

Plane RAP

AMA Charter #128
The Western Soaring Capital
<http://www.1hss.org>



AUGUET 2003

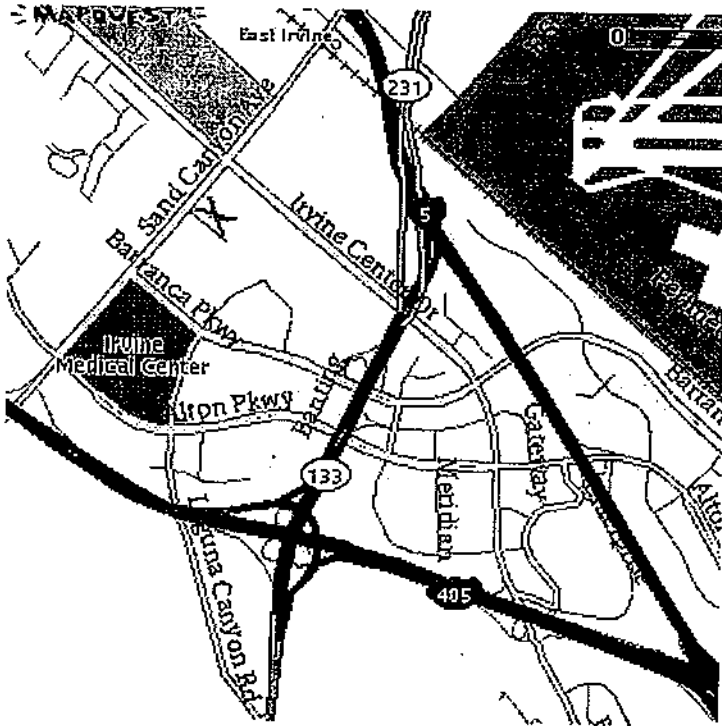
For those who don't know, Fairview Park has many public activities besides airplanes, joggers and dog walkers. During summer time, the Fairview Park Friends put on outdoor activities such as the "Concerts in the Park" series. In conjunction with the upcoming July 22nd "Ronnie and the Classics" concert, the Fairview Park Friends are putting on what they call "Park-O-Rama" to showcase some of the activities and user groups of the park. These events are fundraisers for bringing improvements to the park and also a way for user groups to bring awareness to their fun and/or educational activities (in our case it's both). This is a great way for the public to get to know who these "guys with their RC airplanes" are and what the hobby is all about. Having said all that, there is a serious need for RC pilots to participate in these types of events put on by the park. The club has been working very hard at keeping our field in good standing with the city and nearby neighbors. Looking at the proposed map of Fairview Park, the future RC launch/landing site is a very generous piece of land and the current spot is not too shabby either! Folks, this is a great way for us to say thanks to the park supporters and to show the public that we care about our park too!!

What we will need are a few upstanding RC'ers who wouldn't mind hanging out in our park for a free early evening concert on Tuesday, July 22nd from 6:15-7:45pm. The organizers will provide an EZ-up tent, tables and chairs, plus room for showcasing our favorite airplanes. They are even begging for flight demos BUT we highly recommend that you run it by Karl or myself on what you are going to fly. Preferred models would be fairly slow, mellow flying planes flown by good pilots who won't make us look like maniacs; e.g. discus launch glider, thermal ship, electric assist glider, or slow-flyer electric. The point is that there will be a lot of people in the area plus cars parked all over the place. They also ask that we provide club literature. The train modelers from across the way will be sharing our tent so there ought to be interesting conversation. There will be food, beverages,

and a 50/50 opportunity drawing, which may also need volunteers to help run. It should be a fun evening on a nice summer night. Any questions or volunteers, email me: Troyflyboy@aol.com
Happy Flying!
Troy Peterson

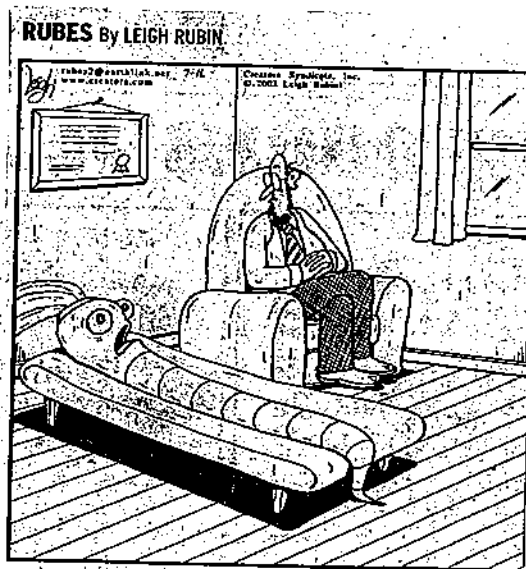
IRVINE WATER DISTRICT

Located on Sand Canyon Ave. 1/2 mile East of 405 fwy. 1/2 mile West of 5 fwy.
South side of avaneue.



COME TO
YOUR NEXT
MEETING
AUGUST 5, 2003
7:00 PM

I'm hoping for
Don Zink
To come to the Aug.
Meeting and take
About
Free Flits



"And to think, all these years I've been blaming everybody else, when all along it was me, Doc. I'M the root of all my problems!"

July 2003 Harbor Soaring Society Minutes

Note: secretaries comments in () when he remembers!

Called meeting to order 7:30 pm.

(The June meeting went well. 13 in attendance. Man, you missed out!)

Officers in attendance, Karl, Warren, Chris, and Troy. Larry is out there somewhere.

This summer marks another year of "Concert in the Park" series at Fairview Park. (Show up and show some interest in your park and city and support HSS).

We had a rather short business meeting in order to get to the show-and-tell portion of the meeting.

John Krug brought his latest project, the Bird of Time, an ARF kit with a built-up wing and a fiberglass fuse. As usual, John has modified this bird and he will also install spoilers on it to slow it down. Thanks John for sharing the plane, and thanks for sharing all your construction and building tips.

Ross Thomas brought the latest 3M Knome. It is a beauty. It has a full-flying stab and some beautiful colors. Let's keep this one flying for years to come! Beautiful plane, Ross, thanks for sharing.

