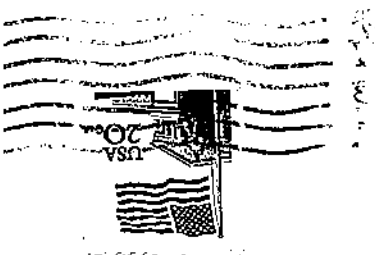


COSTA MESA, CA. 92626

P. O. BOX 1673

15
CHASTELER, FRANK
1772 IOWA ST.
COSTA MESA
CA 92626



The Society Column

Editor Dick Rash

President	Dale Black 540-6147	Treasurer	Herman Hall 637-2704
Vice Pres.	Al Mitchell 838-2101	Contest Directors	Tom & Frank Chasteler 545-2185
Secretary	Dick Rash 848-2181	General Director	Morry Smith 548-5353

"The Oldest A.M.A. Sanctioned Soaring Club In The World"

May 1984

Vol.21 Number 5

JUNE CLUB MEETING

The June meeting will be held on Wednesday, June 6, 1984, 7:30PM, at the Costa Mesa Consolidated Water District Office, 1965 Placentia Avenue, Costa Mesa.

Al Mitchell is bringing the Monokote 2 cassette and Mike Neverdosky has acquired the cassette on the Dodgson Designs, designer of the Windsong and others. It should be an entertaining evening.

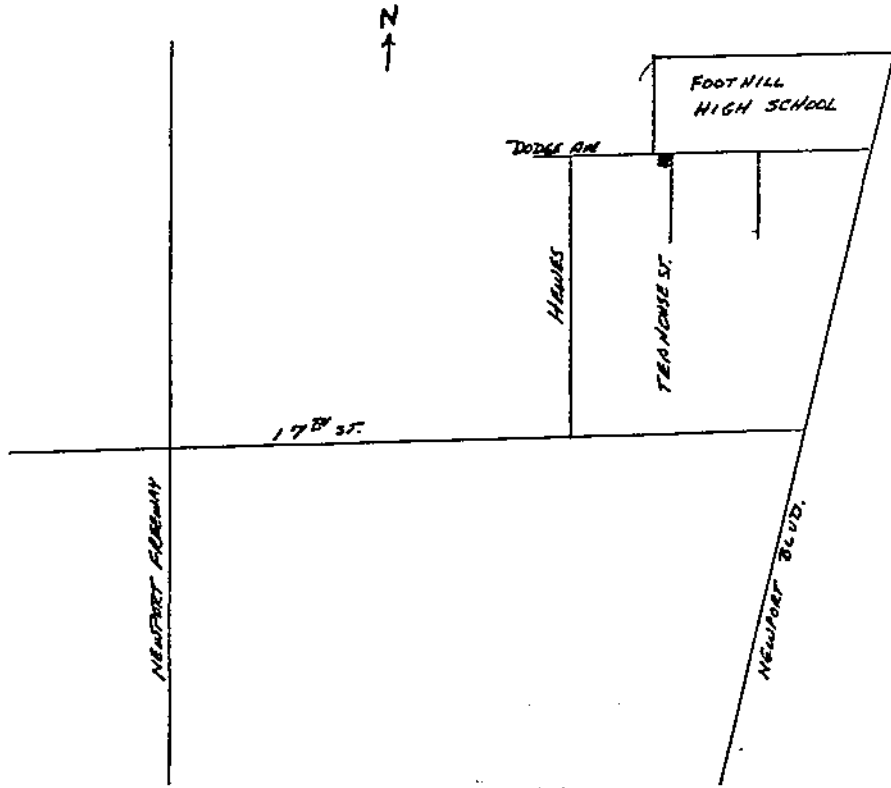
JULY CLUB MEETING

NOTE: Due to our normal club meeting falling on July 4, the July Club Meeting has been changed to Tuesday, July 10, 1984 at the Consolidated Water District Office, 1965 Placentia Avenue, Costa Mesa.

FAMILY GET-TOGETHER

Al and Nancy Mitchell have graciously offered their home as a setting for our annual get-together, on Sunday, June 10, 1984. Their home is located at 13501 Teahouse St., Santa Ana, phone #838-2101.

