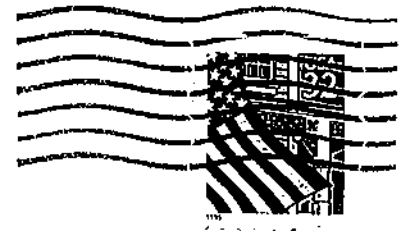


Harbor Soaring Society  
P.O. Box 1673  
Costa Mesa, CA 92626



**FIRST CLASS MAIL**

HERMAN HALL  
2023 N. GREENGROVE ST.  
ORANGE, CA. 92665

**PLANE RAP**

**The News Letter of the Harbor Soaring Society**

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**"The Oldest Chartered Soaring Club In the AMA"**

**Charter # 128**

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*JUNE*  
**MAY 1996** *Miss Labeled*

**JUNE Club Meeting:** The June club meeting will be held on Wednesday, June 5th, 1996, 7:30 pm at the Hobby Shack store, 18480 Bandilier Cir, Fountain Valley, CA. Those interested in vintage scale sailplanes will enjoy the speaker, Rual Blacksten, the archivist for the Vintage Sailplane Association. He will have a slide show of pre-WWII sailplanes from American and English vintage meets. The Monthly club contest will be on Sunday, June 9th.

**July Club Meeting:** The July club meeting will be held on Wednesday, July 3rd, 1996 at 7:30 pm at the same location unless notified otherwise.

## Harbor Soaring Society Board Members

President: Matt Fourqer  
Past Pres: Roger Lackey  
Vice President: Larry Tuohino  
Secretary: Dave Nemecek  
Treasurer: Steve Hendry  
Contest Coordinator: Eric Marcussen  
General Director: Ross Thomas  
News Letter Editor: Bob Sliff  
News Letter Publisher: Will Conrad

## HSS Volunteers:

### *Field Maintenance:*

Dick Pantzar  
George Azvedo

### *Librarian:*

George Azvedo

### *Winches:*

Dick Pantzar  
Eric Thornton  
Ross Thomas  
Al Cron  
Steve Hendry  
Karl Hawley

### *Elect. Coordinator:*

Larry Tuohino

### *Score Keepers:*

Maxine Thomas  
Mike Aguirre

### *Membership/New Members:*

Roger Saville

### *Slope Coordinator:*

Lyndon Johansen

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## FROM THE PREZ

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Hello everyone. Once again I have sat down and wrote a few words for Plane Rap. First of all, I cannot believe that it is already the end of may. The year seems to be flying by. (*Having fun, 'eh, ed.*) I can still remember the Christmas party like it was yesterday, and, more importantly, the look I got from my wife when she thought all the club meetings were going to be at *her* home. Not a pretty picture for prez that night. But that is all behind us now.

I recently attended the LSF day that Merrill Brady of M & M glider Tech hosted at his mothers house in Lancaster. Five members of HSS attended. Two level 5 tasks were completed by Mike Agurrie, namely, his 10 K distance and his two hour duration. I drove the chase vehicle for Mike and we finished the course in about 40 minutes--pretty quick. I think we have a future cross country racer in the making. This was our second trek out Merrill's . Needless to say, we were not quite as successful as the first time. It was really a surprise to see how much different the conditions were this time. At one point Mike's plane was almost out of sight in a thermal that seemed to still be growing. It really surprised me to be able to stay in one thermal at the same location for so long, nearly an hour. At our home field, we are lucky to get a 10 minute flight out of one thermal, as we all found at the last club contest.

That is all from the Prez.

Matt Forquer

President HSS



## HSS 1996 Calendar-June Update

Events of interest to "Team HSS" and the OC R/C Soaring Community. HSS sponsored or affiliated events in **bold**. All dates are subject to change. Best to confirm non-HSS dates with foreign club CDs. If you are aware of any errors or conflicts please advise Erik Marcussen @ 714 730-7998. Updated Monthly!

