



THE OLDEST CHARTERED
SOARING CLUB
IN THE
A.M.A.



CHARTER # 128

APRIL MEETING

THE APRIL MEETING WILL BE
HELD ON WEDNESDAY, APRIL
3, 1991 AT 7:30 P.M.

NEW LOCATION: CLUBHOUSE
AT LAKES AT SEABRIDGE
CONDOS. SEE MAP AND IN-
STRUCTIONS INSIDE.

A VIDEO OF THE CLUB
FLYING SITE AND OTHER EN-
TERTAINMENT WILL BE PRO-
VIDED.



P.O. Box 1673
Costa Mesa, CA 92626



FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708

APRIL 1991



**(The Soaring)
Society Column**

President:	Norm Kutch	(714) 546-0382
Vice Pres.:	Jim Parsons	(714) 636-9867
Secretary:	Brian Germaine	(714) 241-3878
Treasurer:	Frank Chasteler	(714) 545-2185
Contest Coord:	Ben Clerx	(714) 249-3168
General Dir:	Bob Sliff	(714) 895-1203
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The Harbor Soaring Society newsletter is published monthly. Editorial comments and articles are welcomed. Please provide all material for consideration by the 20th. 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 John Ostrowski in person or by mail to: 8902 Lawrence Ave, Westminster, CA 92683.

CLUB MINUTES

The meeting was called to order at 7:40 P.M.. New Faces included Herb Hester, Steve Baker, Keith Mclellan, Art Foreman, and Arty Carrello. Frank Chasteler gave the treasurer's report, and it was accepted by members present.

OLD BUSINESS

Herman Hall told the format for the March Club Contest. Some discussion was made on the matter of flight order. A new meeting room has been obtained thanks to Woody Grosvenor. A motion was made and accepted to postpone the April Club Contest for one week (to April 14) due to Fresno.

NEW BUSINESS

A discussion was introduced on the topic of the new contest fees. \$8 seemed a little steep for those flying both classes. No resolution has been made. John Ostrowski is asking for any new titles for the newsletter. The meeting was closed at 8:25 P.M..

Brian Germaine, Secretary

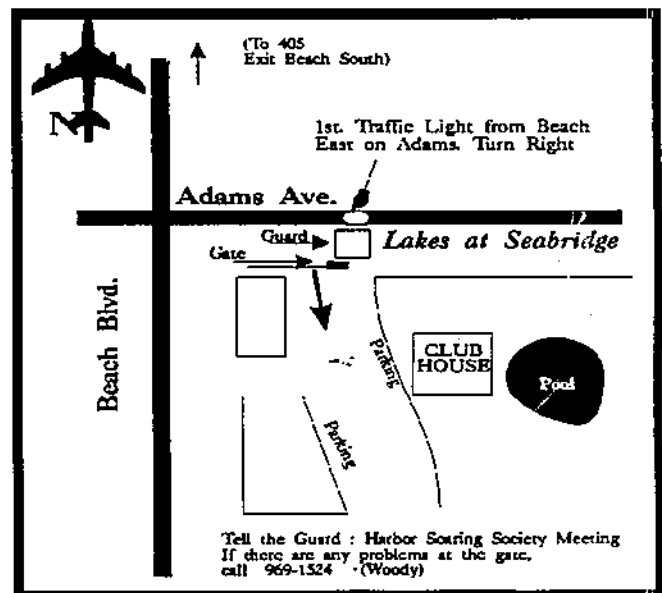
EDITOR'S NOTES

By now, you may have noticed that this newsletter is missing something pretty obvious -- a name. It is my best guess that the name of the HSS newsletter is **The Soaring Society Column**. I don't know about you, but that strikes me as rather wishy-washy. A quick perusal of some of the old newsletters for the club indicate that at one time the newsletter was called the **Zephyr**. Better, I think we can improve even on that. So, what shall we call this rag? I will entertain any and all suggestions. Lets be creative and come up with a newsletter name that has a little class, a little zing. Let's hear your suggestions.

At the March contest several people expressed an interest in finding out what radio frequencies were getting crowded at the club. Pete Young was nice enough to compile a list of frequencies in use at the contest and that list appears elsewhere. I've also included a survey form this month so that we can get a more comprehensive tally of frequencies in use by club members. Please take a minute or two and complete it. Results will be published next month.

NEW MEETING LOCATION

Beginning with the April meeting, we will be meeting at the clubhouse at the Lakes at Seabridge condominiums. 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. See the map below for directions. A big THANKS to Woody Grosvenor for the meeting place!





LAUNCHING TECHNIQUES

Ben Clerx, Contest Coordinator

Last month I talked about towhooks and how to position them, so I'll assume that as more proficiency is gained with launching, the towhook is being moved aft in small steps to obtain nearly vertical tows. Again, techniques here are aimed primarily at new and intermediate fliers, though everyone may pick up a tip or two.

Hi-Starts: Although our club uses winches nearly all the time, it is generally easier to learn launching techniques using a hi-start (rubber surgical tubing and line for those newcomers unfamiliar with the term). It's easier because once the plane is launched, the pilot has no control over the hi-start and is only concerned with flying the plane. simply stretch the hi-start to obtain sufficient tension (10-15 pounds of pull for small gliders - less if there is a strong wind. All the pull you can get for gliders over 100

inches wingspan) and **THROW** the plane with wings level, slightly nose up attitude. I emphasize **throw** because all too often I see people just let go of their planes and rely on the hi-start or winch to obtain initial flying speed. during the half-second it takes the plane to accelerate to flying speed, it is out of control and vulnerable to wind gusts and tip stall. the light polyhedral ships can get away with it, but not the heavier ones. I've seen more launch crashes due to improper throw than any other reason. The plane should be thrown hard enough so that it should fly even without a towline attached to the plane. If a pilot is proficient at hand-launching his plane, he should have no trouble on the towline. A glider thrown with sufficient speed will have a better chance of recovering should the towline break at the instant of launch (I'll vouch for that - ed.). Besides, the more energy you impart to the model, the higher your launch will be.

Winches: Since our club uses winches and all contests use winches, it is important to gain as much experience with them as possible. Watch other pilots launching and try to learn their good techniques as well as avoid their errors. Learn how to operate the retriever system. By doing so you will become comfortable being around the winch/retriever system and there will be less apprehension when it is your turn to fly.

Start out by letting an expert (identified as those with intact aircraft at the end of the day) winch your airplane as you fly. He will throw the plane and operate the winch pedal, leaving you the simple task of just steering the plane. If you haven't learned to fly yet, he will fly it up the launch as well and the flying lesson will begin once clear of the towline. Once proficient at flying the plane, try operating the winch and throwing the plane while someone else flies it. When you feel comfortable and your more advanced helper believes you are capable of walking and chewing gum at the same time, it is time to solo. Be alert for the tendency to step off the winch pedal as the plane is thrown.