Starting time for the gala event is 2:00PM (giving the die hards time to fly in the a.m. of course) and will run to approximately 6:00PM. Nancy has indicated for everyone not previously signing up, salads are needed for the potluck. Everyone should bring whatever drink they desire. Hope to see everyone there!!!



ROSTER CHANGES

Please change the zip code on Dale Black to 92626.

ADDRESS CHANGES:

Leo Lenar
Shorecliffs Mobile Country Club
#10 Miro Las Olas
San Clemente, CA 92672 498-1727

Fred and Donna Biddle
4741 Orlando Drive
Yorba Linda, CA 92686 970-7207

NEW MEMBERS:

Franklin Rosenberg
9565 Slater #30
Fountain Valley, CA 92708 963-4349

Andrew Sheret
507 S. Euclid, Sp. 48
Santa Ana, CA 92704 775-3984

JUNE THERMAL CONTEST

Date: Saturday, June 9, 1984
Time: Sign-ups - 8:30a.m.
Pilots meeting - 8:45a.m.
Starting time - 9:00a.m.
Type: Cumulative duration - 3 Flights for a total of 15 minutes
1st Round - 8 minute maximum, no minimum
2nd Round - 8 minute maximum, no minimum
3rd Round - 8 minute maximum, 3 minute minimum
Landings: 100 point maximum per round - 25' tape
Scoring : 3 points per second penalty over/under
Duration total maximum - 2700
Landing total maximum - 300
3000

JUNE ELECTRIC CONTEST

Date: Sunday, June 24, 1984
Time: Sign-ups 8:30a.m.
Pilots meeting - 8:45a.m.
Starting time - 9:00a.m.
Type: 3 rounds of 7 minutes each.
There will be a fixed motor run. Final details are being worked out at this time. More details later.

RESULTS OF 1ST H.S.S. 1984
ELECTRIC SAILPLANE CONTEST

This contest was a one charge add-em-up event, no flight more than 6 minutes.

	<u># of Flights</u>	<u>Total Time</u>	<u>537 Class</u>
1. Charles	6	36 & still flying	
2. F. Chasteler	5	29:13	1ST
3. Manell	5	25:30	
4. Durham	6	24:24	
5. Vivas	4	22:11	
6. Mitchell	4	18:07	
7. Ritschke	4	16:46	2ND
8. Black	3	13:28	3RD

MOTORS

#'s 2,7, & 8 were using Leisure LT-50 Pattern Wind
4 was using an Astro Cobalt 05
1 was using a Keller 80
#'s 3,5, & 6 were using Keller 35's or 50's

FRESNO CLUB TRIP
by Donna Biddle

It was April 13th and we were running around like mad. The reason? We were on our way to an event in Fresno. It was a beautiful day on old I-5, the wonderful atmosphere of screeching tires, blasting horns, smoking brakes and other obscene sights and sounds. Into the grape country and raisin capitol we drove, along the Bakersfield ridge and up through Visalia. Finally, we arrived in Fresno where we were greeted by friendly smiles and familiar faces. A short trip to the field by one of the club members revealed a tree lined flying sight, very flat and well maintained by the friendly Fresno Soaring Society pilots.

The next morning a pair of very interesting CD's called a pilots meeting, read the rules of a flying contest and said: "Now everybody have a good time or you'll be shot." With that the fabulous "Dr. Pepper Open" was underway.

The Harbor Soaring Society was represented by the Halls, Durhams, Pantzers, Mitchells and the Biddles and though our flying skills were not the greatest, you can believe our club was noticed. We may not have had the best flights but we did make the most noise. On the first day of the contest, we flew four rounds, finishing up somewhere around 2:00 PM. Winch lines were retrieved by Fresno club members on two motor cycles and an A.T.C. The drink of the day, of course, was Dr. Pepper, which was sold at the field along with hot dogs, fritos and the like. About midmorning of the first day, a familiar sight took place. A truck load of people took off across the flying field to get to a baseball diamond on the other side. Of course everybody screamed and yelled and demonstrated their skills with international hand signals. All-in-all, activities the first day were a lot of fun.

After flying we had a get-together in one of the hotel rooms and had a little party. Later that night, we enjoyed a fantastic dinner, at a secret spot recommended by Al Mitchell and his wife. After eating for 3 or 4 hours we returned to the hotel for a great nights' rest.