### June

6/1 ISS HLG Riverside  
SULA Monthly

6/5 **HSS Club Meeting-**  
**Raul Blacksten, Vintage**  
**Soaring Slideshow**

6/8-9 SWSA 2M Soarfest

6/8 CSR Slope Race Yorba  
Linda  
TPG 60" Slope Race

6/9 **HSS Monthly TD and**  
**CarnageSoarous**

6/15-16 TPG South International  
HLG Festival

6/15-16 North-South Challenge

6/23 **HSS ElectroSoar**

6/30 **SC2 at TPG**

### July

7/3 **HSS Club Meeting**

7/4 LB Bluff Park Foam 4th

7/6 SULA Monthly

7/7 **HSS Monthly**

7/13 **?HSS Handlaunch?**  
TPG 60" Slope Race

7/14 EDSF Summer Soar  
Contest

7/26-2 LSF-AMA Nationals

7/28 **SC2 at TOSS**

### August

8/3 SULA Monthly

8/7 **HSS Club Meeting**

8/10 TPG 60" Slope Race

8/10-11 Holland F3J Glide

8/11 **HSS Monthly TD**

8/17 **?HSS Slope Race?**

8/17-18 Belgium F3J Glide

8/25? **SC2 at SULA**

8/30-2

Sailplane (fullsize)  
Homebuilders Meet,  
Tehachapi

### September

9/4 **HSS Club Meeting**

9/7 SULA Monthly

9/8 **HSS Monthly TD**

9/14-15 CSR 26 mile Cross  
Country, California Valley

9/14-15 SULA SoCal Scale Glider  
Festival

9/22 **HSS ElectroSoar**  
TPG South HLG  
EDSF Autumn Soar

9/29 **SC2 at HSS**

### October

10/2 **HSS Club Meeting**

10/5 SULA Monthly

10/5-6 Fall Soaring Festival  
Visalia

10/13 **HSS Monthly TD**

10/22-23 SEF SD Electric Fall Fun  
Fest

10/27 **SC2 at SWSA**

### November

11/2 SULA Monthly

11/6 **HSS Club Meeting**

11/10 **HSS Monthly TD**

11/17 **SC2 at Pasadena**

### December

12/7 TPG South HLG

12/8 **HSS Monthly TD**

12/11 **HSS Holiday Awards**  
Party



# Those Thrilling Days of Yesteryear

## The Baby's Last Flight

By DICK JOHNSON

WHILE instructing at the glider school at Twentynine Palms I had been watching for my chance to gain a Golden "C" altitude or possibly a national record. June 12, 1942, seemed to be an excellent day judging from the thermal conditions on the previous days.

Warren Merboth, Bill Tracy, Paul Fletcher and I drove out to Deadman Dry Lake with the Baby Albatross behind. My ship was equipped for blind flying but in my haste to get started on the thermals I did not take time to hook up the suction gauge on the turn and bank line. It was this that was undoubtedly directly responsible for the performance that followed.

It was our plan that I was to get my altitude, then return. Warren was to complete his Golden "C" on the second flight. I made two attempts before I succeeded in catching a thermal from a 500 foot tow. The climb was rather slow but the lift became stronger as I gained altitude. After about 5000 feet on the first thermal, I went to a nearby lava mountain where the clouds were heavier. It was half an hour before I reached the cloud base at 12,000 feet. My barograph now registered the Golden "C" altitude safely.

Maybe I could pass Bob Stanley's record of 17,474 feet—so on we went. I climbed slowly on instruments to 14,700 feet before the lift reduced to zero sink. I then left this cumulus in search of a better one.

It was at this time I noticed a minute amount of ice on the leading edge of the wing but none on the windshield. The ship and instruments seemed to be normal so I returned to the cloud flying. After about ten minutes on instruments I lost control of the ship. The airspeed started to increase even though I had a moderate amount of back pressure on the wheel and the needle was very nearly centered. It was apparent the turn needle was losing its sensitivity but I did not know it had stopped completely due to the very light ice on the venturi. To make matters worse, it had stopped indicating a very slight turn to the right.

As the airspeed increased I applied left rudder lightly but, as I was already in a left spiral dive, the airspeed did nothing but scream louder. I was beginning to catch on about this point. I estimate the airspeed to have been around 120 mph. now. I was too busy trying to reduce the load on the ship to look at the indicator. The shriek of the Baby was enough to let me know the speed was excessive.

At this moment I broke out of the 12,000 foot cloud base in an almost vertical spiral. I cautiously applied the controls to recover but even on full control the Baby did not show the least interest in coming out. The right wing had pulled the strut fittings out of the wooden struts and had left the ship although I heard no peculiar noise and felt no jolt.

After about five fast turns I knew the ship had failed somewhere but I did not take time to look around. I checked my chute straps and thought of Paul Fletcher who had packed it two days before. The acceleration due to the spiral was fairly heavy as I started to pull myself out of the cockpit. Then the



Dave and Dick Johnson and the Baby Albatross

Baby gave its final lurch and I was thrown clear. This lurch I believe was due to the disintegration of the left wing. Only four feet of the tip was recovered—the rest of the wing was almost matchwood.

I impatiently pulled the ripcord and the chute opened with a heavy jolt. I should have waited until my speed had reduced and I had cleared the debris. It took about fifteen minutes to reach the ground. I saw the pod going down without either wing and the air was literally a snowstorm of small pieces of fabric and wood. I had to slip the chute almost all the way down to avoid landing on the rough rocks of the mountain. After picking up the parachute I started to hike across the desert back to the dry lake. I found only one small piece of a wing rib on the way back. The chute straps had left welts on my body and I found it increasingly hard to walk. Warren and Paul came into view shortly with water, first aid kit, etc.

The following is Bill Tracy's account from the ground: "We had long since given up trying to keep our eyes on Dick (a sailplane at 12,000 feet is a small article) and were loafing on the roof of the flight shack. The three of us were suddenly startled by a noise that sounded very much like thunder but was considerably louder than average thunder. It seemed to come from a large cumulus almost directly above the field. Warren yelled, "It's busted up on him." We saw the ship in a steep spiral dive with one wing off, then the other wing disappeared and we saw the chute open. To put it moderately, this was quite a spectacle. One wing floated down lazily, the wingless pod screamed down like a bomb, and there was fabric and plywood in the air for the following twenty minutes. The only plausible explanation for the loud thunder-like noise which precluded the scene is that the base of the cumulus had intensified and amplified the sound of the disintegrating sailplane."

