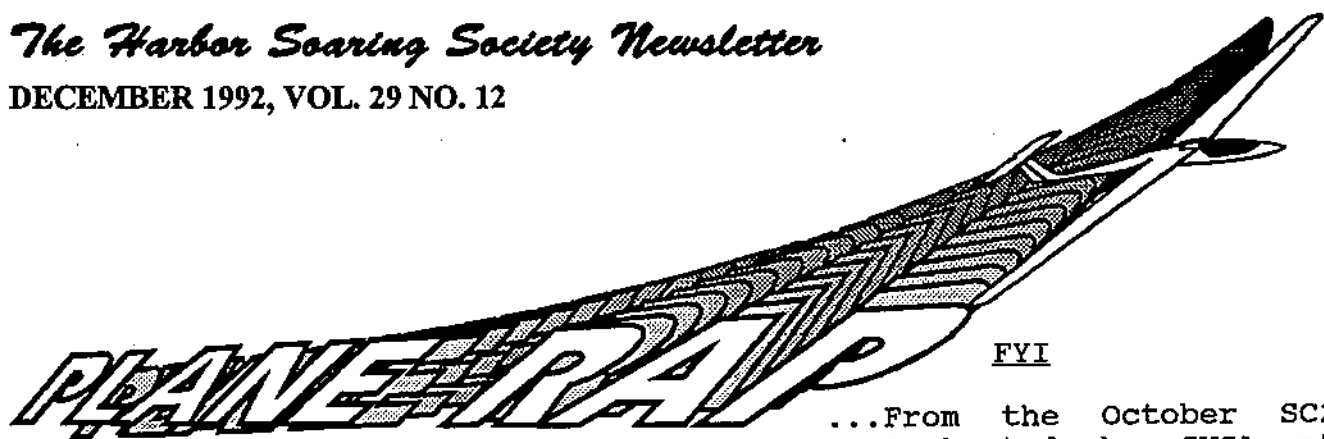


The Harbor Soaring Society Newsletter

DECEMBER 1992, VOL. 29 NO. 12



FYI

FROM THE PREZ by Ben Clerx

Congratulations to the 1993 HSS board members: Andy Sanders, president; Pat Scheer, vice-president; Woody Grosvenor, general director/secretary; Frank Chasteler, treasurer; Curt Nehring, contest coordinator; and Pete Young, newsletter editor. I'm sure they'll receive the support and assistance I had during 1992.

My thanks to Dick Johnson, Woody Grosvenor, Frank Chasteler, Ross Thomas, Pete Richardson, Pete Young, and John Ostrowski for a great job during 1992 - you made my job too easy! I had a fun year and learned a lot about club operations. I hope others will have the opportunity to get the same experience - new ideas and better ways of doing things are always welcome.

MEETING LOCATION

Lakes at Seabridge Condos. On Adams Ave. in Huntington Beach. Turn right at the first traffic light heading East from Beach Boulevard. You will need to check in at the gate. Tell the guard you are there for the HSS meeting. If there are any problems, call 969-1524

...From the October SC2 tournament hosted by SWSA at Covina, congrats to the following HSSers: Don Edberg - 3rd, Roger Lackey - 5th, Ben Clerx - 7th, Dennis Brandt - 21st, Norm Kutch - 22nd. ... for the day, HSS placed second in team scores to PSS, and with one tournament to go, holds a commanding lead over TPG and PSS ... anyone interested in being volunteer instructor pilots for newcomers, contact Pete Young... new planes seen on the field: Jim Markle's and Mike Aguirre's TEKOA Shadows, Frank Chasteler's 2M+ Whisper ... was that our Curt Nehring, winner of last month's Mystery Plane contest sponsored by Hobby Shack? ... EDSF is sponsoring a Toys for Tots fun fly Dec 13, check with Mark Child for more info...