Jim Parson brought a Legend wing. He started it around six years ago and all that is needed is to sheet and cover the wing. The wing is from a kit produced circa 1989-1991. The fuse is fiberglass and has a t-tail. Thanks to Jim for the show-and-tell. Nice construction on that wing! (Since the meeting, Jim has sheeted the wing. Probably has covered it too! And by the way Jim, sand down the sharp edges on that two-meter wing!)

Jeff Jones showed up with two very cool HLG's. One is the Vanguard. It is 11 oz. and has a 60-inch wing-span. He also brought a second model (the secretary forgot to get the name on that one!). One has a flat wing and the other has dihedral. These planes look very well thought out and, according to Jeff, because of the surf-board foam, are very strong and can take greater abuse. Jeff demonstrated his expertise in the HLG arena and gave both flying and building tips. This was one very interesting show-and-tell (not that you other guys weren't interesting too!). Jeff plans on having his models considerably lighter by the time production is set in motion. Jeff can also help you with other HLG related stuff. Look for Jeff out at the field and get yourself a new HLG. Jeff, thank you for the presentation.

Hobby People of Fountain Valley donated not one, but two Cirrus ARF 2M sailplanes for the Adopt-a-School program. HSS would like to send warm thanks to Hobby People, not only for this most recent donation, but for all the gifts presented to the club over many years. Hobby People, your kindness and generosity are appreciated. If you have a hobby need, satisfy it at Hobby People.

Sadly, Karl Hawley, the two-term president of HSS and long-time trainer and major supporter of our club need help. Karl plans to slow down on train new flyers and turn it over to John Krug . But continue the duties of newsletter editor and publisher, for a short time. (Any one with a job that lets them out early, give Karl a call, or if you just have the creative input and the desire to serve HSS. He could use your help with the newsletter and would kindly accept your support). We haven't forgotten your many hours of service in meeting with the city to secure a flying area for HSS, not to mention the other duties you have taken on (mostly without grumbling!). (Everyone, look to your example and consider how you can serve you club. It is how these jobs get done. Then you too can receive accolades in the HSS newsletter. Start thinking about how you can serve).

As Always, be sure to check all posted contest and club-function dates to confirm that they correspond with the correct numerical day. (Please, no more grumbling about this at the meetings, you can look at a calendar and cipher it out for yourself!)

Remember, lets fly safely and quietly. Let's be good neighbors.

Meeting adjourned 8:40 pm.

Old minutes which are still current.

The city has approved the HSS flying site and sent the Fairview Park site-plans to the state.

The Daily Pilot came out to the field on Saturday May 17, 2003 and several times the following week. Karl also went to the field to meet the reporter. He took time off of work to do this. Please thank Karl for doing this. Long live Karl Hawley and the Harbor Soaring Society.

Troy Peterson was elected to the position of liaison to the Friends of Fairview Park in the May 2003 meeting. Ross Thomas brought the motion before the board and the motion was seconded by club-member John Krug. Club members voted 12 in favor, 0 opposing, the motion passing unanimously. Welcome Troy. We appreciate your future efforts on the part of HSS (as well as all your past efforts). Troy participated in the reconfirmation hearings with the city to preserve a place for HSS at Fairview Park and also made a presentation at one of the many meetings he was in attendance at. Troy also helps out with field policing. We appreciate your commitment to HSS Troy. Thank you.

Around the first of the year, a member made a great point, which should be obvious to all of us. It is one we often forget, or are just not aware of. Fairview Park is owned by the city of Costa Mesa. The city has given us a great gift in our flying site. Therefore, view the flying rules and general etiquette in light of this great gift. Rebels not needed.

(Get yourself out to the monthly meetings. Suggest how HSS can be better in the future. It is your club!).

old

Fred Hesse presented a monthly report on the Adopt-a-School program. He has worked with a Fountain Valley school and they have liked what Fred has done. Secondly, Fred has spoken with a scoutmaster who showed interest. However, this person has not responded to the Fred's proposal. Next Fred spoke with the Waldorf School (bordering our beloved flying site). Again, they voiced an interest, but have not responded to Fred. Finally, Fred has a meeting scheduled for mid-June with the Girls and Boys Club of Huntington Beach. Stay tuned as Fred will be providing us monthly updates on his program and the benefits it is providing HSS and the community.

2003 Contest Announcements & Results

Historical Winch Competition Summary (since 1974) 11/02/02

Historical HLG Competition Summary (since 2000) 03/03/03

Individual Year End Standings - Winch
 Team Year End Standings - Winch
 Year End Standings - HLG

Date	City	(SC) ² Contest	Link to Club	Launch Method	Map	Dir.
Sun, Mar 30	Poway	YES	Torrey Pine Gulls #1-TPG CANCELLED - High Winds	Winch	MAP	DIR
Sun, April 27	Covina	YES	Silent Wings Soaring Society- SWSA	Winch	MAP	DIR
Sun, May 18	Long Beach	YES	El Dorado Silent Fliers-EDSF	Winch	Map1	DIR
		YES		Hand	Map2	
Sat - Sun, June 7-8	Poway	NO	International Hand Launch Glider Festival (IHLGF) - TPG****	Hand	MAP	DIR
Sun, June 29	San Marcos	YES	Torrey Pine Gulls #2-TPG	Winch	MAP	DIR
Sun, July 27	Riverside	NO	Inland Empire RES Challenge	Winch	MAP	DIR
Sun, Aug. 24	Thousand Oaks	YES	Thousand Oaks Soaring Society- TOSS	Winch	MAP1	DIR
		YES		Hand	MAP2	
Sun, Sept. 28	Perris	YES	Inland Soaring Society-ISS	Winch	MAP	DIR
Oct. 4-5	Visalia	NO	CVRC Fall Soaring Festival **	Winch	MAP	DIR
Sun, Oct. 26	Costa Mesa	YES	Harbor Soaring Society-HSS	Winch	MAP	DIR
		YES		Hand		



EUGENE GARCIA, THE REGISTER

TAKING OFF: Sandra Castro, of Villa Fundamental in Santa Ana, will soon be competing in a national science and math competition. She'll be flying her balsa-wood glider plane.

Wings of fancy

Student's balsa-wood plane, which flew 151 feet, sends her to the National Math and Science Competition in New Mexico.

By SARAH TULLY
THE ORANGE COUNTY REGISTER

SANTA ANA

Sandra Castro joined her school's math and science program only because she didn't want to play the violin anymore.

Before long, she found that she actually liked doing projects, like mouse-trap cars.

