUCE	SWSA	728
41	GEORGE, JASON	CVRC	1627	93	PETERSON, ALAN		1446	145	TAYLOR, LARRY	CVRC	655
42	MEINBERG, KENNETH	SULA	1626	94	VICKERS, DON	CVRC	1439	146	WHITE, RICHARD	SSJSS	500
43	JENNINGS, GORDON		1625	95	CARR, PETER	TOSS	1437	147	DOE, DON	SSS	494
44	WEAVER, GAIL	SBSS	1621	96	PAULSON, KARL	SBSS	1436	148	WARD, KATHY		370
45	HOVER, GARY	CVRC	1620	97	ANTHONY, DONALD	DVSS	1433	149	FORREY, BILL	LEGS	354
46	PETERSEN, LES	SWSA	1619	98	GEORGE, WILLIAM	CVRC	1424	150	HARRIS, PHIL	HSS	339
47	TURNER, CLAUDE	CVRC	1616	99	ANDERSON, GARY		1415	151	PRATT, CHRISTOPHER		222
48	HOLDER, EDWARD	SBSS	1613	100	GLITHERO, IAN	CASL	1412	152	BRENGMAN, DELMAR	SBSS	178
49	THACKER, COL. BOB	PSA	1611	101	MARTIN, TONY	HSS	1407	153	OLSEN, ROBIN	SWSA	166
50	HDLLEY, MARY	SWSA	1606	102	WEBB, KEVIN	SSS	1382	154	NANOCCHIO, STEVE	CVRC	27
51	ROSE, HARRY	CVRC	1606	103	KELLER, JAMES, Sr	SWSA	1379				
52	KEENAN, JERRY	CVRC	1603	104	SHORT, HOWARD	SULA	1377				

CLUB STANDINGS:

1. CVRC 7232
2. PSS 7160
3. SSS 6889
4. SBSS 6835
5. TOSS 6738
6. SWSA 6656
7. SULA 6617
8. FSS 6550
9. HSS 6322
10. SSJSS 5264

HARBOR SOARING SOCIETY  
 (SC)<sup>2</sup> CONTEST  
 19th November 1989

SIGN IN 8:00 A.M.  
 PILOTS MEETING 8:45 A.M.  
 FIRST FLIGHT 9:00 A.M.

CONTEST DIRECTOR

George Joy (714) 556-6385

ENTRY FEE \$6.00

AWARDS to TOP 5 and TOP 3 SPORTSMAN

ROUND #1 CHOISE of 3, 5, or 7 MIN. FLIGHT  
 ROUND #2 7 Min. MAN-ON-MAN 900/100  
 ROUND #3 2 Min. BELL CURVE 700/300

STANDARD 25 FOOT LANDING CIRCLE

WINCHES ARE ALL 12 VOLT

LINE LENGTH AT 700 FEET.

LANDING SURFACE IS DIRT



NOTE

AWARDS WILL BE GIVEN  
 OUT AFTER THE  
 CONTEST TO THE TOP  
 10 FLYERS FOR 1989  
 USING THE BEST 5  
 SCORES FOR EACH  
 FLYER. TEAM SCORES  
 WILL USE ALL 6 CONTESTS.