H.S.S. BOARD MEMBERS

President: Ben Clerx	(714) 721-8848
Vice President: Dick Johnson	(714) 673-7553
Secretary: Woody Grosvenor	(714) 969-1524
Treasurer: Frank Chasteler	(714) 545-2185
Contest Coord: Ross Thomas	(714) 638-0705
General Dir: Pete Richardson	(714) 557-4782
Newsletter Ed: Pete Young	(714) 892-3473

The Harbor Soaring Society newsletter is published monthly. Editorial comments and articles are welcomed. Please provide all material for consideration by the 15th. of the month prior to publication. Wordprocessed material is appreciated (any major IBM compatible disk format and program). Handwritten material must be clear and legible. The editor reserves the right to edit all material. Submissions should be made to Pete Young in person or by mail to: 6592 Belgrave Ave., Garden Grove, CA 92645.

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

NOVEMBER MEETING MINUTES

The November meeting started at 7:45PM with Dick Johnson presiding. The October minutes were accepted as written. Frank Chasteler gave the treasurer's report which summarized expenditures, trophies, winch repairs, and current balance. The treasurer's report was accepted as read.

Mike Aguirre and Ross Thomas are coordinating the next Tri-Cities Challenge (a.k.a. Toilet Seat Tournament) - see contest announcement on page 9. Ross encouraged all flyers to start practicing. One event worth practicing is Buddy Control: after a launch and time to get trimmed out, the pilot faces away from the plane and flies with verbal instructions from a helper. Ross reports easily achieving times of one and one half minutes before having to look at the plane. The target time is two minutes, which includes a landing. The contest date is December 12 (Saturday), entry fee is \$3, and pizza follows after the flying.

George Siposs gave a report on a recent trip to Hungary. George explained some of the differences between their flying and ours. The Europeans have

access to cleaner, narrower band radios than in the US. Aircraft design influences are different than ours.

Curt Nehring asked more people to help out at the contests. Norm Kutch volunteered to solicit more help at the Monthlies. Frank Chasteler will make up a list of all winch owners and submit it to the club.

The meeting was turned over to the nomination and election of 1993 officers. The results of the election were as follows:

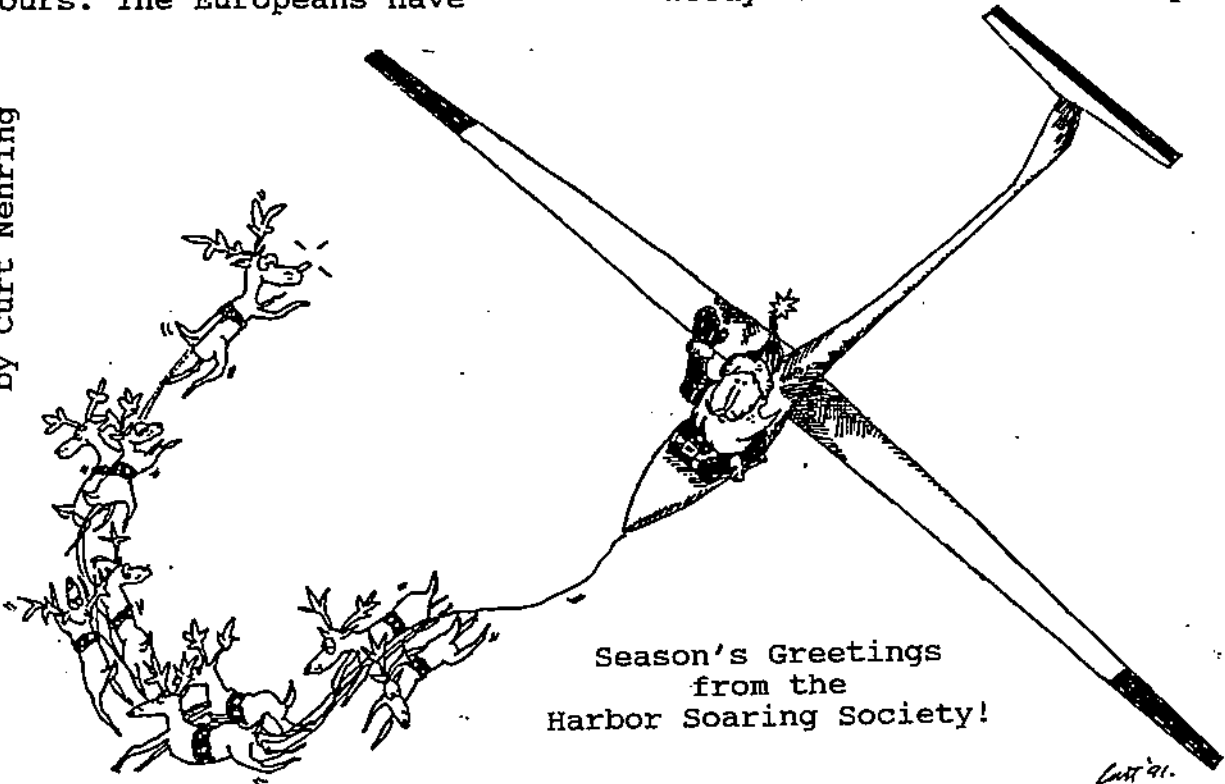
President: Andy Sanders
Vice President: Pat Scheer
Secretary: Woody Grosvenor
Treasurer: Frank Chasteler
Contest Coordinator: Curt Nehring
General Directors: Ross Thomas and Woody Grosvenor
Newsletter Editor: Pete Young

