

Plane

RAP

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- Triangle Ladder Off And Running
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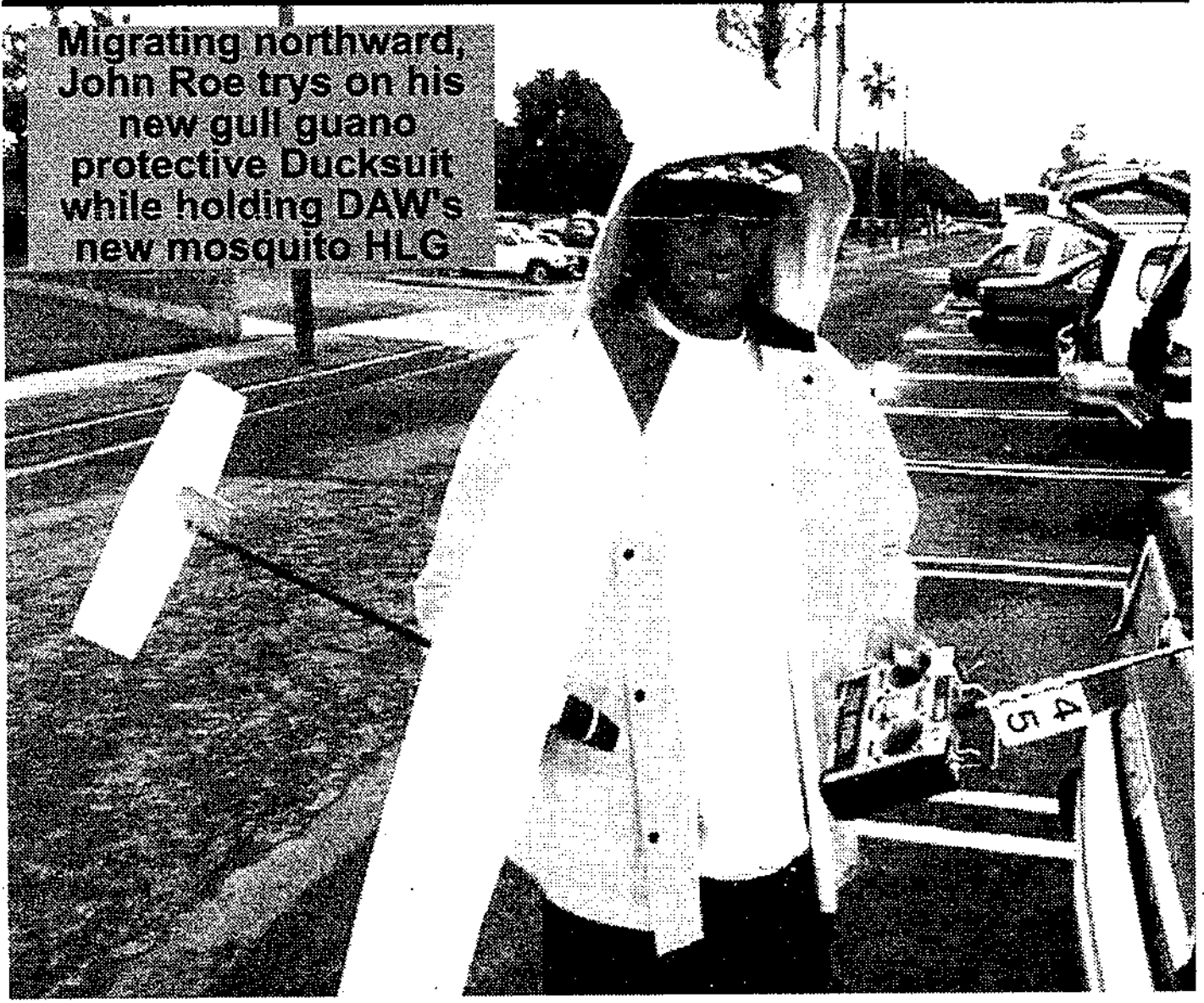
May 1998

Harbor Soaring Society

AMA Charter #128

Volume XXXV Issue 5

Migrating northward, John Roe trys on his new gull guano protective Ducksuit while holding DAW's new mosquito HLG



Club Information

1998 Officers:

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404-3832

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549-7976 RogerHSS@juno.com

Winch Coordinator

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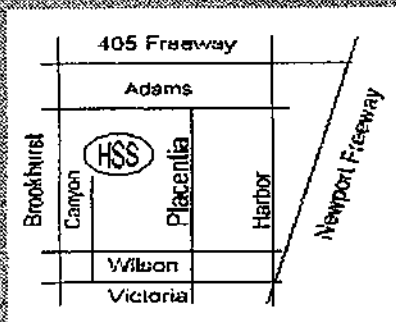
General Director

Lars Tuohino
548-7968 Larswan@aol.com

Monthly Meeting

Held on the first TUESDAY of each month at 7:00 PM. Meeting location is "THE DUCK CLUB"