Line tension is maintained by pulsing the winch pedal enough to keep the plane climbing, but not enough to test your glue joints. Watch the flex of your wings on the way up. A gentle flex is ok but if it begins to look ugly, get off the pedal before it gets real ugly. Again, watch other pilots launching to get an idea of how much they pulse the winch and how much their wings flex (particularly those with the some model that you fly). windy days, of course, require less tension.

As the model nears the top of the launch, less line tension will be required, until you simply stop pulsing the winch and fly straight ahead until the towline drops from the plane. the release point should be nearly over the turn-around pulley, but most release too soon before obtaining maximum launch altitude. Stand at the turn-around pulley someday while others are launching and you'll see what I mean.

Continued next month: zoom launches.

APRIL CONTEST

Ben Clerx, C.D.

Date: April 14, 1991 (NOTE DATE CHANGE)

Format: 3 - 5 - 7 minute choice (First round is a mandatory 3 minute flight)

Schedule: Pilots meeting at 8:45 A.M..

First round at 9:00 A.M.

Rounds will be staggered (same as March contest)

Two-meter will fly first.

Open rounds will be 45 min. Two meter rounds will be 30 min.

PRESIDENT'S COLUMN

News from the Past

by Norman Kutch

It was April 1963 when a number of slope soaring fans banded together to form the Harbor Soaring Society. Five dollars was the membership fee and the Back Bay was the flying site (near Jamboree and Ford Road in Newport Beach). The newsletter at that time was known as the Zephyr (Greek - meaning West) for our prevailing westerly winds.

Contest rules were:

1. Model must be built by contestant.
2. Rudder control only.
3. Three minute time limit.
4. Land in a circle zone.
5. 50 cent entry fee.

The 60's gave birth to the H.S.S. and in 1964 the club was reaching around the world. Yes, around the world -- exchanging ideas and images of Flight 4 Fun, Lima, Peru, stated they enjoyed excellent soaring with a similar coast configuration to the L.A. area. Photos and newsletters were



exchanged. Hong Kong wrote that they fly radio control on the Royal Airforce base. They like to receive the Zephyr newsletter. Venezia, Italy, had 8 modelers flying slope. London, England, Medellin, Columbia, Dublin, Ireland, Belgium, and Finland were a few of the countries who had contact with H.S.S. in the 60's.

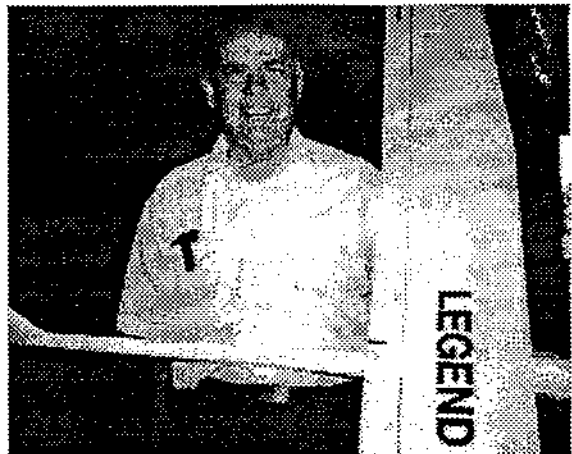
PILOT OF THE MONTH

For April, our pilot is one of the driving forces behind Harbor Soaring Society:

Frank Chasteler

HOW LONG CAN YOU KEEP IT UP?

Pete Young is proposing a fun-fly contest called the DAWN-TO-DUSK SAILPLANE CHALLENGE. The idea for the contest is for teams of 4-8 members to keep a plane in the air for the entire 12 hour period (8:00 A.M. to 8:00 P.M.). Essentially, each member of the team must fly some portion of the time. More than one sailplane must be used and a plane must be kept in the air at all times. The contest has tentatively been scheduled for the third weekend in August. If you are interested in flying this unique event, see Pete for details.



FAIRVIEW PARK CLEANUP

The City of Costa Mesa will hold a cleanup day on Saturday, April 27, 1991 from 8:30 A.M. to 5:00 P.M. at Fairview Park. The City will provide tools, gloves, trash dumpsters, dump trucks, and refreshments. HSS members are urged to attend and help demonstrate our commitment to keep our flying site in top condition. Anyone wishing to volunteer should call the Department of Community Services at 754-5300.

Frank first joined H.S.S. in July of 1974. Since that time he has been one of the busiest and most involved members of the club, holding every elective office in the club but Vice President at least once (9 times for Treasurer). Frank has also had an outstanding competition career, amassing countless awards, including the coveted Master of Soaring.

Occupation: Retired from the aerospace industry.

Started flying sailplanes: In 1974.

Reason for Interest: Related to engineering work, also used to fly control-line and R/C power in 1971.

First sailplane: An Amigo, a German kit.

Favorite part of the sport: Helping a beginner and seeing the look on his face when his first sailplane is put into the air on its first flight.

Goal for 1991: Have as much fun as possible.

Current glider: Airtronics Legend (and a Lazlo Bomber Oldtimer electric)

Greatest flying strength: Overall consistency in all aspects of flying.

Advice for beginning pilots: Top four suggestions -- Get Help, Get Help, Get Help, and Get Help.

Frank Chasteler has name badges for the following individuals:

Steve Baker	Joe Gilmaker
George Clarke	Dennis Greene
Robert Denison	Carl Illinik
Pat Fischer	Justin Sellery
Jim Garrett	Raymond Von Grote
Jim Geohagen	

Please see Frank for your badge



FREQUENCIES IN USE

A listing of the radio frequencies with multiple users at the March contest is presented below:

Open: 12(2), 16(3), 20(3), 22(2), 28(2), 30(3), 32(2), 38*(5), 50(3), 52(2), 56(2).

2 Meter 18(4), 32(2)

NOTE: Radio glitches have been reported on channel 48.

FREQUENCY SURVEY

Please fill out this survey and return it to John Ostrowski no later than April 17th.

FREQUENCY	CONTEST USE	OPEN 2 METER
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

NAME: _____

**HARBOR SOARING SOCIETY
SAILPLANE/ELECTRIC CONTEST**

John Lupperger

On June 23rd, Harbor Soaring Society will hold a Sailplane/Electric Contest. This will be a team participation event where each team will be made up of one sailplane pilot and one electric pilot.