Will Stovall asked that the club by-laws be made available to new members when they sign up. Frank suggested making copies available on request.

The meeting closed at 8:45PM.

Woody Grosvenor - Secretary

original Soartoon
by Curt Nehring



NOVEMBER MONTHLY

CDS Ross Thomas and Curt Nehring welcomed fliers to the November Monthly on a slightly overcast morning. The week's unseasonably warm temperatures moderated slightly, and highs were in the low 70s. Slight overcast intermingled with weak sunshine throughout the morning, and thermal activity was light and scattered. This month's contest format was to fly one each 3, 5, and 7 minute flight, each worth 900 flight points. Runway landings were 100 points maximum, measured from centerline of a 25 foot fixed tape.

Preferred strategy was to attempt the 5 and 7 minute flights early, leaving the shortest flight for later in the day. However the weather remained favorable for finding and working weak thermal activity throughout the day.

In 2 Meter, Roger Lackey racked up another victory with his Falcon 600; Ross Thomas placed second with his Gnome, and Steve Fink took third with a Sagitta 600.

In the Sportsman event, Pete Young survived a mid-air in the second round to win with an Alcyone, followed by Andy Sanders and his Legend.

Brett Young took first in Advanced with his Alcyone, followed by Sean Monahan and his Sagitta 600.

Ben Clerx outflew the field to win Expert with his Falcon 880, followed by Steve Fink's Tango and Frank Chasteler's Legend. With these placings, Brett Young moves to Expert and Pete Young moves to Advanced.

Special thanks to Maxine Thomas for scoring assistance, and to the HSSers providing winches, retrievers, and on-the-field assistance.

FOR SALE

- VOR-2500, 100" Italian sailplane, ready to fly. \$80 OBO. Call George at 540-5452 (h), 966-1272 (w).

- Ready to fly gliders!! Agnew V-tail Vertigo, 1.5M Chuperosa with 3 servos, Sig Ninja. Call Roger at (714) 636-3348.

- 2M (78" span) Sealy Lumina - glass fuse, T-tail, NEW polyhedral wing with flaps. Buyer needs to cut out flaps and cover wing. Price includes a wing bag. \$125 - firm.

- Sealy Laser - glass fuse, extended wings, spoilers and flaps. Price includes a wing bag. Ready to fly. With 7 servos - \$275. Without servos - \$175.

- contact Curt @ (714) 592-2105.

- Sealy Laser - kit new-in-box. For price, call Mike at (310) 439-4173

- Unique Fal-'Ome, a 2 meter Gnome with a Falcon planform wing. Rudder, elevator, flaps and ailerons. STRONG wing with carbon fiber reinforced spars, fully sheeted upper surface. Just add radio gear and fly. \$75 OBO (radio gear not included).