The wreckage was not located until three days later. The barograph had left the pod in flight and made a silver splash on some nearby rocks. Only the right wing minus two feet of the root and the rudder were salvaged.

More Thrills at June's HSS General Meeting with Raul Blacksten!

# FIFTY WAYS TO WIN AT GLIDERS

by Randy Reynolds  
NSS 81-3024

Extracted from Sailplane Jul-Aug-Sep 89

When I first started down the road to competitive glider flying, I couldn't make the connection. I had always been pretty good at most things, but this business of glidering had me baffled....and hooked. I read Thornburg's Rules and lots of other stuff. I talked to all of the local gurus. Yet, I still made every mistake possible. Today I am a wiser man, significantly better, but not the best that has ever been. You can learn a lot from me because I proved every one of the following truisms...the hard way. Just a word of warning, there is not a lot of room for supporting arguments. Some are self-evident. Some are cryptic. Many are borrowed and all are perceptions. Go thou and do likewise.

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## THE GLIDER:

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- Pick any reasonably competitive proven design and don't chase theory or "Demon Tweaks" excessively.
- Make a commitment to fly this ship until you reach your competition objectives over several seasons.
- Build it straight, flat, and clean. Be a fanatic about this.
- Use quality radio gear, especially servos.
- Get to know your batteries; they are your glider's best friend.
- Flying surfaces should always return to precise neutral.
- Be knowledgeable about C/G and towhook location. Talk in percent of wing chord, not "two thumbs behind the left spar."
- Develop a checklist for finding problems in the workshop. Inspect before every flying session.

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## THE PRACTICE SESSION:

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- Fly with a purpose...set objectives.
- Fly with someone timing you as though in a contest.
- Always use a landing tape and practice right and left patterns.
- Participate in LSF, it will help you. Help others, it will also help you.
- Try to fly twice per week during contest season.

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## THE LAUNCH:

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- File a mental flight plan.
- Before launching... think "PPSS" which means "P<sub>in</sub> for my frequency", "P<sub>lane</sub> OK?", "S<sub>ettings</sub> in trim?", "S<sub>tick</sub> moves the flying surface?".
- Planes launched with radios off are caused by an abnormal happening while you are preparing to launch. Repeat "PPSS."
- First 1/3 of launch for height. Go nearly vertical at medium winch speed. Now aren't you glad you know where your CG is?
- Second 1/3 of launch is to build speed and direction to flight plan area.
- Final 1/3 of launch is for a mild zoom. Save some of the zoom for L/D towards the search area.
- Flying through lift on the launch can be identified by the high tension in the line. Continue launch and return to the lift.
- Practice downwind launches. Tip: Go fast!
- The best launchers in wind--win.
- Don't release early. Try to finish the launch over the turnaround, as it will give you more time to fly a

thermal downwind. Get help.

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### THE THERMAL:

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- Thermal search at a medium/high speed, hopefully at your best L/D.
- Since you determine when your ship is in good air by visual indications, it follows that a minimum of commands from you will help avoid "stick lift."
- Don't turn immediately upon detecting a thermal; explore it instead.
- Thermals drift with the wind. Keep that in mind if you lose the lift. Try searching down wind from where you lost it.
- Watch which side of the circle has the strongest lift...go there.
- Thermals exist in wind. Be aggressive with ballast and technique.
- Don't sell yourself a thermal your glider won't buy.
- Wind shifts go toward the thermal.
- Ask the local expert what the thermal patterns are. Also ask why.

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### THE LANDING:

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- Communicate to the timer about countdown, watching others, and tape direction. Make him part of your team through participation.
- Get to the landing circle at least two minutes before landing.
- Attain desired checkpoint positions at one minute (75' altitude) and again at 30 seconds (30' altitude).
- At 30 seconds, you should be entering a set "U" shaped landing pattern at about 30' altitude with medium-slow airspeed. The sailplane should be flown very close to you at this point to establish a landing "sense." The airplane should be very stable. Time the altitude and speed properly so that you feel in control, not rocketing about the sky at too high an altitude.
- At 30 seconds, stop thinking, visualize the landing and DO IT!
- Most bad landings are caused by improper altitude control against the time slope. Practice with a familiar airplane is the cure.
- Any competitive glider is a good landing machine, provided it has medium weight, glide path control and landing spikes (Shark's Teeth).

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### THE CONTEST:

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- Make sure of tune. No changes since the last practice flight.
- Know the task rules and pay attention at the pilot's meeting.
- Consider the important aspects of the tasks, site and weather.
- If possible, find a buddy to team up with for timing and line retrieval. This is good for moral support.
- Evaluate the thermal search possibilities. Watch where other gliders locate lift.
- Monitor one or two competitors in an effort to learn technique.
- During the contest, try to preserve some perspective by utilizing some periodic quiet time to relax and observe.
- Take care of yourself and you'll do a better job. Avoid dehydration during hot weather. Use sunscreen and protect your eyes with good UV sunglasses.
- Set some attainable goals during a contest...it will help your self-esteem. Off to a bad start? Reset your goals for the day.
- Don't give up. When you are a victim of bad luck or your own "no brainer" or even if you are in a comfortable lead...don't lose your concentration. Do your best on every flight. If you "tank" the remnants of a poor contest effort, you will feel even worse later.