Flying Site



MESSAGE FROM THE OVAL ORIFICE

Steve Hendry

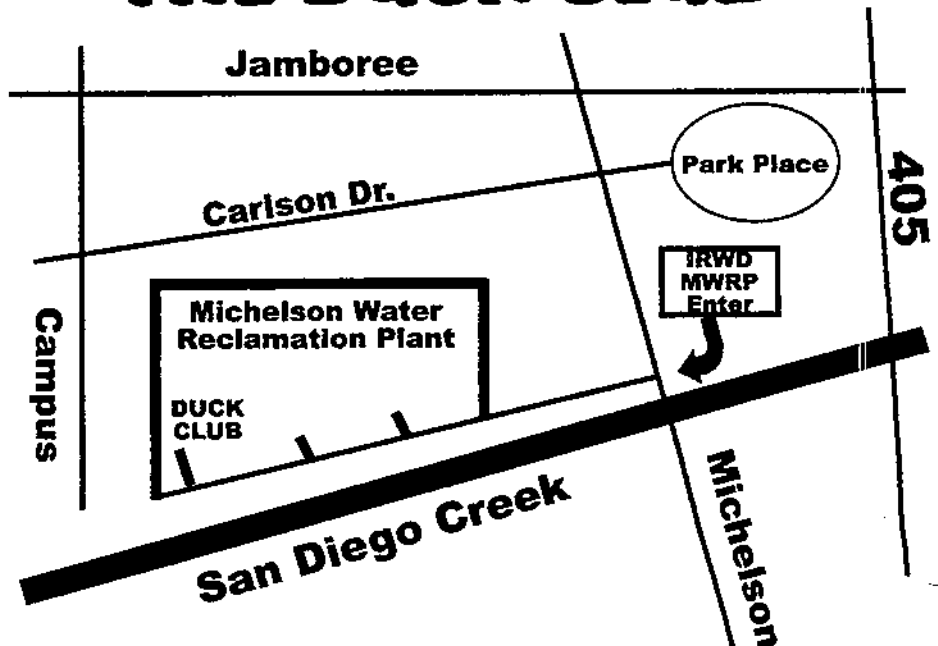
Hi kids,

Our field is looking better than ever thanks to the hard work of Dick Pantzar and George Azvedo. Thanks guys!

HSS is looking pretty good in the eyes of the City of Costa Mesa too, due to the fast talking and hard work of Larry Tuohino. Larry convinced the city that they needed a HSS member on the Park Planning Committee. Guess who got nominated?! If you guessed Larry you would probably be right. Larry will be able to advocate for the club in this position, which will help us keep things going the way we like it. Thanks Larry! Who will chip in for a statue of Larry?

We are always looking for more people to fly the monthly contests. When you enter a contest it sharpens your skills because you must fly given tasks. Not only is it an opportunity to learn it is a chance to have lots of fun. Your entry fee is used to purchase winch line and keeps the club winches up and running for everyone in HSS. So come on out and do your part and have some fun in the process.

New Meeting Location "THE DUCK CLUB"



Wing Tips

Handlaunch Battery Charging Tip

Weston Aerodesign WACO@ARI.NET

Most competition handlaunches use 50mAh battery packs; unfortunately, keeping small NiCads charged is a problem. Most field chargers output too much amperage for 50mAh packs and/or cut off too soon giving less than a full charge. Here's a handy, quick, safe, and reliable way to keep small cells fully charged. Solder together a five cell pack of large NiCads (1000 to 1800s). Charge this pack fully at the beginning of the day, then use it to recharge the 50mAh packs in your model. A charge time of about 4 minutes will take a 50 mAh up to 5.6 volts. Simply plug the large battery into the small one, positive to positive, negative to negative. The beauty of this method is that it is very portable. Your battery charger fits in your pocket and goes where you go. It is also almost impossible to over charge. As the 4 cell 50 mAh pack voltage goes up, the charge current goes down. If you forget and allow a longer than 4 minute charge, the worst that happens is the 50mAh pack gets a little hot and loses some charge. A fully charged 1800 five cell pack should charge your handlaunch batteries all day long, or for at least five hours of flying, which ever comes first. This method of charging has been widely adopted on the East Coast, and no problems have been reported with it to date. As one of my flying buddies said "It's like pouring a swimming pool into a bathtub."