This year, the eighth-grader designed and built a balsa-wood plane that flew farther than any other student's plane in a state contest. This weekend, she will see if her plane can fly farther than any in the country.

Castro, 14, and three other girls from Santa Ana's Villa Fundamental Intermediate School are leaving today for New Mexico, where they will compete against seven other teams in the third annual National Math and Science Competition.

Castro and Ana Jimenez, 13, are demonstrating the plane and giving an oral presentation, which will be followed with questions in Albuquerque.

Lily Tang, 14, and Sokha Pin, 14, put together a research paper and display for the Mathematics Engineering Science Achievement contest. MESA is meant to get minorities, low-income and first-generation college-going students into math and science careers. The program, sponsored by universities, reaches out to intermediate and high schools with classes and clubs to help students get excited about science and math.

Girls are less likely to enter science and math fields, like engineering, and tend to shy away from those classes as they get older. But in local intermediate schools' MESA programs, girls outnumber boys, said Vonna Hammerschmidt, MESA director at California State University, Fullerton. Hammerschmidt and teacher Russ Hill said they see that girls are often more focused on projects than boys.

Castro said boys are still boys - one kept telling her that he would beat her in the school's plane competition.

The girls are not intimidated. When his plane went straight up then down, he got mad at her. "I said, 'This is the point of the competition,'" Castro said.

Castro said she designed her balsa-wood plane, which is almost 9½ inches long with an 8-inch wingspan, by trial and error. She saw a picture of a plane in a book, and decided to copy the shape. Then she shifted the "payload" - quarters used to balance it out - to the center of the plane when it wouldn't fly far or straight. The plane is shot off with rubber bands.

After winning her school competition, Castro's plane went on to the state contest against about 200 teams. Her plane flew 151 feet; the second-place plane just 101 feet.

"It's exciting. I feel proud of myself. I didn't think we were going to go that far," said Castro, who graduated from eighth grade this month.

She doubts she'll win at the national contest. Her teacher is more optimistic.

"I think we have a great chance," Hill said.



June/July 2003

CostaMazing! 1953 to 2003

On June 29, the City will launch year long "CostaMazing" celebration in recognition of Costa Mesa's 50th Anniversary of incorporation. "CostaMazing" will include many activities highlighting the rich history and culture of Costa Mesa.

An Anniversary Party will be held on July 10 at 7:00 p.m. to kick-off the celebration. The family-oriented event, free to all Costa Mesa residents, will take place at the newly renovated Pacific Amphitheatre at the Orange County Fairgrounds. The event will include food and entertainment. A Fireworks Sky Concert will be featured, and anniversary cake will be served to all in attendance.

A complete calendar of events can be viewed by logging on to the City website at www.ci.costa-mesa.ca.us and clicking on the CostaMazing icon.

The City is also seeking sponsorship for the many CostaMazing events from local businesses and associations. There are various levels of sponsorships to choose from, and the benefits are numerous. For more information, contact Amy Kuchta, CostaMazing Coordinator, Recreation Division, at (714) 754-5065 or the CostaMazing Hotline at (714) 754-4978.

Costa Mesa



CostaMazing Years

July 2, 2003

Mr. Karl V. Hawley
Harbor Soaring Society
P.O. Box 1673
Costa Mesa, CA 92626

Dear Karl,

The Torrey Pines Gliderport in La Jolla, has been recognized as a National Soaring Landmark by the National Soaring Museum, a San Diego City Historic Site, and is listed on the California State and Federal Registers of Historic Places. The site is considered by glider enthusiasts to be the western version of Kitty Hawk, North Carolina.


On August 30th, 2003, this historic site will be recognized by the Academy of Model Aeronautics as a Model Aviation Historical Landmark, the first site to receive such distinction in the United States. Radio-controlled model sailplanes have utilized this aviation facility for nearly 50 years. This dedication serves to symbolize the importance of aeromodeling as part of the rich aviation history associated with Torrey Pines, and to help ensure that radio-controlled soaring continues at this historic location for years to come.

A brief ceremony will be held at 1:00 p.m. to commemorate the placement of a marker to this effect at the gliderport. Your participation is requested. For additional details on the ceremony and history associated with this gliderport, please feel free to contact us at (858) 455-6449.

Sincerely,



Lawrence J. Fogel, Ph.D.



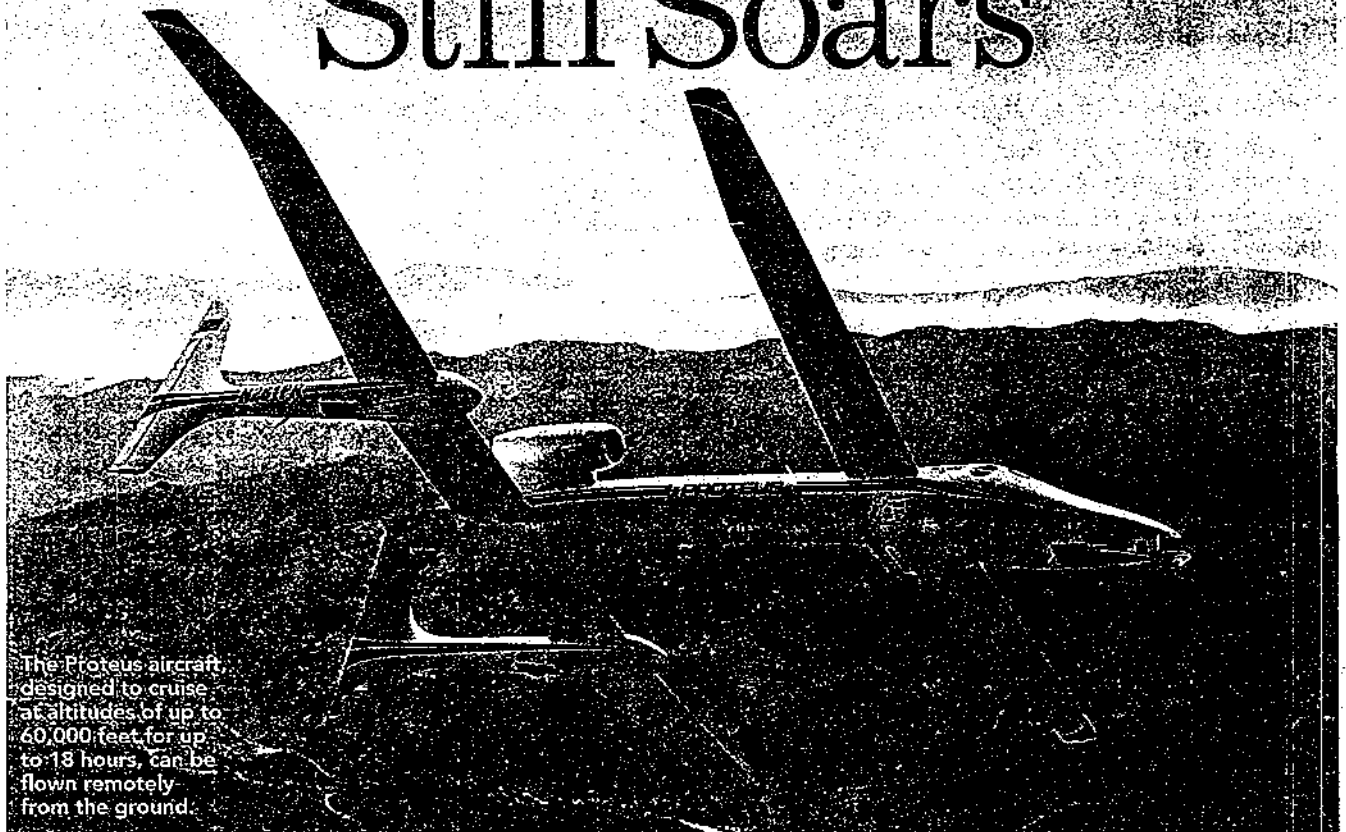
Gary Fogel, Ph.D.