Bobby Fischer said that "Chess is life." Flying R/C Sailplanes is a sport that can be as compelling to some of us as Chess was to the former American World Champion, but it probably shouldn't be. Remember your perspective when bad luck bites...this is for fun!

## HSS LSF Family BBQ Report

Those who made May 19th's LSF BBQ enjoyed some of the best HSS eatin' since the December Holiday Awards Party. **Maxine (Ross) Thomas's** chips 'n dip wetted everyone's appetite while Chef Larry "Boy-R-They-Black" Tuohino grilled the weenies to a crispness not seen since the discovery of charcoal. **Karl Hawley** cooled the dogs down and put the fire out with a bountiful supply of gourmet coleslaw. Then came **Swantje (Larry) Tuohino's** sinfully rich cheesecake and **Mydong (Jim) Parsons'** scrumptious chocolate and peanut butter cookies which filled everyone appetite to the max. Arriving late, but certainly appreciated, was **Marye (Norm) Kutch's** salad. Finally after Larry T's latest burnt weenie sandwich feasting (which still sold out quickly), he announced his retirement as "unofficial HSS BBQ chef". Any volunteers?

LSF-wise, the Sunday's windy weather did not favor those who needed higher level achievements (Rosco needed his 2 hour Level 5 thermal flight). This didn't stop Jim Parsons who started and did complete his Level 1 (yeah Jim!), while Larry Tuohino struggled and got only two 10 ft spot landings and his 5 minutes before massively stalling out at 15 ft and busting up his Mako (boo, Larry!). Steve "Chug-a-long" Hendry finally finished his Level 1 "after 10 years". The biggest LSF news happened at Merrill's Ranch the week before, Mike Aguirre completed his Level 5 10 Kilometer Out and Return! **Congratulations Mike!** Hopefully his report on it at the next club meeting...

Hey! Let's do it again! It's called a picnic party. Just a little more organization is needed and we'll get even more food, fun, and participants! A big "HSS Thanks" to all who brought food to share and all pilots who moved up a notch!

### Minutes of the May Meeting:

The meeting was called to order by the president at 7:30 PM.

Minutes of the April meeting were approved.

New members were introduced.

Steve Hendry gave the treasurers report.

Larry Tuohino, VP, was absent.

The club Contest Director, Eric Marcussen was absent, so Matt Forquer gave the details on the May club contest. The contest will consist of three ten minute rounds, and Eric will be the official CD.

HSS LSF day has been rescheduled for May 19, 1996.

The yearly Visalia North/South Challenge

has been canceled.

Lynn Johansen was recognized and thanked for his efforts in putting on our first CarnageSoarus contest. It was a great success.

New Business:

Lynn Johansen proposed putting on another CarnageSoarus contest. The proposed date is the day of our June Club contest, June 6th. It will commence in the afternoon, right after the thermal contest is completed.

The meeting was adjourned at 7:55 PM.

Dave Nemecek, Secretary.



HARBOR SOARING SOCIETY  
SOUTHERN CALIF ELECTRIC FLYERS

WELCOMES YOU TO

# ELECTRIC SOAR 96

Sunday June 23, 1996

9-10 am **FUN FLY**

10 am **AULD** non-precision 30 min Max with Spot Landing tie-breaker

10:30 to noon **FUN FLY**

11 am **Handicap "Fun" F5B Task**  
 -3 minutes to do as many 150 meter Laps as possible with following scoring:  
 -Unlimited 10 points per lap  
 -10 cell 16 points per lap  
 -7 cell 19 points per lap  
 -R/E 7 cell 43 points per lap  
 -Old Timer 50 points per lap  
 -5 minute precision Duration after one motor run, no "limbo" required 300 points  
 -Circle Landing, In or Out 30 points 15 meters  
 60 points 5 meters

12 noon **BBQ Lunch**

**AMA membership required.**

MAY OPEN CONTEST

MAY CLASSIC CONTEST

	NAME	SCORE	NORMALIZED	PLACE
1	NORM KUTCH	2198	1000	1 ST.
2	RANDY BRATRUD	1979	900	2 ND.
3	WILL CONRAD	1619	737	3 RD.
4	ROSS THOMAS	1610	732	
5	ROGER SAVILLE	1413	643	
6	MARK PUCHALSKI	1362	620	
7	KARL HAWLEY	879	400	
8	DAN FINK	312	142	

SCEF



	NAME	CLASS	SCORE	NORMALIZED	PLACE
1	MIKL AGUIRRE	MASTER	2524	1000	1 ST MASTER
2	MATT FORCLER	EXPERT	2500	990	1 ST EXPERT
3	TOM VINCENT	EXPERT	2453	972	2 ND EXPERT
4	STEVE HENDRY	EXPERT	2409	954	3 RD EXPERT
5	RANDY BRATRUD	EXPERT	2337	926	
6	ERIK MARCUSSEN	EXPERT	2316	918	
7	MARK PUCHALSKI	EXPERT	2036	807	
8	LARRY TUOHINO	ADVANCED	2019	800	1 ST ADVANCED
9	PAT STOKER	MASTER	1958	776	
10	RICK BRIGGS	EXPERT	1942	769	
11	ROSS THOMAS	EXPERT	1941	769	
12	JOHN LASATER	GUEST	1781	708	
13	GEORGE AZVEDO	ADVANCED	1680	658	2 ND ADVANCED
14	AL CRON	EXPERT	1597	633	
15	DAVE NEMECEK	EXPERT	1564	620	
16	JIM PARSONS	EXPERT	1559	618	
17	DAN FINK	EXPERT	1554	616	
18	BILL DUNCAN	EXPERT	1551	615	
19	MARK NAVARRE	ADVANCED	1508	597	3 RD ADVANCED
20	DON RAMSAY	ADVANCED	1446	573	
21	NORM KUTCH	EXPERT	1300	515	
22	ROGER SAVILLE	ADVANCED	645	256	