Removing Slop From Threaded Clevises and Z-bends

Rich Tiltman via Steve Condon

A trick that Rich Tiltman (from RnR products) showed me once for taking slop out of clevises seems crazy, but works perfect. At a slope race my surfaces seemed to be sloppy and Rich says "Here let me see that." When he started to put thick CA right where the clevis meets the horn, I panicked and shrieked "What are you doing!" He told me to relax and watch. All he did was put a small drop of thick CA in there, kick it, let it set for a minute and then manually deflect the surface thereby breaking the glue joint free. What you end up with is a perfectly solid bearing of CA that removes all the slop from the clevis. The same trick can be used on metal threaded clevises. First, be sure the clevis is where it needs to be, then simply put a small drop of thick CA at the joint where the threads leave the clevis and kick it. you can also use the lock nuts that come with the clevis to prevent the thread slop, but you need to periodically tighten them. If you rarely need to adjust the clevis or it out of reach,, Just CA it!

This method also works on Z-bends, but you have to be very careful that you don't over glue it. Just a small drop right where the rod passes through the horn or servo arm (or both) does the trick. On all of these CA applications, you may need to repeat the process if the CA gets brittle and crumbles out of position.



VP of FUN

Les Kenyon

Now we're starting to have some real fun. Duck Club fun... now that it's lighter later, come to the meeting early and bring your hand launch and F.L.A.M.E. planes! This month is movie night by Lars (unless we get a better offer). Special thanks to Bob Stiff for last month, sharing his list of Midway models, and his vast knowledge on stick and glue building. Many of us are working on Bob's kits. I encourage any of you who have any building questions or are trying to figure out what to build after the TG-3, talk to Bob. You will find him very informative and worth the time tracking him down at the field. Below are some of Bob's kits and prices.

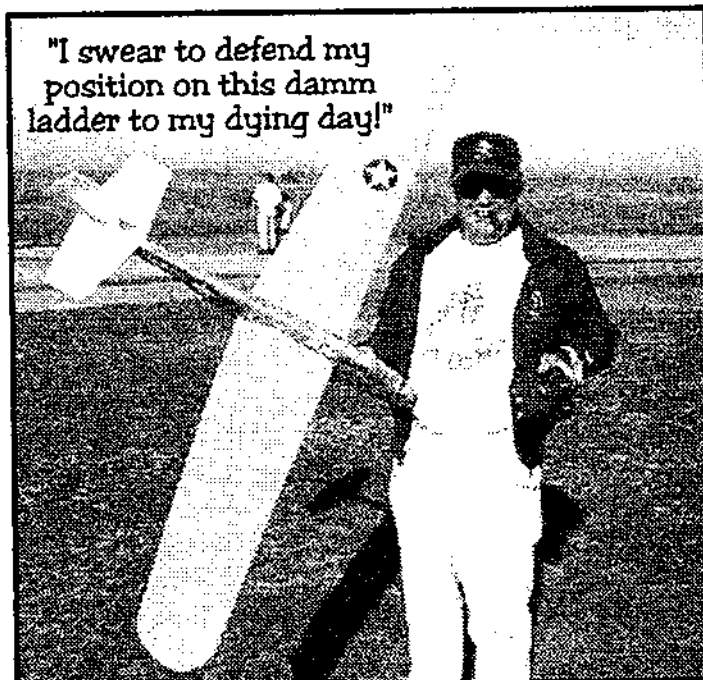
Gnome Hand Toss	\$44.95
Gnome 2M	\$64.95
Gnome 3M	\$139.95

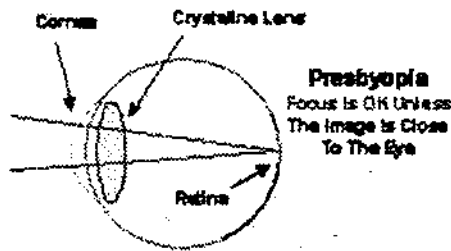
For the rest of the list contact Bob at bsli40@aol.com

Nick's Triangle Ladder is fast, easy to do, and very contagious. Try it, you'll like it!

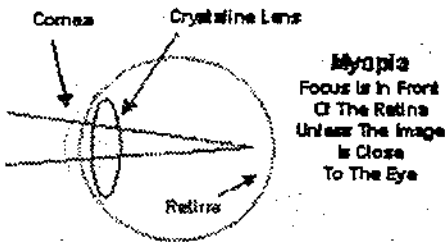
Roger... get your foamie tuned, I'm coming back for more.

Until next month, remember to pick up all the pieces before you leave !!!!!





Presbyopia - Caused by the loss of elasticity in the crystalline lens. It is assumed that as we age, the Crystalline Lens becomes harder, less elastic making it difficult for the eye to shape the lens correctly. The accepted method of treatment today is a prescription for corrective lenses. Glasses or contact lenses that magnify and adjust the refraction of light making reading and close work possible.



Myopia - In most cases, Myopia is an acquired condition. It usually begins in early childhood and is commonly blamed on too much close work in poor lighting conditions. The accepted method of treatment is a prescription for Convex or Minus Lenses. Glasses or contact lenses that adjust the angle of light rays entering the eye so that the light is focused on the Retina rather than in front of it. Throughout their lives, Myopics will develop the need for stronger and stronger lenses.