The Torrey Pines Gliderport Historical Society

P.O. Box 370433, San Diego, CA 92137 (858) 455-6449

An aviation pioneer and former astronaut explains why

A Century Later, America Still Soars



The Proteus aircraft, designed to cruise at altitudes of up to 60,000 feet for up to 18 hours, can be flown remotely from the ground.



Orville (l) and Wilbur Wright had been printers and bicycle makers before turning to flying machines. On this day, the Wright Flyer—made of muslin, wood and steel—travels 120 feet over North Carolina sand dunes in the first powered manned flight.

DEC. 17, 1903

MAY 20-21, 1927

Charles A. Lindbergh achieves the first nonstop solo flight across the Atlantic in the Spirit of St. Louis.



Amelia Earhart becomes the first woman to fly solo across the Atlantic. Five years later, she is lost over the Pacific Ocean in an attempt to fly around the globe.

MAY 20-21, 1932

By Sen. John Glenn

This year marks the centennial anniversary of powered human flight. We asked Sen. John

Glenn—the secretary general of the Inventing Flight celebrations, which begin this week in Dayton, Ohio, the home of the Wright Brothers—to share his perspective about the importance and legacy of their historic achievement.

FROM THE DAWN OF time, there had been men of a curious nature who aspired to fly. Leonardo da Vinci had studied the way birds

go up and down, ahead and over. And more than 2000 years ago, the Chinese had used kites to learn about lift and drag. Despite many valiant attempts, no one had succeeded at powered human flight.

But on the morning of Dec. 17, 1903, two bicycle makers from Dayton, Ohio, Orville and Wilbur Wright, achieved the impossible: With Orville at the helm, their homemade flying machine (with a 12-horsepower engine) rose magnificently from the ground at Kitty Hawk, N.C., and landed 120 feet away. By today's standards, that might not seem impressive: The distance the *Wright Flyer* traveled was just a little over one-half the length of a Boeing 747. But that relatively short trip changed the world and gave birth to the age of modern aviation.

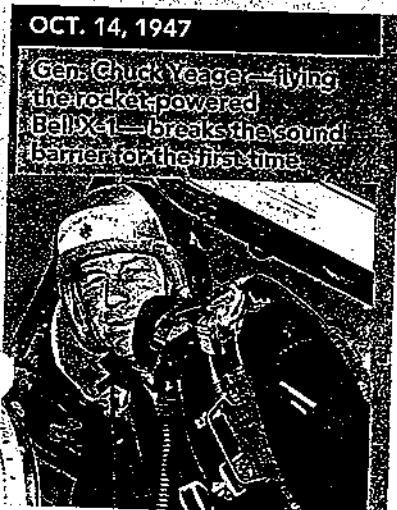
As a young boy growing up

in Ohio, I learned about the Wright Brothers almost from my first day of school. They were remarkably tenacious, methodical men. And I admired how they learned everything they could from previous researchers and experimenters, then set out to correct or fill knowledge gaps.

Even after their historic flight at Kitty Hawk, the Wright Brothers continued to refine their designs to solve problems such as lateral control—the ability to bank and change direction. They made more than a hundred flights to test their hypotheses. Finally, in 1904 and 1905, the brothers developed truly maneuverable flight (turns, circles and figure eights) at Huffman Prairie, the site today of Wright-Patterson Air Force Base near Dayton, Ohio.

It took several years for aviation to take off. While the Wright Brothers' historic achievement inspired experiments in other parts of the world, manned flight was largely a curiosity in America. Relatively few had actually witnessed it. At first, the brothers could not find customers for their aircraft. Then, in 1907—four years after the first flight at Kitty Hawk—the

“The Wright Brothers’ spirit of exploration and innovation continues to inspire today.”



OCT. 14, 1947

Gen. Chuck Yeager—flying the rocket-powered Bell X-1—breaks the sound barrier for the first time.



John Glenn becomes the first American to orbit the Earth in *Friendship 7*.

FEB. 20, 1962

To find out which birds are seen most often across the country, The Mini Page talked to Sally Conyne, director of special projects, National Audubon Science Office.

These are the 10 most-watched birds, in alphabetical order.

American crow



The male and female American crow look similar, with shiny black feathers.

American crows are very smart. They will eat just about anything. They love garbage heaps, and will eat seeds, spiders and small animals. Sometimes they raid other birds' nests and eat their eggs.

They also eat so many crops, such as corn and wheat, that farmers put up scarecrows. But crows also help by eating many harmful insects.



They live in big flocks in the winter and break up into family units in the spring. Males and females both care for the young.

Recently many have been killed by the West Nile virus, which hits crows especially hard.