The task will be a 30 minute add-em-up consisting of 6 flights (no single flight of over 7 minutes). Each flight will be flown to the nearest minute with different landing tasks for the sailplanes and electrics. Flight time will be worth 3 points per second. Flight time for the sailplane starts when the model leaves the tow line. Flight time for the electric starts when the pilot announces, motor off. The electric can not turn the motor back on after the flight time starts (except for a momentary blip during landing approach to prevent prop damage). The electric model will be restricted to one charge for all three flights. The electric model must run its motor each flight to gain altitude before the flight time starts (no hand launch for the

3rd flight).

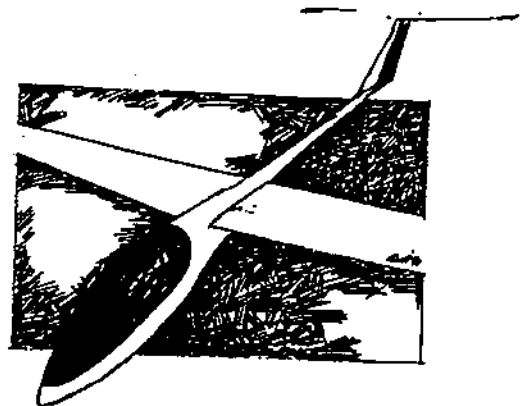
Landings for the sailplane will be on a standard 100 point landing tape. Electrics will only be required to land within the landing tape circle to receive a 25 point landing bonus. The sailplane must be upright at the conclusion of its landing for landing points to count. The electric model can be in any attitude at the conclusion of its landing and still receive landing points. If any model sheds parts during the landing it will receive a ZERO landing score for that round. Total possible points that can be earned for the team will be 5775.

A pilot may only enter the event on one team. An individual may not enter a sailplane and an electric, and declare himself as a team. The sailplane pilot may enter any size sailplane, with any number of functions. Sailplanes will be launched from available 12 volt club winches. The sailplane will not be allowed any form of self-propulsion. No metal landing skids will be allowed.

The electric pilot may enter any type of electric model he desires with only two restrictions: 1/The electric model can not be powered with any more than 7 individual cells in its battery pack. 2/The electric model can not be powered by 1700 SCE or 1800 SCR packs. The idea of the event is to use the 1200 mAH type battery. Because some of these batteries are rated higher, up to 1400 mAH batteries will be permitted. The essence of this rule is to stay away from the extended run type of battery (battery packs of winning teams may be subject to discharge check).

The electric model can be sailplane, old timer, trainer, or anything electric powered that you feel can make enough time to compete in the event. The electric model can have any number of functions or any type of motor. Motor run time is at the discretion of the pilot, but all three flights must be on the one battery charge. The in or out landing for the electric model will be determined by whether the very tip of the models motor shaft, prop nut, or spinner (when viewed from directly above) is within the landing circle. The landing will be judged from the point where the models forward motion stops.

Entry fee for the event will be \$10.00 per team. There will be awards presented for the three teams (1st, 2nd, and 3rd places). Entries will be by team only, however, individuals are welcome to show up at the event and try to form a team (no guarantees that you will find a suitable sailplane/electric team mate). This event is designed to bring sailplane and electric pilots together for some fun and to share their common interests in quiet flight. It is strictly for fun, so don't be intimidated to enter because of your flying ability or experience. Find a team mate and come out on June 23rd with one thing in mind...to have a good time!



1991 CONTEST SCHEDULE - Ben Clerx Contest Coordinator

DATE	CONTEST
April 6 - 7	10th. Annual Fresno Classic Fresno Soaring Society
April 14	HSS Club Contest ** NOTE DATE CHANGE **
April 21	SC ² Torrey Pines Gulls
April 27-28	Rosebowl Soaring Festival
May 5	HSS Club Contest
May 19	SC ² Desert Union of Sailplane Thermalists
May 25 & 26	HSS Astro Flight Championships
June 9	HSS Club Contest
June 23	Electric/Sailplane Team Contest
June 30	SC ² Soaring Union of Los Angeles
July 7	HSS Club Contest
July 12 - 21	AMA Nationals (Lawrenceville, IL)
July 28	SC ² North County Clouds
August 11	HSS Club Contest
August 16-17	F3E Team Selection (Bid by HSS) (18th. makeup)
August 18	SC ² Pasadena Soaring Society
September 8	HSS Club Contest
September 29	SC ² Harbor Soaring Society
October 5-6	CVRC SoaringFest (Visalia)
October 13	HSS Club Contest
October 27	SC ² Silent Wings Soaring Association
November 10	HSS Club Contest
November 24	SC ² Harbor Soaring Society Lee Renaud Memorial
December 8	HSS Club Contest



HSS VIDEO LIBRARY

NAME	COMMENT	RATING (0-5)
RC Video Magazine (Vol. 7 - 86)		
Striking Back		4
Foam, Fiberglass, Flight		4
Tournament of Champions (88)		
Monokote 1 & 2	Interesting	3
MIG Killers		3
Hook down, Wheels Down	Navy Aviation Hist	4
F3E - Bridgeman's Plane		-
Electric Flight		none
Dawn Patrol	WWI Movie	4
Thunderbolt, Flight for the Skys	WWI Air Combat	5
F3E USA Finals 6 -22-88		

More tapes are being added all the time. All tapes are VHS format. For information about borrowing a tape, ask at the next meeting.