SOUTHERN CALIFORNIA SOARING CLUBS  
 RESULTS OF TPG (SC)2 CONTEST OF 05/26/96  
 CONTEST DIRECTOR - KEN RAYMOND

SOUTHERN CALIFORNIA SOARING CLUBS  
 RESULTS OF EDSF (SC)2 CONTEST OF 04/28/96  
 CONTEST DIRECTOR: BILL DUNCAN

PLACE NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY
1	CLECK, BEN	HSS	3946.5	1000.0	M - 1
2	CONDON, SCOTT	TPG	3940.2	999.4	M - 2
3	RODRIGUEZ, JOE	HSS	3940.0	998.4	M - 3
4	CONDON, STEVE	TPG	3935.0	997.1	M - 3
5	HUNTLEK, CLIFF	TPG	3919.5	993.2	E - 1
6	JOY, GEORGE	TPG	3913.1	991.5	
7	FORQUER, MATT	HSS	3910.0	990.8	
8	RAYMOND, KEN	TPG	3909.9	990.0	
9	EDBERG, DON	HSS	3906.9	990.0	
10	GIMPRECHT, MARK	TPG	3904.5	989.4	
11	STRICKLETT, STEVEN	TPG	3904.3	989.3	
12	DIONISIO, PATRICK	TPG	3901.1	988.5	
13	SCHARCK, RON	TPG	3899.5	988.1	
14	BRIGGS, RICK	HSS	3898.6	987.9	
15	JOYCE, KEVIN	EDSF	3894.5	986.8	S - 1
16	FINN, DAN	HSS	3893.3	986.5	
17	SAGE, FRED	TPG	3892.4	986.3	
18	COLTON, JON	TPG	3891.0	985.9	S - 2
19	FAULKENHAM, RON	HSS	3890.7	985.9	
20	WEISMAN, EDGAR	TPG	3890.2	985.5	60+ - 1
21	AGUIRRE, MIKE	HSS	3887.3	985.0	
22	FINKENHNER, KEITH	TPG	3887.0	984.9	
23	FRY, RYAN	TPG	3884.9	984.4	S - 1
24	SHILBY, RICK	TPG	3877.3	983.5	
25	JULY, LARRY	SULA	3872.8	981.3	
26	ZLASKAS, MIKE	TPG	3871.8	981.1	
27	SWET, HOR	TOSS	3869.2	980.4	
28	RICHMOND, DON	TPG	3861.7	978.5	
29	HENDRY, STEVE	HSS	3852.9	976.3	
30	MARKIEWICZ, ARTHUR	TPG	3851.3	975.9	
31	VAN GUNDY, DON	TPG	3844.2	974.1	
32	STROBEL, RICH	TPG	3826.1	969.5	
33	CHASTELER, FRANK	AVTS	3817.0	967.2	
34	FRY, JERRY	TPG	3810.6	965.0	
35	VALDES, AARON	TPG	3808.9	965.1	
36	POPE, BOB	HSS	3797.5	962.2	
37	WHITE, ED	TPG	3792.9	961.1	
38	MERRIFIELD, HAP	TPG	3757.2	952.0	
39	SHUBIN, JOSH	TPG	3747.0	949.4	
40	LUGO, BRENDAN	TPG	3746.6	949.3	
41	RENAUD, TIN	HSS	3745.7	949.1	
42	PARSONS, JIM	HSS	3713.1	940.9	2-S
43	FRASER, ROGER	TPG	3527.2	893.8	
44	CLARKSON, TOM	TPG	3525.3	893.3	
45	REAGAN, MIKE	HSS	3356.5	850.5	
46	THOMAS, ROSS	HSS	3290.7	833.8	
47	BROWN, ROBERT	TPG	3281.4	831.5	2-S 60+
48	CHASTAIN, BLAYNE	HSS	3224.5	817.1	
49	THACKER, HOR	TPG	3145.7	797.1	60+
50	CULLICK, MARK	TPG	3111.1	788.3	
51	BUZOLICH, NICK	HSS	2926.5	741.5	60+
52	AKERS, THOMAS	TOSS	2912.4	733.0	

CLIFF HUNTER MOVES TO MASTER

# SILENT WINGS SOARING ASSOCIATION

*Proudly Presents*

## 2M SOARFEST '96

June 8 - 9, 1996

Las Palmas Jr. High School  
Covina, California



CLASS: 2 METER - 442B

AMA SANCTION #6042B

1996 AMA CARDS WILL BE REQUIRED AT REGISTRATION TIME.  
ALL AMA RULES APPLY.

LAUNCHING SYSTEM: 12 VOLT WINCHES WITH RETRIEVERS

APPROXIMATELY 600 FEET LENGTH

LANDINGS: GRASS, 1 METER CIRCLE

20 POINTS IN - OUT

RADIOS: ALL LEGAL FREQUENCIES ALLOWED.