Army Signal Corps requested proposals for "a heavier-than-air flying machine." They wanted a machine that could travel at least 40 miles per hour, carry two passengers and be easy to operate. It was probably no accident that the specifications reflected exactly what the Wright Brothers already had been doing at Huffman Prairie. A few years later, the brothers formed the

Wright Company and entered the airplane production business.

Since that first flight a century ago, advances in aviation technology have been remarkably swift. Orville's air speed at Kitty Hawk was 31 miles per hour. Just 44 years later, Chuck Yeager flew faster than the speed of sound in the rocket-powered Bell X-1 at the Muroc Army Air Base in California. It

was 58 years to Al Shepard's suborbital start of our manned space program. Today, space shuttle astronauts orbit the Earth at 4.86 miles per second (17,500 miles per hour).

I have been honored in my career to be part of the rich aviation history launched by the Wright Brothers. I served as a young Marine pilot during World War II and was one of America's first astronauts as part of the Mercury program in 1959.

Five years ago, I had the opportunity to join the crew of the STS-95 *Discovery* space shuttle. Before the launch, Wick Wright, the Wright Brothers' nephew, presented me with a piece of wing fabric that had flown at Kitty Hawk nine decades earlier. With NASA approval, I carried it proudly with me on the spaceflight. Later this year, the fabric will be presented to the National Air and Space Museum, where it will be displayed with the original *Wright Flyer*.

That stained bit of cloth symbolizes the curiosity that is at the heart of all progress. Someone has to think about how to do things differently, or believe there just may be "a better way." But progress comes when one not only thinks about it but also acts on that wonder. And that's exactly what these ambitious bicycle makers did, changing the world for all time.

The spirit of exploration and innovation—so central to the Wright Brothers and to our nation's greatness from our founding days—continues to inspire today's aviation pioneers to build flying machines that can travel higher, faster and more safely. Already there have been significant advances in designing a reusable rocket ship capable of carrying three passengers on a suborbital flight. Some experts predict that such a voyage could be accomplished within the next decade.

And what about the next 100 years? How far will we go? Will rocket ships be as common as cars today? Nothing is certain, but I believe we'll go as far as our energy, curiosity and imagination can take us.

Join The Celebration Of The History Of Flight

Here are a few events where you and your family can celebrate the first 100 years of flight.

Inventing Flight: The Centennial Celebration in Dayton, Ohio (www.inventingflight.org): The Wright Brothers' hometown will celebrate with festivities that include an air show featuring demonstrations by the U.S. Air Force Thunderbirds and U.S. Navy Blue Angels; appearances by John Glenn, Chuck Yeager, Neil Armstrong and others; and a tribute to the Tuskegee Airmen. July 3 to 20.

The Wright Brothers & the Invention of the Aerial Age, Smithsonian National Air and Space Museum in Washington, D.C. (www.nasm.si.edu and click on "Exhibitions"): This new exhibition will feature artifacts such as the Wright Brothers' original airplane (shown at eye level for the first time), a bicycle built by the brothers and interactive computer displays, including a flight simulation of Wright aircraft. Opens Oct. 11 for a two-year run.

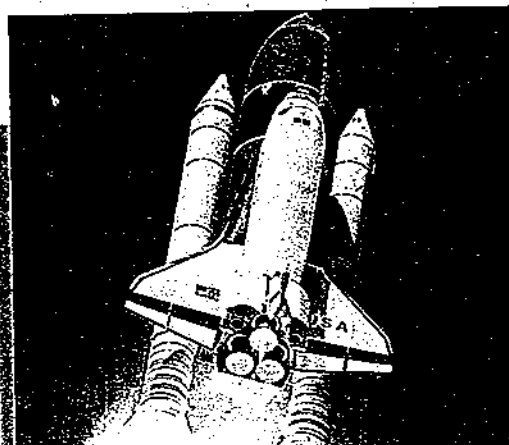
First Flight Centennial Celebration in Kill Devil Hills, N.C. (www.firstflightcentennial.org). The highlight of this six-day event will be a re-enactment of the Wright Brothers' historic flight in a reproduction 1903 airplane. Dec. 12 through 17.



Dreams of flight still live the imagination of young and old.

JUNE 18-24, 1983

Sally K. Ride becomes the first female astronaut as a crew member of the *Challenger* space shuttle.



Despite the recent Columbia tragedy and the 1986 loss of *Challenger*, the shuttle—with 111 successful missions in 22 years—has made space travel almost commonplace.

1981 - PRESENT

For links to other events celebrating the centennial of flight, visit www.parade.com on the Web.

www.parade.com

Throw out the textbooks, DIESEL AIRPLANES ARE HERE

Diesel engines are unheard of in modern airplanes. There's a new one, however, that gives every indication of breaking the rules for mating engines to airframes.

Ronald Khol
Editor

A diesel engine developed in Germany and installed in Austrian airframes could change all our notions about designing piston-powered aircraft. The engine was originally designed for automobiles, but already its performance is raising eyebrows in the aviation community, especially with regard to cutting the cost of flying.

Diesels have never been successful in modern airplanes. And although gasoline automobile engines have been adapted to aircraft, none has been a commercial success. But this new engine blends high performance with incredibly low fuel consumption, the legendary durability of diesels, and advances in turbocharging that make it lightweight and reliable. A light aircraft powered by two of these diesels can