HSS MARCH CONTEST - OPEN DIVISION

YEAR-TO-DATE OPEN CLASS RESULTS

	NAME	CLASS	ROUND ONE	ROUND TWO	ROUND THREE	TOTAL POINTS	NORMALIZED SCORE	TROPHY
1	MARTIN, TONY	EXPERT	896	898	984	2978	1000.0	1ST EXP.
2	GERBIN, ROBERT JR.	EXPERT	898	984	985	2967	998.3	2ND EXP.
3	ATWELL, BLAIR	EXPERT	988	878	981	2957	992.9	3RD EXP.
4	GARNER, RICH	EXPERT	978	989	956	2931	984.2	
5	SLIFF, BOB	EXPERT	885	875	961	2921	980.9	
6	CHASTELER, FRANK	EXPERT	892	988	994	2874	965.1	
7	FINK, STEVE	EXPERT	980	906	962	2848	956.3	
8	SMITH, MORRY	EXPERT	951	888	894	2831	950.8	
9	MCLELLAN, KEITH	SPORTSMAN	887	968	948	2812	944.3	1ST ADV.
10	ZINK, DON	EXPERT	890	882	900	2772	930.8	
11	KUTCH, NORM	EXPERT	974	891	768	2733	917.7	
12	GERMANE, BRIAN*	SPORTSMAN	923	888	904	2715	911.7	2ND ADV.
13	LACKEY, ROGER	SPORTSMAN	980	753	980	2713	911.0	1ST SPTS.
14	DANRICH, DAN	ADVANCED	888	855	967	2710	910.0	
15	POULSEN, GORDON	EXPERT	819	970	861	2650	889.9	
16	LUPPERGER, JOHN	EXPERT	968	850	832	2648	889.2	
17	HARRIS, PHIL	EXPERT	834	959	735	2628	882.5	
18	RESEAR, EDWARD	SPORTSMAN	949	842	895	2586	869.4	2ND SPTS.
19	SANDRONI, HUGO	ADVANCED	933	857	672	2562	860.3	
20	NEMECEK, DAVID	EXPERT	917	898	898	2511	843.2	
21	PANTZAR, DICK	EXPERT	884	871	544	2499	839.2	
22	GERBIN, BOB	EXPERT	995	900	600	2495	837.8	
23	CRON, AL	EXPERT	851	951	688	2490	836.1	
24	GATES, MATTHEW	SPORTSMAN	898	968	578	2442	820.0	
25	DUNCAN, BILL	SPORTSMAN	894	874	940	2408	808.8	
26	RITSCHKE, GORDON	EXPERT	968	898	540	2404	807.3	
27	YOUNG, BRETT	SPORTSMAN	818	844	841	2401	806.2	
28	RICHARDSON, PETE	EXPERT	894	917	572	2383	800.2	
29	WHITE, LARRY	EXPERT	729	948	698	2373	796.8	
30	CHAMBERLIN, RALPH	SPORTSMAN	894	718	722	2335	784.1	
31	SMITH, JIM	EXPERT	890	704	698	2290	789.0	
32	NEHRING, CURT	SPORTSMAN	808	952	512	2272	782.8	
33	PARSONS, JIM	SPORTSMAN	840	818	632	2188	734.7	
34	BOESE, JIM	SPORTSMAN	728	524	900	2152	722.8	
35	BOWELL, DEVON	EXPERT	888	848	378	2108	707.8	
36	BUZOLICH, NICK	SPORTSMAN	959	588	520	2075	696.8	
37	HARVEY, TIM	SPORTSMAN	388	840	788	2018	677.0	
38	THOMAS, ROSS	EXPERT	0	852	858	1810	607.8	
39	JOY BRYAN	SPORTSMAN	887	888	0	1786	599.7	
40	LAIR, DAN	SPORTSMAN	785	638	0	1433	481.2	
41	LONG, DICK	ADVANCED	818	0	0	818	308.3	

*Brian Germane moves to ADVANCED

	NAME	CLASS	SCORE	CONTESTS
1	CHASTELER, FRANK	EXPERT	2938.7	3
2	GERBIN, ROBERT JR.	EXPERT	2914.2	3
3	KUTCH, NORM	EXPERT	2782.3	3
4	ZINK, DON	EXPERT	2783.1	3
5	LUPPERGER, JOHN	EXPERT	2779.7	3
6	GERBIN, BOB	EXPERT	2763.2	3
7	GATES, MATTHEW	SPORTSMAN	2738.8	3
8	RESEAR, EDWARD	SPORTSMAN	2714.8	3
9	WHITE, LARRY	EXPERT	2696.8	3
10	RICHARDSON, PETE	EXPERT	2675.4	3
11	FINK, STEVE	EXPERT	2613.0	3
12	PANTZAR, DICK	EXPERT	2587.4	3
13	NEMECEK, DAVID	EXPERT	2581.2	3
14	SMITH, MORRY	EXPERT	2580.8	3
15	LACKEY, ROGER	SPORTSMAN	2574.4	3
16	CRON, AL	EXPERT	2548.9	3
17	YOUNG, BRETT	SPORTSMAN	2503.1	3
18	NEHRING, CURT	SPORTSMAN	2502.5	3
19	THOMAS, ROSS	EXPERT	2489.4	3
20	RITSCHKE, GORDON	EXPERT	2448.0	3
21	JOY BRYAN	SPORTSMAN	2417.6	3
22	BOESE, JIM	SPORTSMAN	2338.2	3
23	LAIR, DAN	SPORTSMAN	2322.9	3
24	MARTIN, TONY	EXPERT	1998.8	2
25	EDBERG, DON	EXPERT	1992.5	2
26	GARNER, RICH	EXPERT	1950.3	2
27	RENAUD, TIM	EXPERT	1919.0	2
28	LONG, DICK	ADVANCED	1902.4	3
29	JOY, GEORGE	EXPERT	1899.3	2
30	GERMANE, BRIAN	ADVANCED	1897.7	2
31	STALLS, JARED	EXPERT	1848.2	2
32	DANRICH, DAN	ADVANCED	1841.1	2
33	SANDRONI, HUGO	ADVANCED	1827.4	2
34	SCHOFFRO, STEVE	SPORTSMAN	1753.5	2
35	HENDRY, STEVE	ADVANCED	1738.2	2
36	SLIFF, BOB	EXPERT	1687.8	2
37	CHAMBERLIN, RALPH	SPORTSMAN	1664.8	2
38	BUZOLICH, NICK	SPORTSMAN	1486.5	2
39	PARSONS, JIM	SPORTSMAN	1489.0	2
40	VON GROTE, BRAD	SPORTSMAN	1317.8	2
41	STOKER, PATRICK	EXPERT	892.2	1
42	CLERX, BEN	EXPERT	858.3	1
43	MCLELLAN, KEITH	SPORTSMAN	844.3	1
44	MILLS, ARCHIE	SPORTSMAN	836.9	1
45	STOVALL, LEE	SPORTSMAN	915.5	1
46	POULSEN, GORDON	EXPERT	889.9	1
47	HARRIS, PHIL	EXPERT	882.5	1
48	DUNCAN, BILL	SPORTSMAN	808.6	1
49	COLLETT, MATT	SPORTSMAN	798.7	1
50	CONRAD, WILL	ADVANCED	769.8	1
51	STOVALL, WILL	SPORTSMAN	705.3	1
52	HARVEY, TIM	SPORTSMAN	677.0	1