(EXCEPT CHANNEL 16, DUE TO LOCAL INTERFERENCE.)

MAXIMUM 3 PERSONS PER FREQUENCY.

C.D.: PETE OLSEN  
(909) 597-2095  
15409 OAKGROVE CT.  
CHINO HILLS, CA 91709-2448

ENTRY FEE: \$30

(NON-REFUNDABLE, BUT

TRANSFERABLE, SAME FREQUENCY.)

ENTRIES: 100 MAX.

(1ST COME BASIS)

AWARDS: 1ST - 10TH PLACE

RAFFLE: GREAT HOBBY ITEMS!

SUNDAY, IMMEDIATELY FOLLOWING CONTEST.

FOOD: LUNCH TRUCK

RESTROOMS: ON SITE

HOTELS, MAPS, RV PARKING  
INFORMATION WILL BE  
MAILED WITH CONFIRMATION.

### TASKS

#### CALLED FLIGHT ORDER

##### SATURDAY

ROUND 1: 3 MIN.

ROUND 2: 10 MIN.

ROUND 3: 5 MIN.

ROUND 4: 10 MIN.

ROUND 5: 7 MIN.

ROUND 6: 5 MIN.

##### SUNDAY

ROUND 1: 5 MIN.

ROUND 2: 10 MIN.

ROUND 3: 6 MIN.

ROUND 4: 8 MIN.

**PRE-REGISTRATION CLOSES APRIL 15, 1996!**

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_

AMA # \_\_\_\_\_

FREQ. #1 \_\_\_\_\_ ENTRY FEE (\$30) \$ \_\_\_\_\_

FREQ. #2 \_\_\_\_\_ T-SHIRTS (\$15 x # \_\_\_\_\_) \$ \_\_\_\_\_

FREQ. #3 \_\_\_\_\_ TOTAL ENCLOSED \$ \_\_\_\_\_

MAKE ALL CHECKS PAYABLE TO:

GLENN CLIFTON

2M SOARFEST T-SHIRTS	
Please check size.	
<input type="checkbox"/>	SMALL
<input type="checkbox"/>	MEDIUM
<input type="checkbox"/>	LARGE
<input type="checkbox"/>	XLARGE
<input type="checkbox"/>	XXLARGE

MAIL TO: SWSA 2M SOARFEST '96, PETE OLSEN, 15409 OAKGROVE CT., CHINO HILLS, CA 91709-2448



# THOUSAND OAKS SOARING SOCIETY

*invites you to the July 502 contest*

DATE: July 28, 1996

LOCATION: TOSS field in Thousand Oaks, CA

CONTEST DIRECTOR: Mike Reagan

SIGN UP: 8:00 AM

PILOTS BRIEFING: 8:45 AM

CONTEST STARTS: 9:00 AM

WHERE: Redwood School on Gainsborough Drive  
between Moorpark Road and Lynn Road

### TASKS:

4 Rounds: Four flights for a Twenty Five Minute Total.

One each - 3, 5, 7, and 10 minutes. Start with any time then fly in sequence. Examples: 3 - 5 - 7 - 10, 5 - 7 - 10 - 3 - 7 - 10 - 3 - 5, 10 - 3 - 5 - 7. Flight time is scored as 960 points per round.

Landings: Four runway landings worth forty points per landing.

Entry Fee: \$7.00

Equipment:

12 Volt winches with retrievers.

Approximately 700' to turnarounds.

Portable restroom available at field.

Trophies: 1st - 3rd Masters

1st - 3rd Expert

1st - 3rd Sportsman

1st Seniors

Field: Mowed grass

### FIELD:

Redwood Intermediate School,

Thousand Oaks, CA

On the North East corner of

Gainsborough and Camino Manzananas

### RULES:

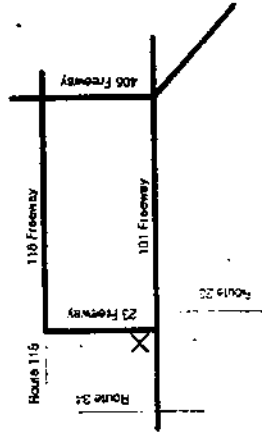
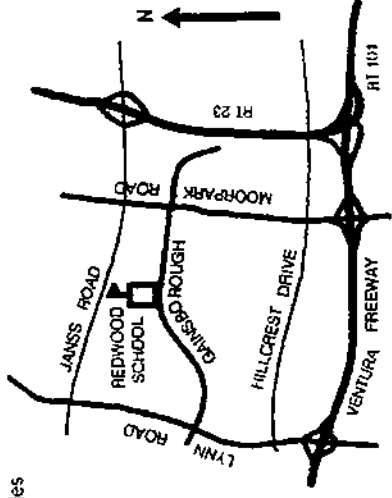
Standard SC2 rules apply in addition to AMA rules