- Goblin by Gold Coast Avionics, 60" hand launch or slope plane. Foam core wings with wood fuse. New, in box. \$65 OBO

- Great Planes Spectra, 2M electric, with motor. Partially built. \$50 OBO

- call John at (714) 847-4871.

WANTED

- Airtronics Module 7SP radio systems. Contact Pete @ (714) 892-3473.

LANDING DEVICES - PRO OR CON?

For the upcoming 1994-1995 AMA rules cycle, one change has been proposed for R/C Soaring which reads as follows: "No fixed or retractable arresting device (e.g. bolt, sawtooth-like protuberance, etc.) is allowed to slow down the model on the ground during landing. The underside of the model must not have any protuberance other than towhook and control surface linkage."

This proposal will not be voted upon by the AMA general membership. Your opinions, pro or con, should be conveyed to Randy Spencer, the District X representative on the Soaring Contest Board; and Regg Keyawa, District X Vice President. These individuals, in conjunction with their AMA counterparts, will be voting on this proposal in a preliminary vote 1 Jan 93 with a final vote in May 93. The January date is an extension to a previously announced 1 December date since the proposal missed publication in the current issue of Model Aviation.

If you have an opinion on this matter (and most sailplane pilots certainly do!) write Randy and Regg - their addresses are listed below. Express your opinions now - our officials need your inputs!

To facilitate the gathering of opinions, I have two petitions which I circulated at the November Monthly, and will circulate again at the December Monthly. You have your choice of signing a petition for or against the rules proposal, and copies of both petitions will be sent to Randy and Regg before the January voting deadline.

- Pete Young

District X points-of-contact:

Regg Keyawa
4500 Onyx Way
Carmichael, CA 95608

Randy Spencer
2617 Fisk Ln.
Redondo Beach, CA 90278



Curt Nehring with Legend
belonging to Ross what's-his-name

INSTALLING FOAM WING AND STAB JOINER TUBES

by Roger Chastain

The purpose of this article is to illustrate a technique that I use to position and to drill the foam cores with the aid of a guide plate.

It is important to align the wing or stab core precisely both in plan form and in the dihedral angle you choose. The wing will usually be at a dihedral angle of between 2 and 3 deg and the stab at 0 deg.

I am going to use a root rib and a sub-rib to support the joiner tube. The root rib is a full length rib, however the sub-rib starts at about 20% cord and runs to about 70%. Make these ribs out of 3/32" plywood. A pair for each wing or stab half.

Make a drawing that is a section drawn through the fuselage and wing at the location of the joiner tube as shown in Figure 1.

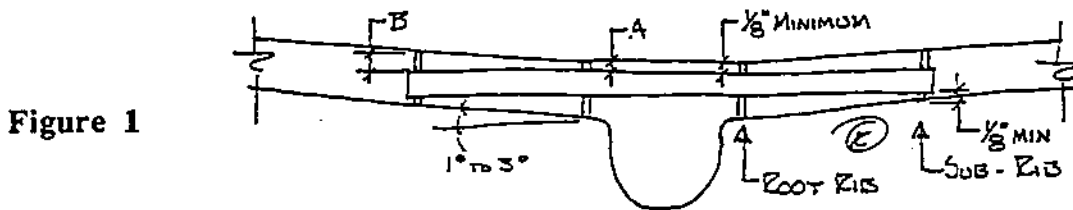


Figure 1

Notice how the holes for the joiner tubes to be drilled in the ribs are not located in the centers of the ribs, but are located instead toward the top of the root rib and toward the bottom of the sub-rib.

A note on the size of the joiner tubes. Make them as large as possible! Use 3/8" diameter "drill rod", heat treated to a Rockwell 52 hardness. [Editor's Note: I will include in a future issue an article from the South Bay SS newsletter which provides some insight and detail relative to Roger's recommendation.] Use this on all of your ships. Greater zoom height will more than compensate for the extra weight you will be carrying around.