HSS MARCH CONTEST - TWO METER

	NAME	ROUND ONE	ROUND TWO	ROUND THREE	TOTAL POINTS	NORMALIZED SCORE	TROPHY
1	RICHARDSON, PETE	784	898	788	2478	1000.0	1ST.
2	MARTIN, TONY	888	540	900	2338	943.5	2ND.
3	MCLELLAN, KEITH	700	644	700	2044	824.9	3RD.
4	KUTCH, NORM	888	504	856	2256	810.4	
5	THOMAS, ROSS	898	892	584	2374	858.0	
6	WHITE, LARRY	820	682	898	2008	810.3	
7	SMITH, JIM	888	558	892	2134	861.2	
8	FINK, STEVE	820	680	532	1812	731.2	
9	SLIFF, BOB	540	484	658	1680	669.9	
10	CHAMBERLIN, RALPH	812	728	444	1784	718.9	
11	BUZOLICH, NICK	580	620	408	1608	648.9	
12	NEHRING, CURT	860	282	820	1572	634.4	
13	ANKENBAUER, STEVE	842	300	460	1622	654.8	
14	JOY, BRYAN	888	688	0	1378	553.3	
15	LONG, DICK	884	424	0	1108	447.1	

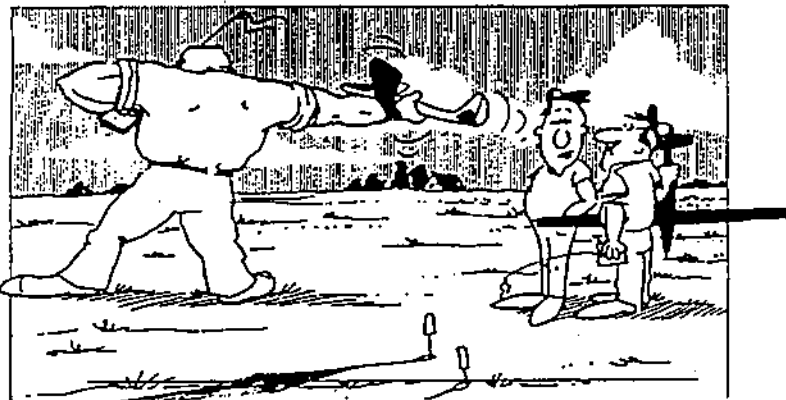
YEAR-TO-DATE TWO-METER RESULTS

	NAME	SCORE	CONTESTS
1	RICHARDSON, PETE	2863.1	3
2	KUTCH, NORM	2814.8	3
3	THOMAS, ROSS	2756.8	3
4	WHITE, LARRY	2672.3	3
5	FINK, STEVE	2645.8	3
6	NEHRING, CURT	2356.8	3
7	JOY, BRYAN	2202.2	3
8	JOY, GEORGE	1958.9	2
9	EDBERG, DON	1958.5	2
10	MARTIN, TONY	1952.9	2
11	LONG, DICK	1888.0	3
12	SLIFF, BOB	1889.8	2
13	HENDRY, STEVE	1608.1	2
14	CHAMBERLIN, RALPH	1589.5	2
15	LACKEY, ROGER	1365.9	2
16	MCLELLAN, KEITH	944.2	1
17	HALL, HERMAN	842.1	1
18	DONAT, KURT	835.9	1
19	CONRAD, WILL	842.8	1
20	PARSONS, JIM	821.7	1
21	BUZOLICH, NICK	612.3	1
22	ANKENBAUER, STEVE	562.0	1

Courtesy of SBSS Silent Flyer:

MY R/C CLUB

By BOB HERG



".... If he don't feel like using the winch, he "don't have" to use the winch!!!..."