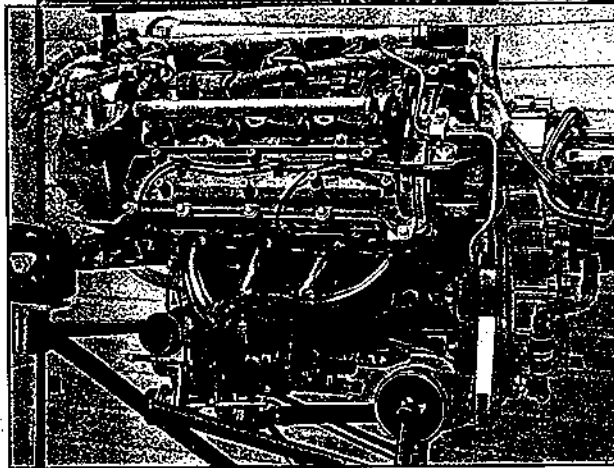
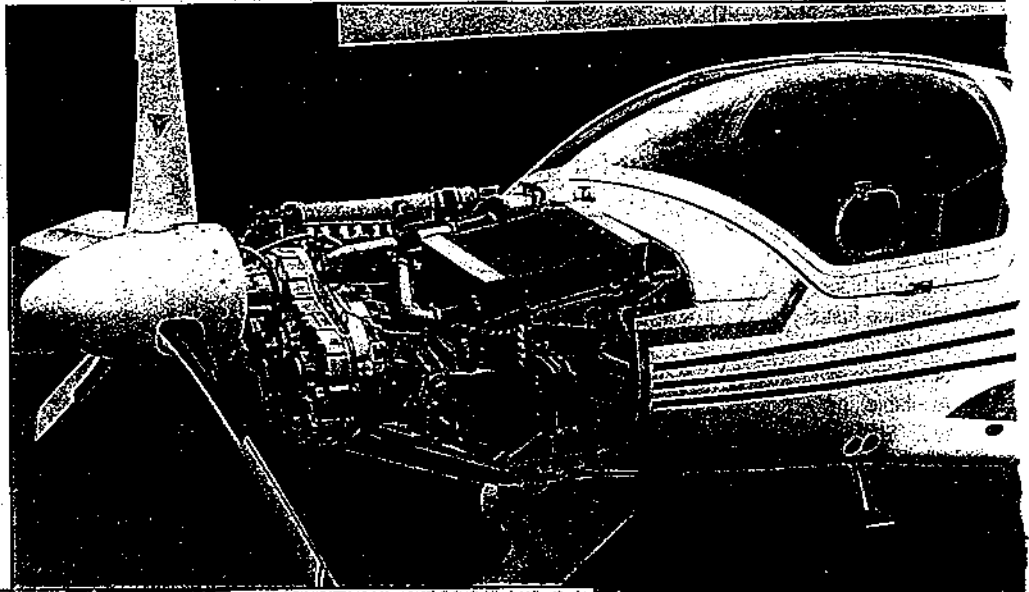
carry four passengers at speeds up to 231 mph while racking up 19.6 mpg. If you prefer throttling back to a leisurely 126 mph, you get 42 mpg.

Thielert Aircraft Engines (www.thielert.com), also known as TAE, a division of the Thielert Group based in Liechtenstein, Germany, took a four-cylinder engine first used by Mercedes and totally reengineered it for use in airplanes. All of the critical parts were redesigned by Thielert and are now manufactured by them.

It is the first modern diesel engine

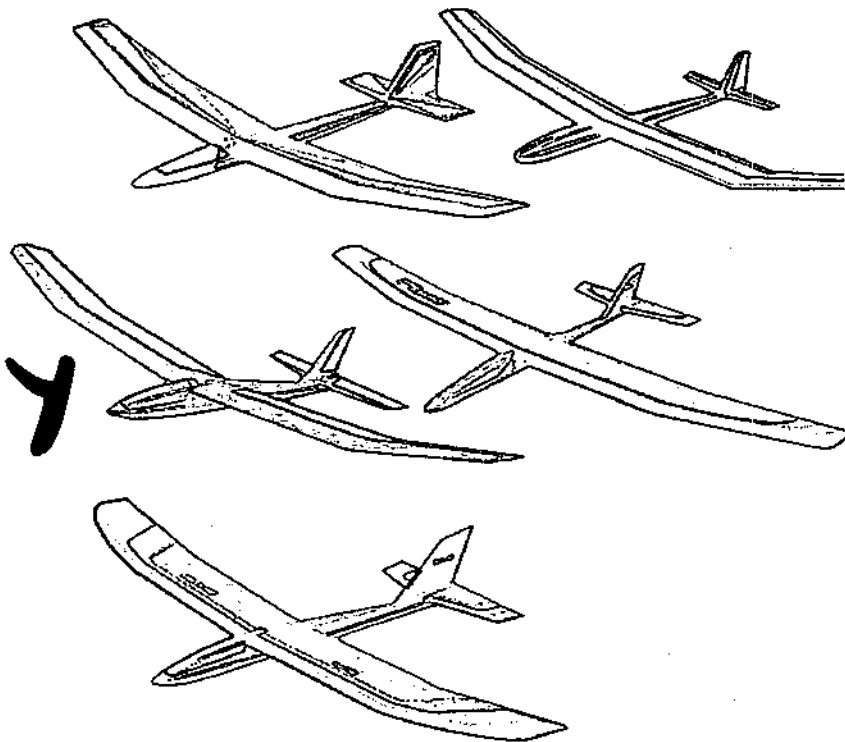
fitted to a certified airframe and scheduled for production with solid orders on the books. Thielert says the engine reduces the costs of flying by 70% compared to gas-powered aircraft (based on gas prices in Germany). And total operating costs for the engine over its lifetime are projected to be an order of magnitude less than that of gas engines.

One European aviation magazine says diesels are the wave of the future for light aircraft. Not only are they cheaper to operate, they use more*



Diamond Star, or DA40 TDI, uses the Centurion 1.7 diesel engine built by TAE in Europe. The Centurion replaces a Lycoming powerplant and is now in production in Austria. Despite the fact that automotive engines adapted to aircraft have not enjoyed an illustrious track record, the Centurion appears headed for success.

Where's everybody headed?!



To the Inland Soaring Society's first...