Lyndon Johansen

IT'S THE FIRST

THING TO GO

*Problems of Vision at High Altitude. T C D Whiteside, Herk Stokely, Baltimore

Do you have a pair of "Old Tired Eyes"? It has been clearly revealed that there are some challenging problems for even the best of eyes when their task is seeing small objects at long distance in an empty sky. The problem with our eyes comes from the fact that nature equipped us to give highest priority to moving objects in our immediate surroundings. We have been given eyes that focus automatically on the objects of our attention, but when we look into a blank visual field, like an overcast or clear sky, our visual mechanism goes into "Rest Mode." Each person's eyes focus differently when in "Rest Mode." The eyes of people with completely normal or "Perfect Vision" will usually automatically settle into focus at about ten feet. That's far short of the distance to our sailplanes when they're way out in a featureless sky. When you look into a blank field with no visible object to set your focusing mechanism, your eyes will try to refocus to "Rest Mode" automatically in a very short time. If you look away from your model, or momentarily lose sight of it as it turns, the empty sky can cause you to lose your focus making it almost impossible to find it again. We often fly that far away, and anyone who has gone to the limits knows that panicky feeling when you look right at the spot where you know the plane is, and you can't see it.

Fortunately we can take advantage of the fact that the focus system doesn't change instantly. Once you've lost distance focus you can reset your eyes by looking to the nearest clearly visible object that is about the right distance away. It has to be something fairly large and it must have some sharp edges. A friendly nearby cloud with a sharply defined edge is the best bet. Another model in the sky is also a great help. Look quickly to the nearest sharply visible shape and give your eyes a second to focus clearly on it. Now quickly shift your gaze back to the place where the model should be. Try to do that without blinking. If you don't pick up the model right away, go back to your reference object and refocus before trying again. If you failed miserably you can always pull full flaps and say a little prayer.

Next month... "Second Thing To Go".



FLOTSAM & JETSAM

Steve Schupak

You heard right! HSS repelled El Nino, well at least for a Sunday contest. With rain clouds and storms threatening, HSS was able to get off a 4 round February Make-up contest on March 29. From the get go things were different. Roger Saville was first seen test flying his new mosquito class DAW Dragonete. At .75m and 5oz. this thing really climbs with a simple toss. John Roe came out after a while with his Dragonete and really showed us what he could do with his gorilla arm. It was pretty amazing how quickly he could roll his plane, and only a few feet off the deck. By the way, these planes are only rudder/elevator. Look forward to more reviews and possibly a contest for this new class spawned in Japan.

Dick Panzer and George Azvedo (lawn and garden club life time members) had the field looking like one of those manicured all grass flying fields in Florida. It was great landing on green velvet. Way to go guys, keep it up!

Though the clouds parted mid-morning, the winds didn't see fit to let up. The day turned into a ridge contest. The most consistent lift was found straight of the slope. Not everyone stuck to the plan and followed the ridge lift. Roger MasGregor found his boat building skills helpful on one water landing when he got a bit down wind. John Row and Jim Parsons managed to find lift all over the sky. They were crisscrossing from the school to the apartments, and always seemed to be going up.

We even had a guest appearance by the clubs newest flyer, Riley Schupak. Decked out in his new flying outfit, he brought me enough luck to get my longest flight of the day. Afterwards, he was seen schmoozing among the club veterans trying to soak up as much local knowledge as possible. Watch out, this kid is going to be one lethal TD machine in a year or two.

And on a personal note: We all need to remember that when we're out flying at the field we're ambassadors for HSS. We need to put out best "face" forward. At the contest, one scruffy faced former HSS president, now newsletter editor was seen talking with the newest flyer. Riley got so disgusted with the sight of this individual that he promptly ejected his entire lunch. (I think a call from Riley's attorney is forthcoming for permanent mental anguish and distress. Thanks Lyndon, Stanford we're a coming.)

Hope to see you all, and more new faces at the next contest.

Riley's Daddy AKA Shipwreck

Legal Advice and Editorial Note:

It is obvious that the daddy of the plaintiff has little or no jurisprudence regarding Tort Law. These false accusations of invasion of privacy, and personal injury are themselves Slander and Libel. Besides, the evidence has been wiped off Riley's cute little clabber face. Closing thought.... our newest fledging is without doubt the luckiest of little boys... he looks like his mommy :-)



Nick's Views

Nick Buzolich

Triangle Ladder TG-3, Classic, Unlimited

Folks, I have made this stuff so simple that I even understand it! We have participants on all ladders. Sign up and get your plane in the air!