The next morning our famous pilots ground checked their airplanes in the hallway at the hotel. Needless to say if you don't know what those things are they can scare you to death, wiggling like that with no one around.

On the morning of the second day our cars were loaded early. However, an accident occurred! In order not to embarrass anyone, names will be withheld - but around 6:00 AM someone's automobile alarm went off and to his surprise he could not shut it off. It seems the thing to shut it off with was in his other pants, packed in a suit case. Curtains flew open, heads appeared around corners and the hotel switch board started to light up just as a halfcrazed pilot shot back to his room yelling: "Where is my alarm thing?" We finally found that thing and got the alarm turned off, but not before the hotel was reduced to a shambles. Oh well, we may have to use another hotel next year.

We had breakfast with the Pantzers and then off to the brickyard for day two of flying. Even though the flying conditions were not the best (winds 15 to 20 MPH the wrong way), the contest overall was something magic. I think there was something learned by everyone. I know I learned a lot and wasn't even flying. Meeting the people at the Fresno Soaring Society was an experience I'll never forget and for those who did not attend I would surely recommend it next year.

Now then, in conclusion I feel H.S.S. is one of the greatest R.C. flying clubs around "good people" however some of our pilots do need to be looked after.



PASADENA SOARING SOCIETY

PRESENTS

S.C.S.C R/C SOARING CONTEST

JUNE 17, 1984

CONTEST DIRECTOR:
CRAIG FOXGORD
818-248-3871

AMA SANCTION (PENDING)

- EVENT:** THREE ROUNDS OF MODEL SOARING COMPETITION
- LOCATION:** SEVENTEEN ACRES OF WELL GROOMED GRASS ADJACENT TO THE WORLD-FAMOUS ROSE BOWL, SECO STREET AND ROSEMONT AVENUE, PASADENA, CALIFORNIA.
- TASKS:** FIRST ROUND WILL BE A THREE MINUTE PRECISION, FLIGHT VALUE 900 POINTS, LANDING VALUE 100 POINTS. OPEN FLIGHT ORDER WITH A CUTOFF TIME OF 10:30 AM.
- SECOND ROUND WILL BE A FOUR MINUTE PRECISION, FLIGHT VALUE 900 POINTS, LANDING VALUE 100 POINTS. CALLED FLIGHT ORDER.
- THIRD ROUND WILL BE A SIX MINUTE PRECISION DURATION MAN-ON-MAN, FLIGHT VALUE 800 POINTS MAXIMUM, LANDING VALUE 200 POINTS.
- LANDINGS:** STANDARD 25 FOOT CIRCLES
- WINCHES:** SIX AND TWELVE VOLT WINCHES AND LINE RETRIEVALS PROVIDED BY THE PASADENA SOARING SOCIETY.
- AWARDS:** FIRST THRU TENTH PLACE TROPHIES AND PLAQUES.
- REGISTRATION:** SIGN-UP OPENS AT 8:00 AM. PROOF OF AMA MEMBERSHIP REQUIRED. ENTRY FEE \$5.00. PILOT'S MEETING AT 8:45 SHARP. FIRST FLIGHT 9:00AM.

HARBOR SOARING SOCIETY
 (SC)² CONTEST
 22nd JULY 1984

SIGN IN 8:00 A.M.
 PILOTS MEETING 8:45 A.M.
 FIRST FLIGHT 9:00 A.M.
 CUT OFF TIME FOR SIGN IN 10:00 A.M.
 ENTRY FEE \$5.00