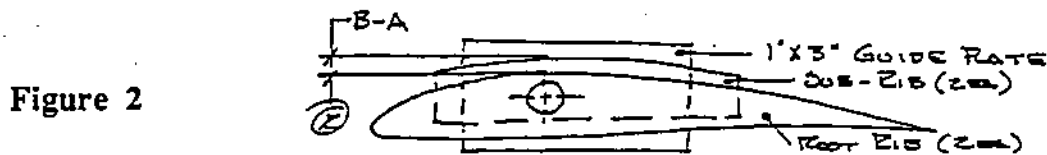


Figure 2

Subtract dimension "A" from dimension "B" in Figure 1. Bond the two root ribs, the two sub-ribs and a 1" x 3" x 1/8" ply "guide plate" together with 3M 77 Spray adhesive. Offset the root ribs and the sub-ribs by the amount B minus A. Center the guide plate. Drill a hole the diameter of the joiner tubes.

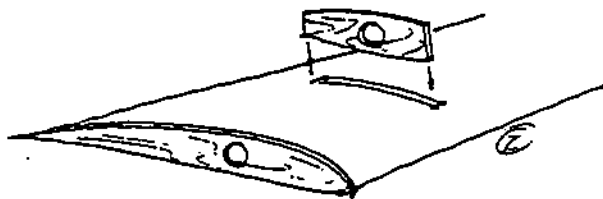


Figure 3

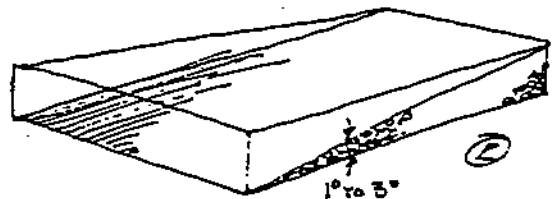


Figure 4

You are now ready to drill the foam cores. First, outline the location of the sub-rib with a felt marker pen. Remove a slice of foam all the way through the wing.

Use UFO/ca to glue the root rib to the wing core. Do not glue the sub-rib at this time. Cut foam blocks that have the section angles to match the dihedral of the wing.

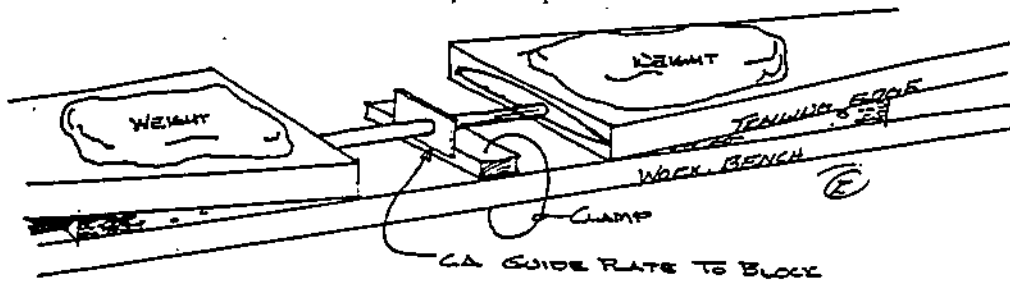


Figure 5

Bond the foam wedge to the bottom of the wing saddle blocks (the foam blocks from which the wing cores were cut). Now proceed with the list of instructions below.

1. Sharpen both ends of a 12" length of brass joiner tube.
2. Slide the "guide plate" onto the tube.
3. Insert each end of the tube into the drilled hole of the root ribs.
4. Line up the trailing edge of the wing along the edge of the work bench.
5. Position the "guide plate" halfway between the root ribs. CA a block of wood to the work bench.
6. Starting with the left wing, twist drill the brass tube into the foam. Drill for about 1". Cut through the foam at the end of the tube with an Xacto knife. This will allow the 1" foam slug to be removed by retracting the brass tube. Slide the right wing out of the way in order to do this. Continue this process until the hole is drilled about 1/8" beyond the sub-rib.
7. Position the sub-rib into the slot. It should line up with the joiner tube.
8. Cut a 6" length of brass joiner tubing. Roughen it with 80-grit sandpaper and seal one end with a 1/16" disk of balsa and CA.
9. Assemble the tube and sub-rib into the wing. Be sure that the sealed end is inside the wing!
10. Repeat the above procedure for the right wing.