SOUTHERN CALIFORNIA SOARING CLUBS
RESULTS OF ISS CONTEST OF FEBRUARY 24, 1991
CONTEST DIRECTOR - MARC HIGGINBOTHAM

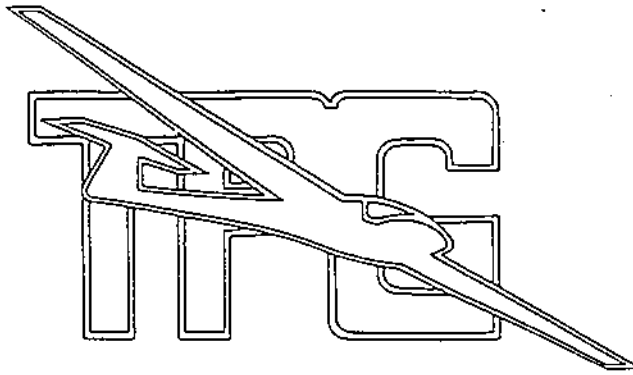
PLACE	LAST NAME	FIRST NAME	CLUB	CLASS	SCORE/NORMALIZED SCORE	TROPHY	PLACE	LAST NAME	FIRST NAME	CLUB	CLASS	SCORE/NORMALIZED SCORE	TROPHY
1	ATWELL	BLAIR	DUST	EXPERT	2668.0	1000.0 1ST. EXPERT	56	CRANFORD	KARI	DUST	SPORTSMAN	2678.0	902.8
2	RATNER	MIKE	PSS	EXPERT	2664.9	998.3 2ND. EXPERT	57	BROOKS	NOEL	PSS	SPORTSMAN	2657.0	895.8
3	REAGAN	MIKE	TOSS	EXPERT	2635.5	989.7 3RD. EXPERT	58	JENKINS	HARVEY	ISS	EXPERT	2647.7	892.7
4	JOLLY	LARRY	SULA	EXPERT	2634.7	989.4 4TH. EXPERT	59	SADOFF	STAN	ISS	SPORTSMAN	2644.9	891.7
5	MORAN	MYLES	TOSS	EXPERT	2627.1	988.9 5TH. EXPERT	60	LACKEY	ROGER	HSS	SPORTSMAN	2643.9	891.4
6	SPENCER	RANDY	SULA	EXPERT	2628.7	986.7	61	MORENO	MARC	ISS	SPORTSMAN	2637.0	889.1
7	CLERK	BEN	HSS	EXPERT	2618.6	984.0	62	FINK	STEVEN	DUST	SPORTSMAN	2632.5	887.8
8	WURTS	JOE	PSS	EXPERT	2616.7	983.4	63	GERBIN	ROBERT	HSS	EXPERT	2625.0	885.0
9	GATES	MATT	HSS	SPORTSMAN	2616.5	983.3 1ST. SPTS.	64	OTHON	MIKE	ISS	SPORTSMAN	2611.2	880.4
10	BLEDSE	RICH	TRG	EXPERT	2601.3	978.2	65	ADCOCK	KEN	ISS	SPORTSMAN	2603.5	871.0
11	BLUMS	RICHARD	PSS	EXPERT	2600.1	977.8	66	SPITZER	GEORGE	PSS	SPORTSMAN	2593.5	871.0
12	PERKINS	DARYL	PSS	EXPERT	2600.2	977.1	67	SNEDDEN	JERRY	ISS	SPORTSMAN	2578.8	869.4
13	OLSEN	PETE	SWSA	EXPERT	2600.9	974.7	68	PHAZEE	BART	EDSF	SPORTSMAN	2570.5	866.7
14	EDBERG	DON	HSS	EXPERT	2603.4	972.2	69	CHOOK	JIM	ISS	SPORTSMAN	2559.2	862.8
15	NIGG	DON	SULA	EXPERT	2600.7	971.2	70	YOUNG	BRETT	HSS	SPORTSMAN	2558.7	862.7
16	KUTCH	NORM	HSS	SPORTSMAN	2600.3	971.1 2ND. SPTS.	71	BULLMAN	TODD	ISS	EXPERT	2522.1	852.3
17	DOUGLAS	IAN	SWSA	EXPERT	2678.2	970.4	72	RITTER	CHRIS	DUST	SPORTSMAN	2521.1	850.3
18	MARTIN	TONY	HSS	EXPERT	2666.2	968.4	73	GERBIN JR	ROBERT	HSS	EXPERT	2518.1	849.0
19	TILLMAN	NORM	NCC	EXPERT	2664.2	968.7	74	ANDERSON	GARY	TRG	EXPERT	2513.5	847.4
20	WEISMAN	EDGAR	TOSS	SPORTSMAN	2663.0	965.3 3RD. SPTS.	75	CHASTELER	FRANK	HSS	EXPERT	2497.0	841.9
21	CLARK	DEAN	NCC	EXPERT	2641.3	958.0	76	OLSEN	ROBIN	SWSA	SPORTSMAN	2487.7	838.7
22	LEVOE	MARK	PSS	EXPERT	2640.4	957.7	77	JOY	GEORGE	HSS	EXPERT	2469.1	832.5
23	RITTER	GEORGE	DUST	EXPERT	2638.6	957.0	78	CHILD	MARK	EDSF	SPORTSMAN	2447.8	825.2
24	MATSUMOTO	BEN	PSS	EXPERT	2621.3	951.2	79	CHON	AL	HSS	EXPERT	2446.0	824.7
25	POWELL	FLEX	DUST	SPORTSMAN	2615.5	949.3	80	HALL	DAVID	DUST	SPORTSMAN	2432.0	820.0
26	SUFF	BOB	HSS	EXPERT	2610.7	947.6	81	LONG	DICK	DUST	SPORTSMAN	2430.5	819.5
27	NORENBERG	LOWELL	SFWF	SPORTSMAN	2607.5	946.6	82	ARATO	GARY	SFWF	SPORTSMAN	2428.7	819.2
28	HIGGINBOTHAM	MARC	ISS	EXPERT	2605.1	945.8	83	SILVA	MANNY	ISS	SPORTSMAN	2426.0	817.9
29	CHASTELER	TOM	HSS	EXPERT	2763.4	941.8	84	HELBY	RICH	ISS	EXPERT	2404.2	810.8
30	LARSEN	ORLA	DUST	EXPERT	2765.4	939.2	85	BUTOMCH	DAVID	PSS	SPORTSMAN	2403.2	810.2
31	BAUDER	KEVIN	ISS	SPORTSMAN	2785.2	939.0	86	PARSONS	JIM	HSS	SPORTSMAN	2378.3	801.2
32	STOKER	PAT	SULA	EXPERT	2783.8	938.8	87	SCHNEIDER	STEVE	TRG	SPORTSMAN	2373.9	800.4
33	BONAMMO	TONY	SULA	EXPERT	2783.8	938.8	88	BARNHART	JIM	EDSF	SPORTSMAN	2317.0	781.2
34	HARRIS	PHIL	HSS	EXPERT	2775.5	935.8	89	ROHOLT	CHRIS	ISS	SPORTSMAN	2260.7	772.3
35	CHASTAIN	BLAYNE	PSS	EXPERT	2773.5	935.1	90	LEAL	MIKE	TOSS	SPORTSMAN	2288.9	771.7
36	HOLLEY	MARY	SWSA	EXPERT	2773.1	935.0	91	STROBEL	RICH	TRG	SPORTSMAN	2181.5	735.5
37	THOMAS	BOSS	HSS	EXPERT	2770.1	934.0	92	PRETTERS	BOB	EDSF	SPORTSMAN	2169.8	731.8
38	FARLESS	DAVID	PSS	EXPERT	2768.8	932.8	93	PRETTER	MICHAEL	ISS	SPORTSMAN	2130.8	718.3
39	RODRIGUEZ	JOE	ISS	SPORTSMAN	2765.8	932.5	94	MILLS	AFICHE	SULA	SPORTSMAN	2117.0	712.5
40	VAN GUNDY	DON	TRG	SPORTSMAN	2763.5	931.7	95	AKERS	THOMAS	TOSS	SPORTSMAN	2113.4	712.5
41	MCCOLGAN	DON	SWSA	SPORTSMAN	2759.0	930.2	96	VAN GUNDY	SUE	TRG	SPORTSMAN	2094.1	708.0
42	KEIL	DAVID	NCC	SPORTSMAN	2765.5	929.0	97	WAGER	MARVIN	TRG	SPORTSMAN	2083.7	702.5
43	BOTKIN	VINCENT	ISS	SPORTSMAN	2748.8	927.1	98	MELJA	JOE	DUST	SPORTSMAN	2048.1	699.9
44	CONDON	STEVE	TRG	SPORTSMAN	2748.7	926.7	99	FAULKENHAR	RON	ISS	SPORTSMAN	2009.1	677.4
45	WILKENS	DAVE	ISS	SPORTSMAN	2748.8	926.7	100	BAUDER JR	KEVIN	ISS	SPORTSMAN	1981.8	668.2
46	MACKENZIE	SCOTT	PSS	SPORTSMAN	2736.7	923.7	101	LAUGHLIN	SEAN	EDSF	SPORTSMAN	1942.0	654.8
47	CONWAY	ROBERT	TRG	EXPERT	2731.2	921.8	102	BITZBERGER	JOHN	SWSA	EXPERT	1941.2	654.5
48	ANDREWS	ROBERT	ISS	SPORTSMAN	2721.6	917.8	103	WALDEN	WILLIAM	PSS	SPORTSMAN	1839.8	620.3
49	VICKERS	DON	NCC	EXPERT	2721.8	917.4	104	WILSON	JEFF	EDSF	SPORTSMAN	1829.8	617.0
50	RAYMOND	KEN	HSS	EXPERT	2718.8	916.5	105	NAVE	JOACHIM	SFWF	SPORTSMAN	1773.2	597.8
51	GERMANE	BRIAN	HSS	SPORTSMAN	2714.8	915.3	106	FINK	DAN	SULA	EXPERT	1694.8	571.4
52	SANDRON	HUGO	DUST	EXPERT	2711.4	914.2	107	GARNER	RICH	HSS	EXPERT	884.4	230.7
53	DOIG	AL	NCC	EXPERT	2700.7	910.6	108	ZINK	DON	HSS	EXPERT	883.4	223.7
54	JOY	BRYAN	HSS	SPORTSMAN	2678.3	903.0	109	NEHRING	CURT	HSS	SPORTSMAN	532.7	176.8
55							110	MERENDA	KEN	DUST	SPORTSMAN	0.1	0.0