RES Challenge

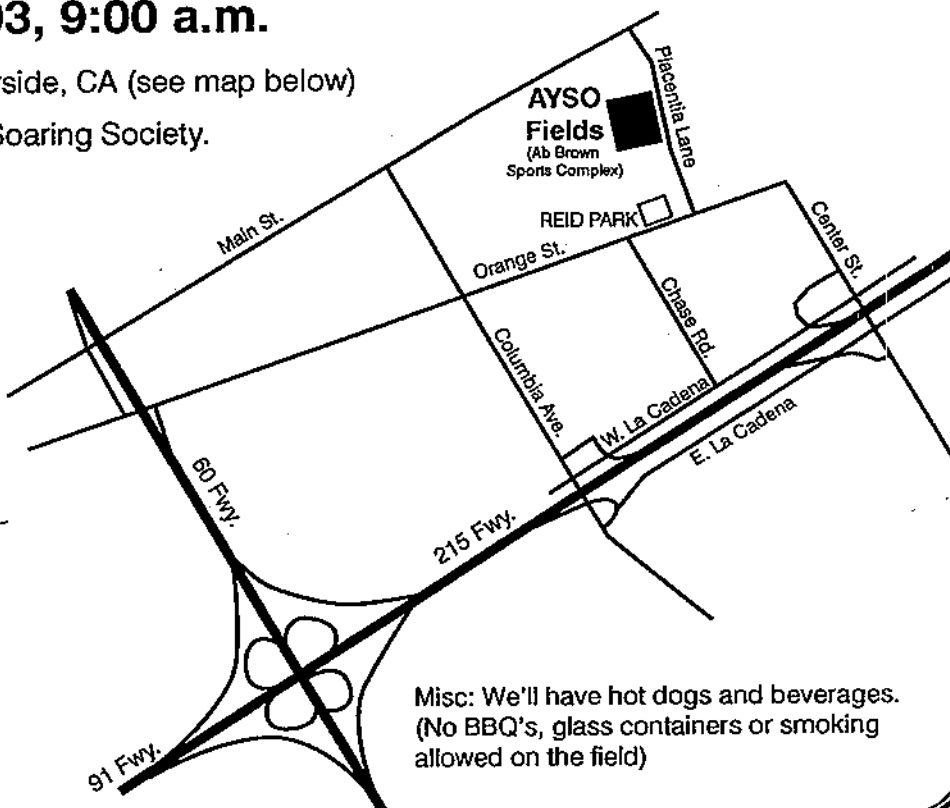
What: An event devoted to the unique challenges of flying R/C Gliders that are controlled with only Rudder, Elevator and Spoilers. This is a thermal duration contest with 4 tasks... 4, 6, 10 and 7 minutes. 25' landing tapes, in-or-out.

When: July 27, 2003, 9:00 a.m.

Where: The AYSO Field in Riverside, CA (see map below)

Who: Presented by the Inland Soaring Society.
Mike Lee, CD.

How much: \$7.00 entry fee



Misc: We'll have hot dogs and beverages.
(No BBQ's, glass containers or smoking allowed on the field)

BUILT UP BENT WING CONTEST

SUNDAY, AUGUST 10, 2003



BUBW 2003

LOCATION: REDWOOD SCHOOL,
THOUSAND OAKS, CA
Thomas Guide: Pg 525, E6

CONTEST DIRECTOR: Art McNamee
Assistant CD: Don Northern

SIGN UP: 8:15 AM
PILOT'S MEETING: 8:45 AM

Built Up Bent Wings ONLY!

No Foam Allowed ! Maximum 3 Channels (Rudder, Elevator and Spoilers).
No moving trailing edge! NO EXCEPTIONS ! Fiberglass fuselages permitted.
Landing Devices permitted (subject to Contest Director discretion).

CONTEST STARTS: 9:00 AM

AWARDS: (Trophies Plus)

OPEN: 1st thru 5th
JUNIOR: 1st
TEAM: 1st - top three pilots from each club
count for team points.
All Entrants: TOSS BUBW 2003 Mug

ENTRY FEES:

OPEN: \$15.00
JUNIOR: \$5.00
Entry Fees are Non-Refundable
once the contest has started.
Entry Limited to the first 100 pilots.

TASKS:

(Called Flight Order - if required) Additional Rounds may be added if time permits.
Round 1: 3 Minute Precision Duration* Landing = 25 Foot Circle, In/Out for 10% of PD Score
Round 2: 5 Minute Precision Duration* Landing = 25 Foot Circle, In/Out for 10% of PD Score
Round 3: 8 Minute Precision Duration* Landing = 25 Foot ½ Circle, In/Out or Tape reading **
Round 4: 4 Minute Precision Duration* Landing = 25 Foot ½ Circle, In/Out or Tape reading **

* Flight Time Scoring: One point per second, over or under.
** CD to state Landing Task & Value at time of contest.

RULES:

Pilots must show current AMA cards.
10 Seconds to accept a relaunch or to fly it out.
Transmitters and receivers must meet current AMA rules

FIELD: Mowed grass
EQUIPMENT: 12 Volt winches with retriever.
Approx. 675 ft. to turn arounds.

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

VISIT OUR WEB SITE:
WWW.TOSS.FREESERVERS.COM

CALL FOR ADDITIONAL INFO / RESERVATIONS:
Art McNamee: (805) 526-6292,
Don Northern: (805) 523-1018

CUT OFF and SEND with payment the section below this line

MAIL ENTRY TO: Art McNamee, 950 Ashford Street, Simi Valley, CA 93085-5004
PLEASE make check payable to Thousand Oaks Soaring Society

Thousand Oaks Soaring Society Built Up Bent Wing Contest (August 10, 2003)