CONTEST DIRECTOR
 FRANK CHASTELER (714) 545-2185

PRESIDENT

DALE BLACK (714) 540-6147

AWARDS TO TOP 10

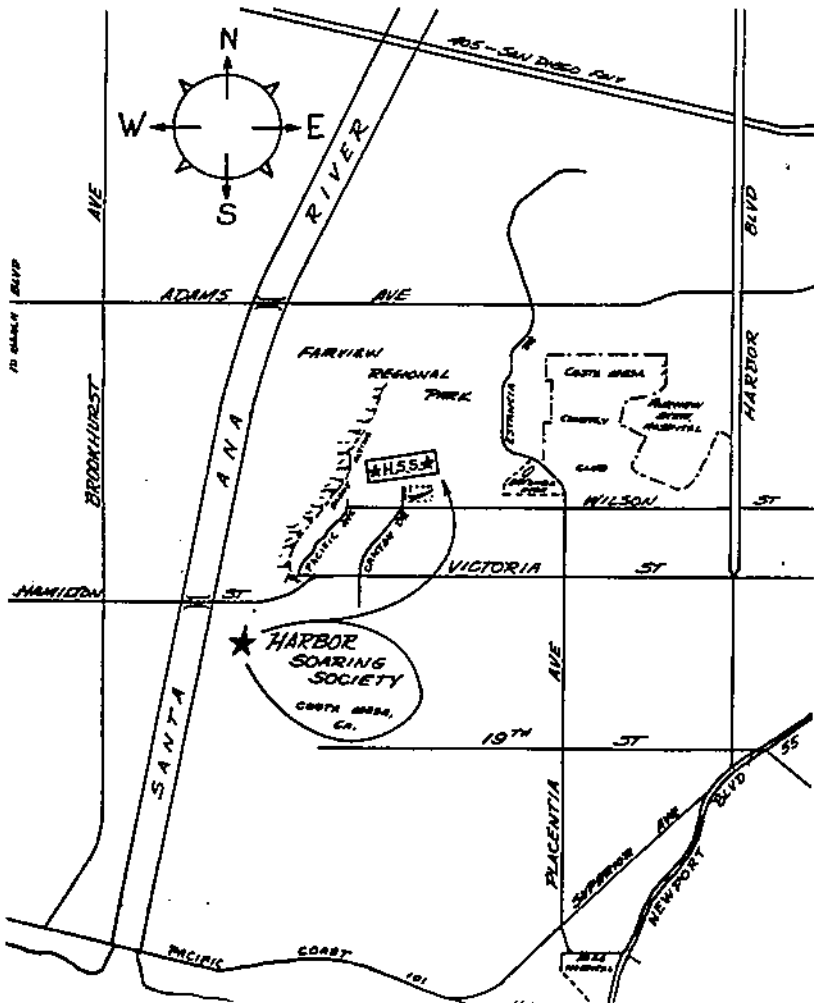
ROUND #1
 ROUND #2
 ROUND #3



CONTESTANT FLYS A, B, or C

- A) 3 MIN. FLIGHT AT 700 POINTS, 4 POINTS/SEC. OFF OF TIME, LANDING AT 300 POINTS.
- B) 5 MIN. FLIGHT AT 800 POINTS, 3 POINTS/SEC. OFF OF TIME, LANDING AT 200 POINTS.
- C) 7 MIN. FLIGHT AT 900 POINTS, 2 POINTS/SEC. OFF OF TIME, LANDING AT 100 POINTS.

STANDARD 25 FOOT LANDING CIRCLE



NO ZOOM LAUNCHES ALLOWED. --

(SC)² RULE #1-- SAFETY IS PARAMOUNT

THERE ARE NO KNOWN FREQ. PROBLEMS AT THE FIELD. ALL COMBINED FREQ. PINS ARE SPLIT.

The following article, "Landing to Win" by Dave Johnson appeared in a recent issue of the TIDEWATER MODEL SOARING SOCIETY'S newsletter and was seen by this editor in the Central Valley SOARING SIGNALS.....

I've always been a firm believer that the difference between a good flier and a winning flier is simply paying attention to all the little things that most people seem to overlook. I like to think of flying your airplane as a big thing, and landing it as a little thing. That may not be totally accurate since landings can account for as much as 50% of your score, but landings, to my mind, are a combination of many little things the importance of which too many pilots seem to underestimate. A good flier gets into the trophies - but only a good flier who can land can win. So how do you learn to land? Practice, right? Well, no, not just yet - because most of what you have ever learned about landing isn't what you need to know if you're landing to win.

SETTING UP You've probably seen articles written about landing an airplane. "At two minutes (to go) you should be at such and such...at one minute you turn here...at 30 seconds..., etc.,etc." That may be OK if you're just learning to land, but it doesn't work for contests. You simply cannot count on the check-points being there. You'll be scratching for time, or you'll be far downwind, or whatever - but you can't count on a textbook landing approach. You're going to need a set-up that you can use in almost every situation. Don't lock yourself into any one landing approach -- learn to turn left into final, right into final, a short final, a long final, etc. Avoid using visual check-points (except one, which I'll explain later) to set up your landing. On your home field you'll unconsciously be using trees, or power lines or other visual references to locate your plane in setting up a landing. On a strange field those reference points won't be there.