All Triangle Ladder competition will be:

- Same Air Competition
- Three Flights
- Three Landings (scored by Zone, not points)
- Time = 1 point, Landing = 1 point, Tie = 1/2 point each
- No penalty for "Over-time"
- 25 foot landing tape divided into Zones

Zone 1 = 100 to 0 points area	25 feet of tape
Zone 2 = 100 to 25 points area	18.75 feet of tape
Zone 3 = 100 to 50 points area	12.5 feet of tape
Zone 4 = 100 to 75 points area	6.25 feet of tape
Zone 5 = 100 to 90 points area	2.5 feet of the tape

TG-3 Scoring

- 1st flight= 3 minutes
- 1st landing= Zone 1
- Repeat for 2nd and 3rd flight unless
 - If 1st time is made and tied, 2nd round is 4 minute
 - If 2nd time is made and tied, 3rd round is 5 minute
 - If 1st landing is made and tied, 2nd landing is Zone 2
 - If 2nd landing is made and tied, 3rd landing is Zone 3
- If 3 flight score is 3 to 3 time increases by 1 minute each round, use landing Zone 4 until there is a winner.

Classic Scoring

- 1st flight= 6 minutes
- 1st landing= Zone 3
- Repeat for 2nd and 3rd flight unless
 - If 1st time is made and tied, 2nd round is 8 minute
 - If 2nd time is made and tied, 3rd round is 10 minute
 - If 1st landing is made and tied, 2nd landing is Zone 4
 - If 2nd landing is made and tied, 3rd landing is Zone 5
- If 3 flight score is 3 to 3 fly off time = 10 minutes landing = Zone 5 until there is a winner

Unlimited Scoring

- 1st, 2nd, 3rd flight= 10 minutes
- 1st, 2nd, 3rd landing= Zone 5
- If 3 flight score is 3 to 3 fly off time increases 2 minutes per round until there is a winner.

General Rules

- Challenge a defender on the same line or line above.
- Defender must defend before allowed to challenge up.
- Challenger launches 1st in 1st and 3rd round.
- Minimum of one challenge per month.
- Rules are subject to change.



New Guys In The Sky

Roger Saville

Good flying weather at last! What did you do on the rainy days? As for me, I used the rainy days to some advantage by building more toys to fly. The EPP foamy projects for the hand launch and 100 inch SULA Bird turned out to fly quite well. If any one is interested in the details of EPP experimenting, let's talk.

My latest project was a micro hand launch - a Dave's Aircraft Dragonette 30", 5 ounce EPP hand launch. This is a fun flyer. It launches high, penetrates very well does loops and rolls, and it's a monster on the slope. I taped a tow hook to the little pod and high start it too! FUN little guy, very agile and very responsive (a little tricky to control well).

The "Dragonette" and Sir Tossalot - Dave Sanders



New guy competition...

Why fly competition? What is the difference between pure recreational flying and competition? My response is... 1) launch higher, 2) fly smother, 3) landing precision of time and target, and 4) learning from others.

There are now several ways at HSS to challenge self in competition, learn more, and have fun. The third Sunday is a fun fly for 1) TG-3s and 2) "all others"... plus the Nick coordinated "ladder" challenge. The TG-3 tasks are simple. Three flights for a total of 10 minutes with an inflated life raft landing target. The "others" will do 3 flights of 5 minutes with a landing tape target. For now, no entry fee. Results published in the newsletter - so come fly for bragging rights. Note that this day may be in conflict with the regional SC2 contests, which is both a help and perhaps a hindrance. Mark your calendar for May 24, 1998 (2M and Foamie contest).

Also on Sundays, in addition to the TG-3, I will be bringing the HSS Paragon for those who would like to try flying a big gentle glider.

HSS Newsletter

Classified Ads:

OLY 650

\$70

Want to fly "Classic"? This Oly's wing has been beefed up for winchin' and has spoilers. It has 3 Futaba servos installed. Slip in your radio and it's ready to go!

Joel Johansen

645-6291

1998 F3J WORLD CHAMPIONSHIP T-SHIRTS

Proceeds from the sales of these shirts help support the U.S.A. F3J team. These high quality Beefy-T's are going fast. Don't miss out! \$15.00

John Roe

458-8544

Between 4pm and 8 pm



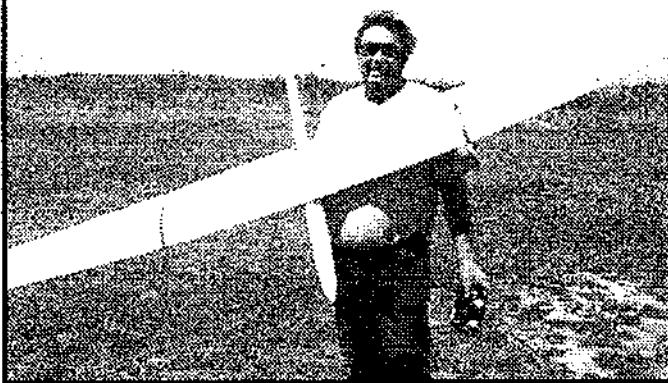
KARL THE WINCHMAN

Karl V. Hawley

I am determined to be cheerful and happy in what ever situation I may be, for I have learned from experience that the greater part of our happiness or misery depends on our dispositions and not on our circumstances. And that's all I have to say about that.