Trim the foam (1/8" x 1/8" x 45 deg) from along the full length of the root rib and the sub-rib (Figure 6). Seal the bottom of the wing with masking tape. Mix a thin slurry of epoxy and micro-balloons. Make this a thin mixture so that it will flow into the slot around the ribs and fill the void.

The first application of slurry will sink below the surface as it cures. Make several applications to ensure that there is a bead of cured epoxy above the foam surface. This bead will be sanded flush with the wing surface and will provide a large "footprint" that is bonded to the wing skin. This is necessary to properly transfer the flight loads through the wing structure.

Turn the wing over and repeat the above.

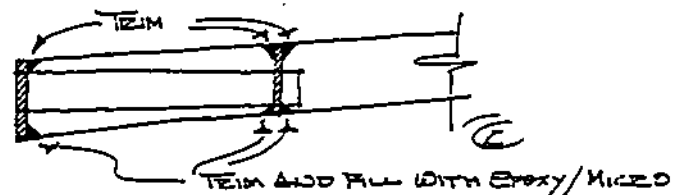


Figure 6



THE HARBOR SOARING SOCIETY

PRESENTS

THE SECOND

TRI-CITIES CHALLENGE



SATURDAY DECEMBER 12, 1992

FEATURING

SULA'S SEWER BIRDS

EL DORADO'S FECAL FLIERS

HARBOR'S SANITARY SAILPLANES



LOCATION: FAIRVIEW PARK, COSTA MESA

FORMAT:

ROUND 1: 2 MINUTE DEAD RECKONING - NO TIMING ASSISTANCE - PLUS LANDING POINTS

ROUND 2: BUDDY CONTROL - 1 MINUTE ALLOWED FOR TRIMMING. 2 MINUTE OFFICIAL FLIGHT, FLYING ONLY BY TIMER'S VOICE COMMANDS. MAX THE FLIGHT AND YOU GET TO GO FOR BONUS LANDING POINTS

ROUND 3: TO BE ANNOUNCED AT THE FIELD!!

CONTEST DIRECTOR: MIKE AGUIRRE

PILOT'S MEETING: 9:00AM

ENTRY FEE: \$3

HSS PILOTS NEEDED! LET'S FLUSH AWAY THE TOILET SEAT TROPHY!!

**HARBOR SOARING SOCIETY
NOVEMBER CONTEST, 1992
OPEN DIVISION**

PLACE	NAME	CLASS	SCORE	NORMALIZED	TROPHY
1	CLERX BEN	EXPERT	2979.0	1000.0	1ST. EXP.
2	FINK STEVE	EXPERT	2957.0	992.6	2ND. EXP.
3	CHASTELER FRANK	EXPERT	2945.0	988.6	3RD. EXP.
4	YOUNG* BRETT	ADVANCED	2943.0	987.9	1ST. ADV.
5	MARKLE JIM	GUEST	2938.0	986.2	
6	MONAHAN SEAN	ADVANCED	2935.0	985.2	2ND. ADV.
7	BRANDT DENNIS	EXPERT	2917.0	979.2	
8	POULSEN GORDON	EXPERT	2876.0	965.4	
9	WHITE LARRY	EXPERT	2874.0	964.8	
10	NEMECEK DAVID	EXPERT	2868.0	962.7	
11	LACKEY ROGER	EXPERT	2858.0	959.4	
12	BIDDLE FRED	EXPERT	2848.0	956.0	
13	CRON AL	EXPERT	2825.0	948.3	
14	HENDRY STEVE	EXPERT	2805.0	941.6	
15	BIKLE JOHN	GUEST	2803.0	940.9	
16	YOUNG* PETE	SPORTSMAN	2792.0	937.2	1ST. SPTS.
17	SANDERS ANDY	SPORTSMAN	2786.0	935.2	2ND. SPTS.
18	KUTCH NORM	EXPERT	2779.0	932.9	
19	PARSONS JIM	ADVANCED	2746.0	921.8	
20	THOMAS ROSS	EXPERT	2722.0	913.7	
21	DUNCAN BILL	ADVANCED	2716.0	911.7	
22	AGUIRRE MIKE	ADVANCED	2683.0	900.6	
23	RITSCHKE GORDON	EXPERT	2646.0	888.2	
24	SLIFF BOB	EXPERT	2634.0	884.2	
25	NEHRING CURT	ADVANCED	2630.0	882.8	
26	BOESE JIM	EXPERT	2502.0	839.9	
27	PANTZAR DICK	EXPERT	2252.0	756.0	
28	SCHEER PAT	SPORTSMAN	2184.0	733.1	
29	WILHITE CONNIE	SPORTSMAN	2077.0	697.2	
30	VINCENT TOM	SPORTSMAN	2010.0	674.7	