10 seconds to accept relaunch or to fly it out

Misfires on landing approach - time will count,

relaunch for landing points only

Transmitters and receivers must meet 1991 AMA rules



CONTACTS:  
Mike Reagan (609) 529-5513  
Edgar Weisbur (609) 458-8878

**HARBOR SWANKING SOCIETY MEMBERSHIP LIST FOR JUNE 1996**

1	CHRISTOFF	ADAMCZTK	456 SERRA DR	CORONA DEL MAR	92625	714	760-5038
2	STEVE	ADDIS	8024 DARBY PL	RESEDA	91335	818	776-8377
3	MIKE	AGUIRRE	14351 DEANANN PL	GARDEN GROVE	92643	714	531-8651
4	TOM	ALLARD	3241 BRIMHALL DR.	LOS ALAMITOS	90720	310	430-2292
5	JOHN	AMIES	2732 CIRCLE DRIVE	NEWPORT BEACH	92663	714	548-5140
	STEVE	BAKER	3014 W. MARK STREET	SANTA ANA	92704-1532	714	541-2125
7	JOHN	BAZACAS	243 COLTON ST	NEWPORT BEACH	92663	714	646-6527
8	RANDY	BELOFF	773 N. CYPRESS #1	ORANGE	92667	714	259-7760
9	DALE H.	BLACK	2018 LEMNOS DRIVE	COSTA MESA	92626	714	540-6147
10	DAVID	BRADY	1965 Vista Caudal	NEWPORT BEACH	92660	714	640-7202
11	DENNIS	BRANDT	3565 STONEPINE #J	ANAHEIM	92804	714	821-4181
12	RANDY	BRATRUD	2240 VILLA VISTA WAY	ORANGE	92667	714	921-1786
13	RICK	BRIGES	5937 NAPLES PLAZA	LONG BEACH	92803	310	433-6327
14	ROY B.	BRINKER	939 E. PALMYRA AVE.	ORANGE	92666	714	633-6309
15	BRIAN	BUAAS	21036 STONEY GLEN	LAKE FORREST	92630	714	855-2749
16	NICK	BUZOLICH	19366 SIERRA BELO RD.	IRVINE	92715	714	854-3689
17	CHRIS	CABAJ	17291 LEE CIRCLE	HUNTINGTON BEACH	92647	714	848-2840
18	GEORGE	CLARKE	2929 VIA BLANCO	SAN CLEMENTE	92673	714	498-2754
19	WILLIAM	CLARKE	12091 ORA DRIVE	GARDEN GROVE	96640	714	638-8999
20	BEN	CLERX	90 OCEAN VISTA	NEWPORT BEACH	92660	714	721-8848
21	WILL	CONRAD	9359 SHRIKE AVE	FOUNTAIN VALLEY	92708	714	964-0347
22	ALVIN	CRON	2609 GLENARBOR	SANTA ANNA	92704	714	546-6649
23	MATT	DAVIS	529 - 36 W. 220 STREET	CARSON	90245	310	533-5033
24	MARK	DE BONO	7802 E. BROADMOOR TRL	ORANGE	92609	714	289-0225
25	MIKE	DE BONO	7802 BROADMOOR TRL	ORANGE	92669	714	374-0013
26	HOWARD	DOERING	9682 BLANCHE AVE.	GARDEN GROVE	92641	714	638-4937
27	JOHN	DONELSON	6022 KENDRICK CR.	HUNTINGTON BEACH	92647	714	846-6867
	WILLIAM E.	DUNCAN	5462 CERULEAN AVE.	GARDEN GROVE	92645	714	892-8665
29	DON	EDBERG	4922 ROCHELLE AVE.	IRVINE	92714	714	552-1812
30	LARRY L.	ENGER	22933 WINDTREE AVE	LAKE ELSINORE	92532	909	245-2521
31	DANIEL W.	FINK	312 10TH ST. #G	HUNTINGTON BEACH	92648	714	536-9961
32	MATT	FORQUER	6290 E. QUARTZ LANE	ANAHEIM	92807	714	283-2935
33	TIM	GEVY	6516 E. CARNEGIE AVE	ANAHEIM	92807	714	637-7758
34	ROB	GREENE	3108 SUMATRA PL.	COSTA MESA	92626	714	751-4112
35	HERMAN	HALL	2023 N. GREENGROVE ST	ORANGE	92665	714	637-2704
36	BLAIR	HAMILTON	428 BROADWAY	COSTA MESA	92627	714	548-4719
37	KARL V.	HAWLEY	3624 B SOUTH MAIN ST.	SANTA ANA	92707	714	545-4722
38	ED	HAWLEY	7082 MONROE CIRCLE	BUENA PARK	90620	714	821-8768
39	STEVE	HENDRY	2461 HARTFORD AVE	FULLERTON	92636	714	996-6183
40	RANDAL R.	HOLZAPPLE	1425 E. HOUSTON	SPOKANE ,WA	99207	509	928-1550
41	LYNDON	JOHANSEN	654 W. WILSON ST.	COSTA MESA	92627	714	645-6291
42	JOEL	JOHANSEN	654 W. WILSON ST.	COSTA MESA	92627	714	645-6291
43	DEL	KAHAN	P.O. BOX 1501	NEWPORT BEACH	92663	714	548-8094
44	CHRIS	KENYON	537 NEWPORT CNTR. DR	NEWPORT BEACH	92660	714	717-5622
45	LES	KENYON	537 NEWPORT CNTR. DR	NEWPORT BEACH	92660	714	717-5622
46	NORMAN P.	KUTCH	502 STURGEON DR.	COSTA MESA	92626-3113	714	546-0382
47	MARYE L.	KUTCH	502 STURGEON DR.	COSTA MESA	92626-3113	714	546-0382
48	ROGER	LACKEY	2452 ELDEN AVE #B	COSTA MESA	92627	714	646-3973
49	DIETER	LAMPRECHT	21661 BROOKHURST ST #41	HUNTINGTON BEACH	92646	714	968-8430
50	JOHN	LASATER	23 Camomile pl	ALISO VIEJO	92656	714	362-5190
51	MICHAEL R.	LAUBE	23262 DEVONSHIRE	MISSION VIEJO	92692	714	348-0472
52	DONALD	LAWRENCE	16112 Windemeir Lane	HUNTINGTON BEACH	92647	714	847-6180