May 1998

The Jolly man found himself on top of the heap at the April HSS contest



Mark Taylor and John Roe teaming up on some challenging air at the HSS March Contest



HSS CLUB STANDINGS (Normalized)

Name		Jan	Feb	Mar	Apr	YTD
OPEN						
Hendry, Steve	M	869	891	1000	991	3751
Jolly, Larry	M	1000		991	1000	2991
Rodriguez, Joe	M			993		993
Perkins, Daryl	M			992		992
Lackey, Roger	M			979		979
Thomas, Ross	E	715	915	965	825	3420
Saville, Roger	E	798	846	787	743	3174
Roe, John	E		940	917	973	2830
Parsons, Jim	E	916	916		820	2652
Schupak, Steve	E	916	529		660	2105
Brandt, Dennis	E	996		979		1975
Hawley, Karl	E	654	748		535	1937
Taylor, Mark	E		1000	904		1904
Vincent, Tom	E		975		903	1878
Fink, Dan	E	890		965		1855
Tuchino, Larry	E	991		400		1391
Briggs, Rick	E	792		228		1020
Bathell, Rick	E	989				989
Navarre, Mark	E				919	919
Adds, Steve	E			810		810
Anderson, Kevin	E			688		688
Pope, Bob	E			548		548
MacGregor, Roger	A		838	957	729	2524
Buzolich, Nick	A	834	765		804	2403
Jolly, Emmett	A			922		922
Jolly, Chris	A				874	874
Kutch, Norm	A		708			708
Marjoseph, Mike	A				643	643
CLASSIC						
Sliff, Bob	1	860	1000	910	867	3637
Thomas, Ross	1	928	906	738	946	3518
Conrad, Will	1	622	760	812	590	2784
Pantzar, Dick	1		681	804	730	2215
Brown, John	1	1000		1000		2000
Enger, Larry	1	896			926	1822
Jolly, Larry	1				1000	1000
MacGregor, Roger	1		219		436	655
Saville, Roger	1			637		637
Marjoseph, Mike	1			571		571
Puchalski, Mark	1	530				530
2 METER						
Jolly, Larry	2	1000		959		1959
Thomas, Ross	2	874		903		1777
Rodriguez, Joe	2			1000		1000
Fink, Dan	2	365		145		510
Schupak, Steve	2	376				376

Special Mother's Day Contest
May 10, 1998

Rules for the day:

- No cussing or swearing
- Comb your hair and clean your fingernails
- Wear a clean shirt
- Send Mom flowers

Rules for the contest:

- 30 minute flight. Can be done in 1, 2, or 3 flights
- 1 point/second under, 3 points/second over
- Landings
 - If done in one flight 50 points
 - If done in two flights 20 points
 - If done in three flights 10 points

Special Mother's Day Ruling:

You must be in the air or have one flight done by 10:30. No flights after 12:00! Pilot's meeting is 8:30 sharp. Got a problem?? See Maxine.

February Make-Up Contest (Normalized)

Open Class		Classic	
1st (E) Mark Taylor	1000	1st Bob Sliff	1000
2nd (E) Tom Vincent	975	2nd Ross Thomas	906
3rd (E) John Roe	940	3rd Will Conrad	760
1st (A) Nick Buzolich	765		
2nd (A) Norm Kutch	708		

April Contest (Normalized)

Open Class		Classic	
1st (M) Larry Jolly	1000	1st Larry Jolly	1000
2nd (M) Steve Hendry	991	2nd Ross Thomas	946
		3rd Larry Enger	926
1st (E) John Roe	973		
2nd (E) Mark Mavarre	919		
3rd (E) Tom Vincent	903		
1st (A) Chris Jolly	874		
2nd (A) Nick Buzalich	804		



**SEVENTEENTH ANNUAL
ROSEBOWL SOARING FESTIVAL AND TRADE SHOW
MAY 2ND AND 3RD, 1998
2ND EVENT OF THE WESTERN STATES SOARING TRIAD
SPONSORED BY THE PASADENA SOARING SOCIETY
THIS IS AN AMA AA SANCTIONED EVENT. ALL AMA RULES APPLY.**

LOCATION: PASADENA'S BROOKSIDE PARK - ROSEBOWL SOARING FIELD

CLASSES: UNLIMITED AND TWO-METER

TIME: PILOTS MEETING 8:30am EACH DAY -- FIRST FLIGHT 9:00am EACH DAY

SATURDAY - MAY 2ND
 ROUND 1 - 3 MINUTE PRECISION DURATION
 ROUND 2 - 1ST FLIGHT OF ADD-EM-UP
 ROUND 3 - 2ND FLIGHT OF ADD-EM-UP
 ROUND 4 - 3RD FLIGHT OF ADD-EM-UP
 ROUND 6 - 6 MINUTE PRECISION DURATION

SUNDAY - MAY 3RD
 ROUND 8 - 6 MINUTE PRECISION DURATION
 ROUND 6 - 6TH FLIGHT OF ADD-EM-UP
 ROUND 7 - 6 MINUTE PRECISION DURATION

The add-up round will consist of four flights to make 24 minutes with no flight over 8 minutes. On Sunday, pilots will have the option to fly Round 6 before Round 5.