NAME: _____ **AMA Number:** _____

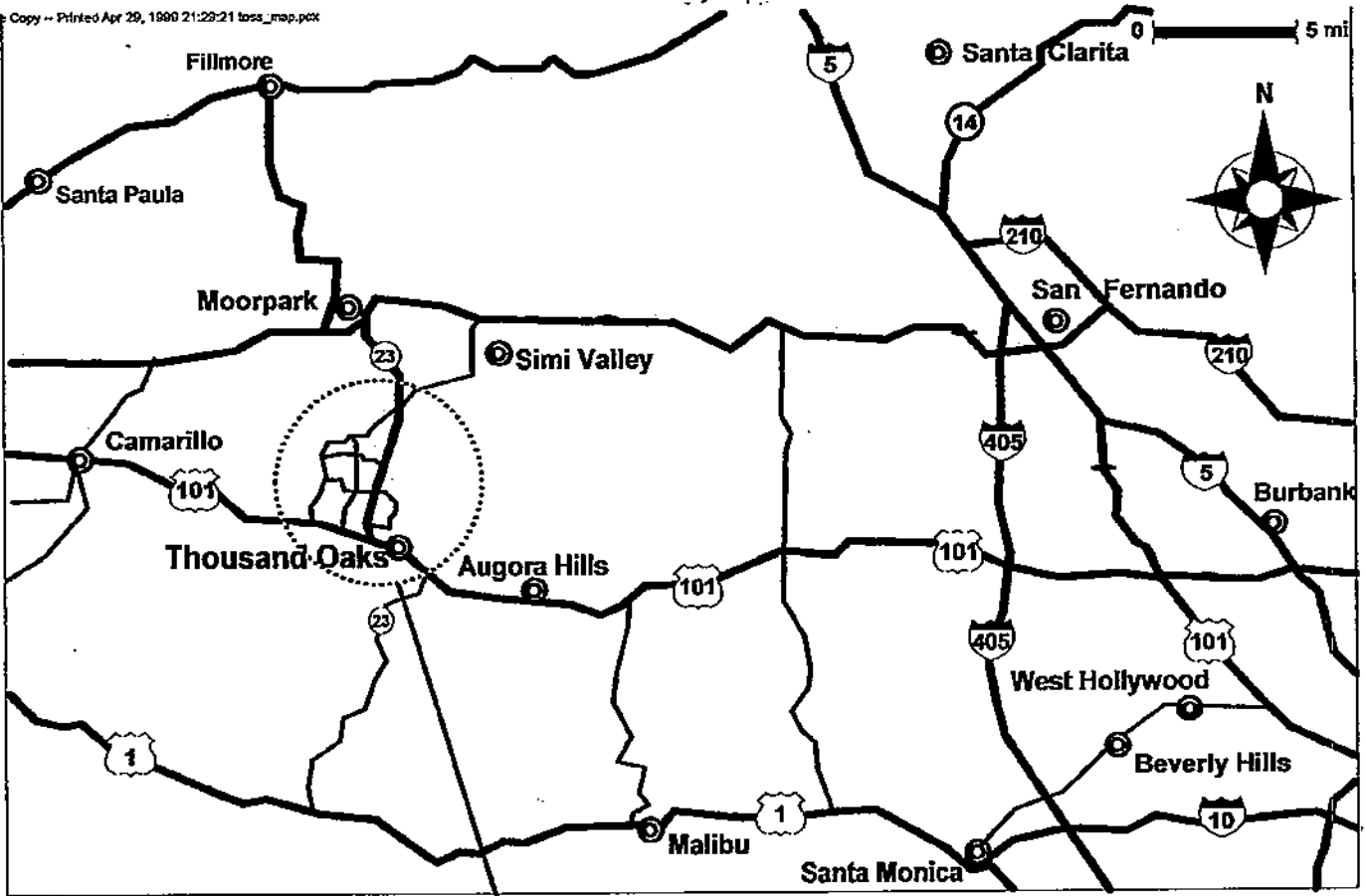
ADDRESS: _____

CITY: _____ **PHONE:** (_____) _____

STATE: _____ **ZIP:** _____ **E-MAIL:** _____

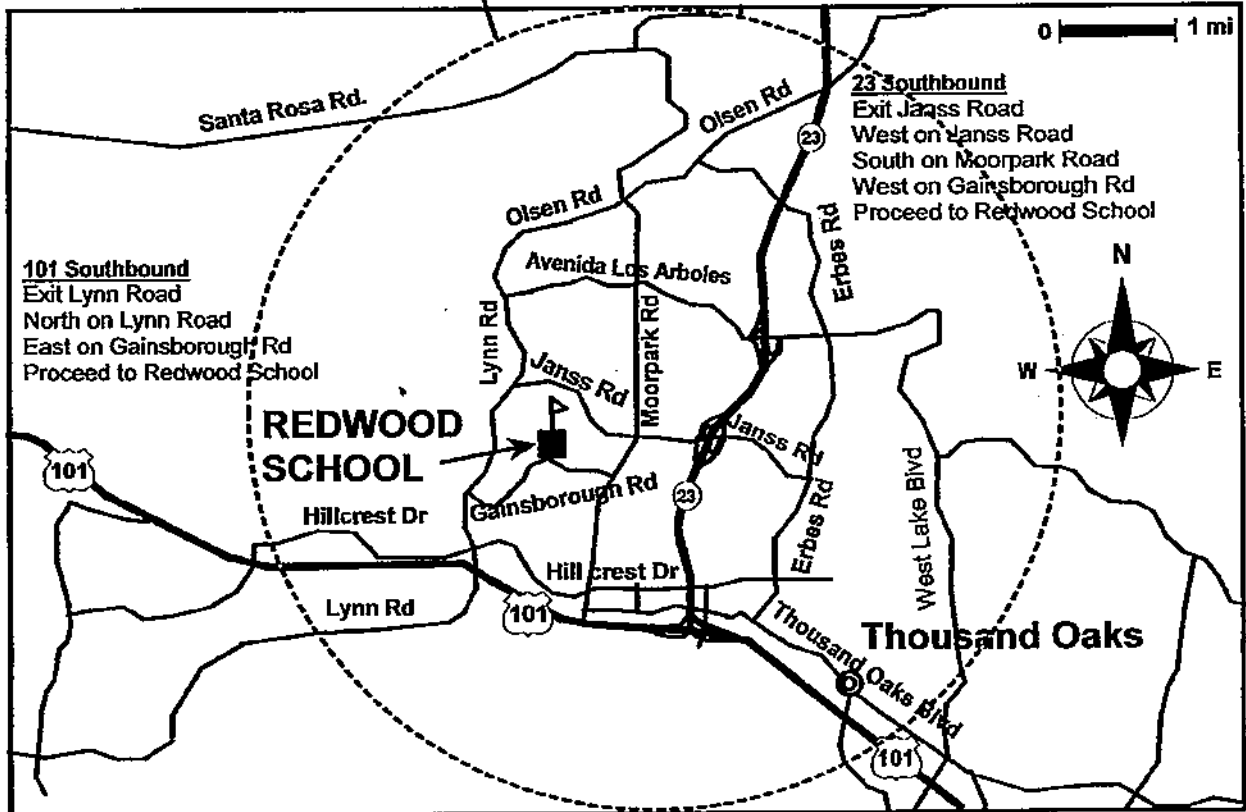
CHANNEL / FREQUENCY CHOICE: 1st _____ 2nd _____ 3rd _____

CLASS: OPEN _____ / JUNIOR _____ **TEAM / CLUB:** _____



Thousand Oaks Soaring Society

FLYING FIELD:
 Redwood Intermediate School
 233 W. Gainsborough Road
 Thousand Oaks, CA



101 Southbound
 Exit Lynn Road
 North on Lynn Road
 East on Gainsborough Rd
 Proceed to Redwood School

23 Southbound
 Exit Janss Road
 West on Janss Road
 South on Moorpark Road
 West on Gainsborough Rd
 Proceed to Redwood School

101 Northbound
 Exit Moorpark Road
 North on Moorpark Road
 West on Gainsborough Rd
 Proceed to Redwood School