Matt Gates and Edgar Weisman advance to EXPERT

TEAM RESULTS

CLUB:	PSS	HSS	SULA	DUST	SWSA	NCC	TRG	ISS	TOSS	SFWF	EDSF	MIRCS
CONTESTANTS:	13	22	8	12	6	5	9	20	5	4	4	0
TEAM SCORE:	3934.6	3911	3685.9	3845.5	3810.3	3769.3	3757.4	3744.4	3713.8	3285.4	3285.4	0

JOIN US
ON OUR
NEW FIELD



TORREY PINES GULLS
RADIO CONTROL SOARING SOCIETY, INC.

APRIL ^{SC²} 21, 1991

FORMAT IS A STANDARD SC² 3,5,7 contest
3min. 700/300 5min. 800/200 7min. 900/100
Pilots choice in any combination.

FIELD: DIRT

LANDING TAPE: 25'

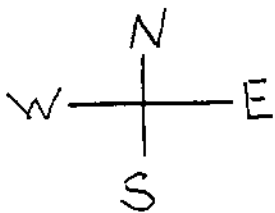
LINE LENGTH: 700+

FUN FACTOR: HIGH

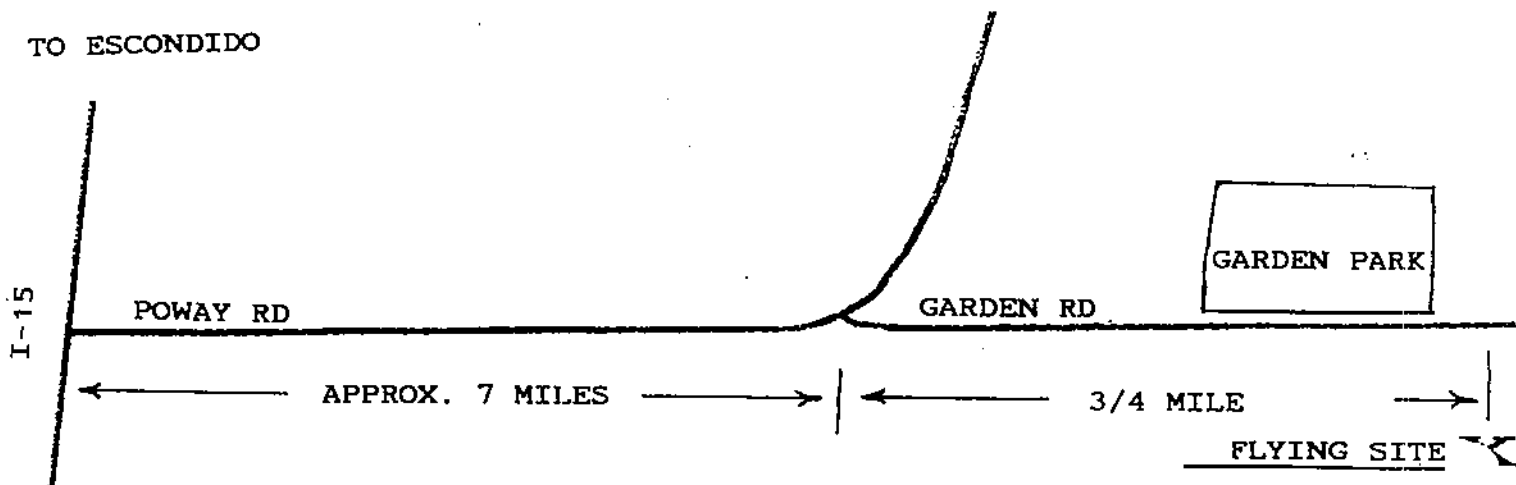
CONTEST DIRECTOR: GARY ANDERSON (619) 429-8281

TPG PRESIDENT: BILL LISCOMB (619) 931-1438

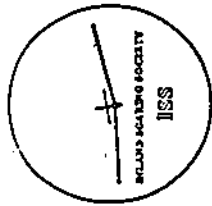
12 volt winches and retrievers



TO ESCONDIDO



TO SAN DIEGO



8TH ANNUAL R/C HAND LAUNCHED GLIDER CONTEST

The Inland Soaring Society's 8th Annual R/C Hand Launched glider contest is coming up this June 2. There will be a raffle, and some major prizes, (glue, hand launch plans, kits, even radios), **SO DON'T MISS IT!**

The rules and task will be very simple. Any glider with a projected wing span of sixty inches or less, no matter how many functions will qualify. Anyone may throw your glider for you. Three rounds will be flown. Round One will be a ten minute slot in which each pilot may launch as many times as possible with only your three longest flights counting. The pilot with the highest total time will receive 1000 points and all other scoring will be Man-On-Man. Round Two will be a ten minute slot with unlimited launches to attempt a five minute precision/duration flight. If no one makes five minutes, the pilot with the longest flight will receive 1000 points and all other scoring will be Man-On-Man. Round Three will be a ten minute slot with six launches, best five count with two minute maximum. The pilot with the highest total time will receive 1000 points and all other scoring will be Man-On-Man. In all rounds, flights must end before the slot is over to count, any flight that ends after the slot will be scored a zero.

Entry fee is \$6.00. Registration starts at 8:00 AM, with the pilot's meeting at 9:00 AM sharp. Mark your calendar for June 2, 1991 and make your way to Riverside, California for fun, excitement, and big prizes! For more information - call Ian Douglas (714) 621-2522 after 6:00 PM

AMA Sanctioned - AMA license required

June 2, 1991

University Middle School
Riverside, California

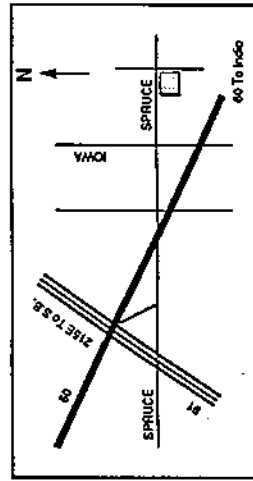
A ready-to-fly sailplane
(with radio)

will be raffled at the field.

Tickets will be a
donation of \$2.00 each,
or 3 for \$5.00.