**BRETT YOUNG MOVES TO EXPERT
*PETE YOUNG MOVES TO ADVANCED

TWO-METER DIVISION

PLACE	NAME	SCORE	NORMALIZED	TROPHY
1	LACKEY ROGER	2886.0	1000.0	1ST.
2	THOMAS ROSS	2822.0	977.8	2ND.
3	FINK STEVE	2770.0	959.9	3RD.
4	BRANDT DENNIS	2734.0	947.3	
5	SLIFF BOB	2701.0	935.9	
6	KUTCH NORM	2685.0	930.4	
7	SANDERS ANDY	2629.0	910.9	
8	WHITE LARRY	2584.0	895.4	
9	MONAHAN SEAN	2583.0	895.0	
10	VINCENT TOM	2569.0	890.2	
11	DUNCAN BILL	2543.0	881.2	
12	PARSONS JIM	2467.0	854.8	
13	SCHEER PAT	2363.0	818.8	
14	SMITH MORRY	2327.0	806.3	
15	AGUIRRE MIKE	1940.0	672.2	

**TWO-METER DIVISION
YEAR-TO-DATE STANDINGS (7-OF-9)**

PLACE	NAME	SCORE	CONTESTS
1	LACKEY ROGER	6975.8	7
2	THOMAS ROSS	6709.8	7
3	DUNCAN BILL	6331.4	7
4	WHITE LARRY	6080.1	7
5	AGUIRRE MIKE	5977.0	7
6	KUTCH NORM	5276.4	6
7	MONAHAN SEAN	4930.3	7
8	PARSONS JIM	3343.5	5
9	FINK STEVE	3042.9	5
10	SLIFF BOB	2706.3	3
11	MARTIN TONY	2695.2	3
12	SCHEER PAT	2280.6	3
13	LONG DICK	2071.1	3
14	VINCENT TOM	1890.2	2
15	STOKER PAT	1814.7	2
16	BRANDT DENNIS	1792.1	2
17	YOUNG BRETT	1667.4	2
18	BUZOLICH NICK	1371.1	2
19	KIELTYKA MAC	1190.1	2
20	YOUNG PETER	994.5	1
21	SANDERS ANDY	910.9	1
22	SCHOFRO STEVE	874.0	1
23	SMITH MORRY	806.3	1
24	SIPOSS GEORGE	781.3	1
25	NEHRING CURT	752.1	1
26	CLARKE GEORGE	555.6	1
27	SEMMELMAYER ERIC	551.6	1
28	CONRAD WILL	531.7	1
29	HENDRY STEVE	470.9	1
30	RAMSAY DON	141.4	1