TROPHIES: UNLIMITED - 1ST THRU 10TH PLACE. TWO-METER - 1ST THRU 6TH PLACE.
 1ST PLACE UNLIMITED TEAM - TOP FOUR DUES PAYING MEMBERS OF ONE AMA CLUB
 FIRST PLACE SENIOR - AGE 62 AND OVER

RAFFLE: FOLLOWING THE LAST ROUND ON SUNDAY

TRADE SHOW: MANUFACTURERS WILL DISPLAY WHAT'S NEW IN THE HOBBY BOTH DAYS

RV PARKING: FREE OVERNIGHT PARKING ON FRIDAY AND SATURDAY. NO HOOK UPS AVAILABLE.

INFORMATION: CONTEST DIRECTOR TRADE SHOW SCORING
 RICHARD BURNS KARLTON SPIHOLE AL ZIMMERMAN
 (818) 942-0491 (818) 790-9908

ENTRY FEE: \$30.00 FOR FIRST CLASS ENTRY. \$15.00 EXTRA TO FLY BOTH CLASSES.
 ENTRY FEES ARE NONREFUNDABLE

Entry Forms will be accepted on a first come, first served basis. No entries will be accepted at the field. Submit your Entry early for best frequency availability. List of local accommodations will be supplied with acceptance notification.

MAIL ENTRY TO: PASADENA SOARING SOCIETY
 AL ZIMMERMAN
 1328 BRANTA DRIVE
 GLENDALE, CA 91208

ENTRY FORM: PLEASE MAKE CHECKS PAYABLE TO "PASADENA SOARING SOCIETY"

NAME: _____ AGE 82: _____
 STREET: _____ RV PARK _____
 CITY, STATE, ZIP: _____
 PHONE NUMBER: () _____
 AMA NUMBER: _____ TEAM DESIGNATION: _____
 FREQUENCY CHOICES: UNLIMITED - 1ST _____ 2ND _____ 3RD _____
 TWO-METER - 1ST _____ 2ND _____ 3RD _____

T-Shirts \$5.00 ea
 M _____ 5 _____
 L _____ 4 _____
 XL _____ 3 _____
 XXL _____ 2 _____
 ENTRY FEE _____
 TOTAL _____

**CENTRAL VALLEY R/C SOARING CLUB
 SPONSORED
 BUILT UP/BENT WING FOR ELY
 May 16 & 17, 1998**

This is an AMA sanctioned event and all AMA rules apply. Radios and equipment must comply to 1991 specifications. Pilots must show AMA cards and AMA membership required.

Let's all go back to the days when it was fun to fly R/C Sailplanes. Back to the 1970 through 1980; back to building your own airplane and seeing it fly; sometimes quite a surprise, but ALWAYS fun.

Built Up/Bent Wing only... (No Foam.) Open to all sailplanes that can be launched from our 12V equipment with HANDY/ELEVATOR and SPOLLERS ONLY!!!
NO EXCEPTIONS.

DATE: May 16 & 17, 1998
TIME: Check in 7:00 AM to 8:00 AM
 Pilots meeting 8:00 AM 1st Launch 8:30 AM

ENTRY FEE: \$20.00 OPEN CLASS (14 years or less)
 \$10.00 JUNIOR CLASS
ENTRY FEES are Non-refundable
 Entry limited to the first 150 pilots. No more than 6 pilots per frequency.

LOCATION: Central Valley R/C Soaring Club Field: 1/2 mile east of Plaza Drive on Ferguson Road.

TEAMS: You must declare your AMA chartered affiliation on your entry form. No changes will be allowed after entry is received.

TASKS: Saturday, May 16, 1998 Sunday, May 17, 1998
 Round 1 3 Minute P.D. Round 1 3 Minute P.D.
 Round 2 5 Minute P.D. Round 2 6 Minute P.D.
 Round 3 7 Minute P.D. Round 3 8 Minute P.D.
 Round 4 5 Minute P.D. Round 4 5 Minute P.D.

ADDITIONAL FLIGHTS MAY BE ADDED DEPENDING ON THE TIME
 Flight time scoring: One point per second over and under target time.

LANDINGS: Saturday May 16, 1998 25 FT. Circle
 Sunday May 17, 1998 Tape Landings
 Scoring for landings to be announced at pilots meeting.