**HARBOR SOARING SOCIETY MEMBERSHIP LIST FOR JUNE 1996**

53	TONY	LEE	23211 COSO	MISSION VIEJO	92692	714	380-1542
54	VI (VICK)	LUU	16667 MT. HOFFMAN CIR	FOUNTAIN VALLEY	92780	714	531-1973
55	BILL	MALVEY	24071-B HOLLYOAK	ALISO VIEJO	92656	714	362-8376
56	ERIK	MARCUSSEN	14751 RIDGBORO	TUSTIN	92680	714	730-7998
57	ANTHONY	MARTIN	20261 SEASHELL CR.	HUNTINGTON BEACH	92646	714	969-7305
58	ALAN	MC CARTHY	3100 SUMATRA PL.	COSTA MESA	92626	714	432-8613
59	DAVID P.	NEMECEK	16599 SILKTREE	FOUNTAIN VALLEY	92708	714	775-7196
60	CHARLES	NEWMANN	20911 PASEO ROBLE	LAKE FORREST	92630	714	859-7306
61	DICK	PANTZAR	400 ORION WAY	NEWPORT BEACH	92663	714	642-1380
62	JIM	PARSONS	9382 CENTRAL AVE.	GARDEN GROVE	92644	714	636-9867
63	GEORGE	PAZUEDO	14811 BIRCHWOOD PL	TUSTIN	92680	714	832-7819
64	THOMAS	PILS	1433 BERKELEY ST. #A	SANTA MONICA	90404	310	449-1019
65	BOB	POPE	3174 D. VIA VISTA	LAGUNA HILLS	92643	714	78-6689
66	DON	RAMSEY	301 ENERO	NEWPORT BEACH	92660	714	759-1984
67	TIM	RENAUD	5084 HARCUM	IRVINE	92715		
68	GORDON	RITSCHKE	1549 ORANGE AVE	COSTA MESA	92627	714	548-1806
69	JOE	RODRIGUEZ	21051 NEWLAND #193	HUNTINGTON BEACH	92646	714	536-6543
70	JOHN	ROLDAN	1220 JONAH DR.	CORONA	91720	909	371-0500
71	ROGER	SAVILLE	2868 CORVO PLACE	COSTA MESA	92626	714	549-7976
72	EUGENE	SERRANO	1110 E. GRIFFITH PLACE	SANTA ANA	92707	714	836-9279
73	JAMES	SHAFFER	16412 SUNDANCER LANE	HUNTINGTON BEACH	92649	714	846-3841
74	BOB	SLIFF	8044 LEGION PLACE #6	MIDWAY CITY	92655	714	893-2337
75	PAT	STOKER	3102 KITTRICK DR.	LOS ALAMITOS	90720	310	598-9029
76	ROSS	THOMAS	1406 N. LA BONITA	SANTA ANA	92703	714	638-0705
77	MAXINE	THOMAS	1406 N. LA BONITA	SANTA ANA	92703	714	638-0705
78	ERIC	THORNTON	391 VIOLET LANE	ORANGE	92669	714	532-1258
79	LARRY	TUOHINO	2343 WESTMINISTER	COSTA MESA	92627	714	548-7968
80	TOM	VINCENT	6522 SAN HUGO WAY	BUENA PARK	90620	714	952-2371
81	ARTHUR	WAHLSTEDT	2325 HEATHER LANE	NEWPORT BEACH	92660	714	646-7069
82	BOB	WALKER	6542 SABBICAS CIR.	HUNTINGTON BEACH	92647	714	842-8690
83	DAVID	WELLS	6522 SABBICAS CIR	HUNTINGTON BEACH	92647	714	847-1949
84	ROBERT D.	WIELAN	1555 Mesa Verde E Apt 16g	COSTA MESA	92626	714	825-1040
85	STEVE	WILKINS	9642 BICKLEY DR.	HUNTINGTON BEACH	92646	714	963-6974
86	ROBERT A.	WRIGHT	2030 N. WILLIAMS ST.	SANTA ANA	92705-7840	714	543-5635
87	DON	ZINK	5181 MANOR VIEW DR.	YORBA LINDA	92686	714	970-1823