You might walk away
with a brand-new glider!

See you there!!!



ASTRO FLIGHT CHAMPIONSHIPS

THE HARBOR SOARING SOCIETY WOULD LIKE TO INVITE YOU TO THE ...

17TH ANNUAL ELECTRIC FLIGHT R/C CHAMPIONSHIPS

The 17th Annual Astro Flight Electric Champs will be held on Saturday and Sunday, May the 25th and 26th, 1991 at Fairview Regional Park, Costa Mesa CA. The events will be 7-cell Sailplane and Old Timer, Unlimited Sailplane and Old Timer, and 7 Cell Pylon.

SAIPLANE and OLD TIMER rounds one, two and three will be limited motor run with thermal duration and landings, and will be scored man-on-man. The motor run, duration, and landings will be as follows:

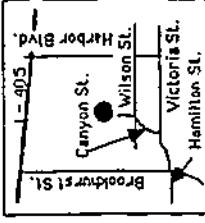
ROUND 1	7-Cell Sailplane	Unlimited Sailplane	Unlimited Old Timer
Motor run	20 seconds	30 seconds	10 seconds
Duration	3 minutes	3 minutes	3 minutes
Landing	100 points	25 point in/out	100 points
ROUND 2			
Motor run	40 seconds	50 seconds	20 seconds
Duration	7 minutes	7 minutes	7 minutes
Landing	100 points	25 point in/out	100 points
ROUND 3			
Motor run	30 seconds	40 seconds	15 seconds
Duration	5 minutes	5 minutes	5 minutes
Landing	100 points	25 point in/out	100 points
ROUND 4			
Motor run	30 seconds	40 seconds	15 seconds
Duration	5 minutes	5 minutes	5 minutes
Landing	100 points	25 point in/out	100 points

Round four will be a 5 minute penalty-duration with the same landings as the previous rounds. Time will start when the model becomes airborne. A second timer will keep track of the motor run which will be subtracted from the total flight time. Motor run is unlimited and at the discretion of the pilot. Scoring will be straight points per second with all classes flying the same task.

7 CELL PYLON RACING: Saturday and Sunday, (ONE HEAT ON SAT/ TWO HEATS ON SUN) 10 LAPS PER HEAT (Contestants must have two battery packs for continuous flying on Sunday--You must be ready to fly whenever called.) Course and rules will be per the 1990 AMA rule book. (Additional heats will be flown if time permits)

YES! I WANT TO ENTER!

NAME _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 PHONE# _____
 AMA# _____
 7 CELL SAIPLANE (CH #)
 7 CELL OLD TIMER (CH #)
 UNLIMITED SAIPLANE (CH #)
 UNLIMITED OLD TIMER (CH #)
 7 CELL PYLON (CH #)
 NUMBER OF ENTRIES: _____
 TOTAL \$ ENCLOSED: _____
 PRESENTLY REQUESTED--\$3.00 PER EVENT
 \$6.00 PER EVENT AT THE FIELD
 SEND ENTRIES TO BOB SLIFZ (CD)
 P.O. BOX 6, MIDWAY CITY CA 92653
 (714) 893-6569 // (714) 875-6639 (FAX)



JOIN
 The ELECTRIC
 AEROMODELING
 ASSOCIATION

AMA SANCTIONED
 AMA LICENSE REQD.
 MAY 25th and 26th, 1991
 Fairview Regional Park
 Registration 8:00 AM
 First Round 9:00 AM

Trophies will be awarded to third place in each class. There will be a pilots/workers drawing for valuable merchandise prizes donated by Astro Flight and several other manufacturers.



TENTH ANNUAL
ROSEBOWL SOARING FESTIVAL
APRIL 27TH & 28th, 1991
SPONSORED BY THE
PASADENA SOARING SOCIETY

THIS IS AN AMA (AA) SANCTIONED EVENT AND ALL AMA RULES APPLY; RADIO EQUIPMENT MUST COMPLY 1991 SPECIFICATIONS.

LOCATION: PASADENA'S BROOKSIDE PARK ROSE BOWL SOARING FIELD WITH SEVENTEEN ACRES OF MANICURED GRASS, AND GREAT WEATHER.....THE LANDING AREA HAS BEEN MOVED AWAY FROM OUR FAMOUS SAILPLANE EATING TREES.

CLASSES: UNLIMITED AND TWO METER

TASKS: SATURDAY APRIL 27th

- ROUND 1 - THREE 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

SUNDAY APRIL 28th

- ROUND 5 - THREE MINUTE PRECISION DURATION
- ROUND 6 - 4th FLIGHT OF ADD-EM-UP
- ROUND 7 - TEN MINUTE PRECISION DURATION

The add-em-up rounds will consist of four flights to make 20 minutes with no flight over 7 minutes. The landing will be near the center of the field away from the trees and available for inspection prior to the contest. So emphasis will be placed on normal duration, penalty on flight times over will be 10 points per second.

TROPHIES: UNLIMITED - 1ST THRU 10TH PLACE
TWO-METER - 1ST THRU 5TH PLACE
JUNIOR/SENIOR - 1ST AND 2ND PLACE OPEN CLASS
TEAM - 1ST THRU 4TH

TIME: PILOTS MEETING 7:45 AM EACH DAY
FIRST FLIGHT 8:00 AM EACH DAY

RAFFLES: PILOTS RAFFLE - COMPUTER RADIO- PILOT MUST BE PRESENT TO WIN
GRAND RAFFLE FOLLOWING LAST ROUND

CONTEST DIRECTORS:

BEN MATSUMOTO (818)798-1662
MIKE RATNER (818)760-2770 HOME
(818)781-6891 OFFICE
SCORING: AL ZIMMERMAN (818)500-9019

ENTRY FEE: FIRST CLASS ENTRY \$20.00 SECOND CLASS ENTRY \$10.00

ENTRY FORM: PLEASE MAKE CHECKS PAYABLE TO PASADENA SOARING SOCIETY. ENTRY MUST BE RECEIVED BY APRIL 19TH

NAME: _____

ADDRESS: _____

CITY, STATE, ZIP: _____

PHONE NUMBER: () _____

AMA NUMBER: _____ TEAM DESIGNATION: _____ JR/SR

FREQUENCY CHOICES: UNLIMITED 1st _____ 2nd _____ 3rd _____
TWO METER 1st _____ 2nd _____ 3rd _____

NOTICE * CHANNEL 12 IS NOT USEABLE AT THIS FIELD *

MAIL ENTRY TO:
PASADENA SOARING SOCIETY
C/O AL ZIMMERMAN (818)500-9019
1328 BRANTA DR
GLENDALE, CA 91208