INDIVIDUAL AWARDS: Open 1st through 7th
JUNIOR AWARDS: 1st through 3rd

COMBINATION OPEN/JUNIOR; 1st Place
TEAM AWARD: First place-top four pilots from each charter club, count for team points. Winning team will be given free entry to the Fall Festival to fly in the Nostalgia Class Event.

FOOD: Lunch truck at the field both days (Saturday and Sunday)
RV CAMPING: OK on the field, but no hook-ups and no water.

CENTRAL VALLEY R/C SOARING CLUB BUILT UP/BENT WING (May 16 & 17, 1998)

NAME: _____ AMA # _____
 ADDRESS: _____ PHONE () _____
 CITY: _____ STATE: _____ ZIP: _____
 CLUB: _____ OPEN/JUNIOR COMBINATION NAME _____
 UNLIMITED FREQ: 1st _____ 2nd _____ 3rd _____ Entry \$20.00
 JUNIOR FREQ: 1st _____ 2nd _____ 3rd _____ Entry \$10.00

Please make check payable to Central Valley R/C Soaring Club.
 Mail entry to:

Jerry A. Fox CD: Jerry Fox (209) 733-6091
 3906 S. Linda Vista ASS'Y CD: Cliff Wetler (209) 733-9651
 Visalia, California 93277

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Speed0.15 sec./60 degrees
Torque 43.66 oz-in. (4.0 Kg-cm)

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Airtronics conn. No.444141
Jr/Hitech:S-conn. No.444142



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CAN BE YOURS FOR

● SOLID HARD DEAL! ●

ONLY!
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Includes: 3 standard Airtronics 94102 servos

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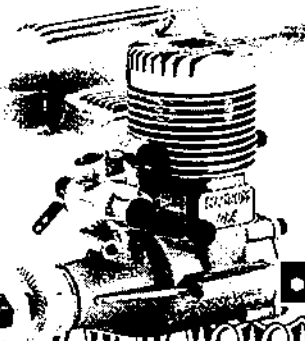
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Calendar Of Events

Pasadena (Rose Bowl) T.D. Contest Contact Al Zimmerman (818) 500-9019 Entry forms at www.rcsoaring.com	May 2-3, 1998
HSS Club Meeting 7:00 The Duck Club	May 5, 1998
HSS T.D. Contest "MOTHER'S DAY"	May 10, 1998
Los Banos Slope Scale Soar-In Contact Lynsel Miller (408)275-6403	May 15-17, 1998
HSS "Foamie Slope Race" Jerry Bridgeman	May 16-17, 1998
Central Valley (Visalia) Bent Wing Fun Fly Contact Jerry A. Fox (209) 733-8091	May 16-17, 1998
Poway Field Scale Event TPSSS Contact Angelo Orona (619) 571-7425	May 23, 1998
Torrey Pines Scale Classic Contact Ron Scharck (619) 454-4900	May 24, 1998
HSS Foam & 2 Meter Contest	May 24, 1998
SC2 T.D. Contest @ EDSF	May 31, 1998
HSS Club Meeting 7:00 The Duck Club	Jun 2, 1998
TPG HLG Contest	Jun 6-7, 1998
HSS T.D. Contest and AUCTION Lars Tuohino	Jun 14, 1998
SC2 T.D. Contest @ TPG	Jun 28, 1998
HSS Club Meeting 7:00 The Duck Club	July 7, 1998
HSS T.D. Contest (Wives Time and BBQ)	July 12, 1998
SC2 T.D. Contest @ TOSS	July 19, 1998

HSS Club Meeting 7:00 Duck Club	Aug 4, 1998	
HSS T.D. Contest	Aug 9, 1998	
SC2 T.D. Contest @ SWAS	Aug 30, 1998	
HSS Scale Aerotow	?????	
HSS Club Meeting 7:00 The Duck Club	Sep 1, 1998	
HSS T.D. Contest	Sep 6, 1998	
SC2 T.D. Contest @ HSS	Sep 27, 1998	
Central Valley (Visalia) T.D. Contact Phil Hill (209) 686-8867	Oct 3-4, 1998	
HSS Club Meeting 7:00 The Duck Club	Oct 6, 1998	
HSS T.D. Contest	Oct 11, 1998	
SC2 T.D. Contest @ PSS	Oct 18, 1998	
HSS Club Contest 7:00 The Duck Club	Nov 3, 1998	
HSS T.D. Contest	Nov 8, 1998	
SC2 T.D. Contest @ ISS	Nov 22, 1998	
HSS T.D. Contest	????????	Dec 6, 1998
HSS HOLIDAY PARTY	????????	Dec 8, 1998

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



WILL CONRAD
 9359 SHRIKE AVE
 FOUNTAIN VALLEY 92708

SC2 Contest March 31 @ EDSF

Details unavailable at time of printing.
 Contact Joe Rodriguez or Ross Thomas for details.

Newsletter Deadline 16th of the month