So what can you count on to be there wherever you're flying? Just two things, YOU and your AIRPLANE. You're there standing on the ground next to the landing circle. The one visual check-point you can use (it's good about 95% of the time) is to bring the airplane close enough to yourself before landing that you can "know" precisely where it is. I think of it as bringing it within "touching distance". Not literally, of course, but close enough so that if your arm was that long you could reach up and touch it; just as surely as you can now reach out and touch something within your normal arms reach. You know precisely where it is. For me it means bringing my plane to within perhaps 75 feet of myself about 30 seconds before landing. The exact position is not critical, nor is the exact time. Once I have thus pin-pointed my airplane, I feel like I have located it relative both to the countdown and to the landing spot and I can now fly out and set up an approach and still retain this feeling of contact.

THE COUNTDOWN The countdown to landing is a lot less important than most people realize - one of the most important lessons for me was learning to view the countdown in its proper perspective.

First of all, keep it simple. Most pilots use countdowns that are far too complex. "At one minute to go give me a 10-second count, at 30 seconds a 5-second count, at 10 to go give me every second....backwards....in Yiddish." Even if you have your favorite timer trained to your own peculiar count he won't necessarily be there just when you need him most. I use a five-second count UP the last minute of flight. Always count UP--that way the timer can read directly from the watch. ("five, ten, fifteen,etc.") Count-DOWNS require too much from the timer (besides, how do you count backwards toward the target time on an "add-em-up", anyway?). Start the count early enough (in this case with one minute still to go) that you can coach him if he forgets your instructions; and don't change that count within the final minute. With 30 seconds or 10 seconds to go you need to be thinking about your landing, not trying to get the proper count from your timer.

Finally, -- and this is the most important thing I have ever learned about countdowns-- HAVE HIM STOP COUNTING at "fifty" (10 seconds to go). Forget about the count and just land your airplane. Stop and think about it -- your plan is on final, approaching the spot, and will touch down in about 10 seconds. How many flight points do you still have control over at this point? One or two? That means that about 99.5% of all your flight points are in the bag. And how many of your landing points are certain at this point? That's right, zero, niente, ZIP. So why are you concerning yourself about two points when you still have 100 points just 10 seconds away? A point is a point is a point. What do you consider a good landing? 85 or 90 points? (I'm thinking in this case of a 100-point landing circle.) That gives you 10 or 15 points to try to improve on, so forget about those two flight points. Besides, what if you ARE late? Having your timer continue the count is like having him holler in your ear, "YOU'RE LATE, YOU'RE LATE," That's just about the last thing you need to hear when you should be concentrating on those 100 landing points.

RESULTS OF MAY THERMAL CONTEST

1.	T. Chasteler	3000		11.	Mitchell	1000
2.	Frye	2910		12.	Cron	980
3.	Salisbury	2850		13.	Lee	950
4.	Beckman	1970		14.	Richardson	430
5.	Hall	1960		15.	Broadney	320
6.	Sodaro	1940		16.	Pantzar	0
7.	Randolph	1910		17.	Biddle	0
8.	Anderson	1870		18.	Durham	0
9.	F. Chasteler	1370		19.	Poulsen	0
10.	Smith	1330				

NAME BADGES

If there are any new members who have not received their name badges, please contact Dick Rash. It is necessary for us to have your AMA number prior to ordering the badges.

COMING EVENTS

JUNE	6-Wed.	Club Meeting
	9-Sat.	Club contest (2nd Sat. contest) C.D.-Mitchell & Biddle
	10-Sun.	"Fiesta Time" Club get-together at Al & Nancy Mitchells.
	17-Sun.	SC ² Contest at PSS
	24-Sun.	2nd Electric Contest - C.D.-Chasteler
JULY	4-Wed.	Holiday
	10-Tues.	Club Meeting
	22-Sun.	SC ² Contest at H.S.S. - C.D.-Chasteler
AUG.	1-Wed.	Club Meeting
	4-13	AMA Contest - Reno
	26-Sun.	3rd Electric Contest
SEPT.	5-Wed.	Club Meeting
	9-Sun.	Club contest
	30-Sun.	SC ² Contest at I.S.S.