**YEAR-TO-DATE STANDINGS
BEST 7- OF-9 CONTESTS
OPEN DIVISION**

PLACE	NAME	CLASS	SCORE	CONTESTS
1	CLERX BEN	EXPERT	6902.8	7
2	LACKEY ROGER	EXPERT	6896.1	7
3	CHASTELER FRANK	EXPERT	6760.7	7
4	CRON AL	EXPERT	6584.2	7
5	BOESE JIM	EXPERT	6512.4	7
6	DUNCAN BILL	ADVANCED	6330.2	7
7	THOMAS ROSS	EXPERT	6258.6	7
8	AGUIRRE MIKE	ADVANCED	6138.0	7
9	RITSCHKE GORDON	EXPERT	5995.6	7
10	NEHRING CURT	ADVANCED	5959.8	7
11	NEMECEK DAVID	EXPERT	5907.8	7
12	WHITE LARRY	EXPERT	5688.3	7
13	YOUNG BRETT	ADVANCED	5566.0	7
14	FINK STEVE	EXPERT	5511.4	7
15	POULSEN GORDON	EXPERT	5381.8	7
16	WILHITE CONNIE	SPORTSMAN	5265.1	7
17	YOUNG PETE	SPORTSMAN	5231.6	6
18	KUTCH NORM	EXPERT	5149.0	6
19	SANDERS ANDY	SPORTSMAN	4812.1	6
20	PANTZAR DICK	EXPERT	4623.1	7
21	PARSONS JIM	ADVANCED	4077.4	5
22	BUZOLICH NICK	SPORTSMAN	3841.1	5
23	SLIFF BOB	EXPERT	3644.5	4
24	HENDRY STEVE	EXPERT	3618.5	5
25	ZINK DON	EXPERT	3512.1	5
26	SCHEER PAT	SPORTSMAN	3205.2	5
27	GERBIN ROBERT Jr	EXPERT	2947.1	3
28	BIDDLE FRED	EXPERT	2921.7	3
29	MONAHAN SEAN	ADVANCED	2859.4	5
30	TAU MANNY	ADVANCED	2845.7	3
31	MARTIN TONY	EXPERT	2538.0	3
32	BRANDT DENNIS	EXPERT	2413.5	3
33	SMITH MORRY	ADVANCED	2363.1	4
34	CLARKE GEORGE	SPORTSMAN	2067.4	3
35	RICHARDSON PETE	EXPERT	2026.8	3
36	HAWLEY ED	SPORTSMAN	1934.3	3
37	EDBERG DON	EXPERT	1908.9	2
38	LONG DICK	ADVANCED	1787.8	3
39	KIELTYKA MAC	SPORTSMAN	1544.8	4
40	STOKER PAT	EXPERT	1531.9	2
41	VINCENT TOM	SPORTSMAN	1471.0	2
42	GROSVENOR WOODY	SPORTSMAN	1302.0	2
43	AZVEDO GEORGE	SPORTSMAN	1200.2	2
44	DANRICH DAN	ADVANCED	958.5	1
45	GERMANE BRIAN	ADVANCED	892.5	1
46	SCHOFRO STEVE	SPORTSMAN	594.3	1
47	LAIR DAN	SPORTSMAN	553.3	1
48	SEMMELMAYER ERIC	SPORTSMAN	525.5	1
49	DURHAM JACK	EXPERT	483.4	1
50	ROWELL WAYNE	SPORTSMAN	453.9	1
51	RAMSAY DON	SPORTSMAN	163.7	1

DECEMBER MONTHLY

DATE: Sunday, December 12, 1992

CONTEST DIRECTORS: Pat Scheer and Mike Aguirre

FORMAT: 3 rounds @ 1000 points. First two rounds, 3/5/7 pilot's choice; third round - 2 minute precision duration, AMA bell curve scoring, 900 flight points max. Landings: runway centerline, distance measured from centerline.

PILOTS' MEETING AT 8:30AM

FIRST ROUND AT 8:45AM!

Starting flight group will be decided at the pilots' meeting.



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



Charter # 128

DECEMBER MEETING

DATE: Wednesday, December 2,
1992 at 7:30PM

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

PROGRAM: Swap shop! Just in
time for Xmas, bring out your
kits and supplies for trading
or bartering.



P.O. Box 1673
Costa Mesa, CA 92628



FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708