



# NEWSLETTER

P.O. Box 1673, Costa Mesa, CA 92626

President \*\*\*\*\* Matt Ontko 546-1715  
 Vice President \*\*\*\*\* Kirk Hanson 968-2620  
 Secretary \*\*\*\*\* Jim White 962-5608  
 Treasurer \*\*\*\*\* Frank Chastler 545-2185  
 Contest \*\*\*\*\* Scott Miller 548-8609  
 Coordinators Dave Oberman 642-4547  
 Editor and \*\*\*\*\* Mel Hitchcock 554-3932  
 General Director

August Issue, 1977

Vbl. 14 Number 7

## - August Club Meeting -

The August meeting will be held Wednesday evening at 7:30, August 3rd. The Meeting place is the Library of the California School, 3232 California Street, Costa Mesa.

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There will not be an official club contest in the month of August, due to conflict with the Nats, and because we had two contests last month.

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The SC<sup>2</sup> contest is behind us now, and I want to thank all of the members and friends who worked so hard in the hot sun to make one of the smoothest running large meets of this year. As Official Contest Director, thank you all.

Mel Hitchcock

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"The boss is going on a two week vacation, like to help make it three?"

## - July Club Contest -

The July club meet was held on Sunday, June 5th, at Estancia.

1. Scott Miller -----2938 pts
2. Dave Oberman -----2905
3. Ralph Ray -----2868
4. Jim Wiseman -----2842
5. Bob Thacker -----2782
6. Bob Gerbin -----2661
7. Kirk Hanson -----2607
8. Jim White -----2546
9. Don Endicott -----2409
10. Phil Harris -----2187
11. Tom Jones -----2175
12. Frank Chastler -----2162
13. Rod Sweet -----2153
14. Matt Ontko -----1727
15. Gordon Ritschke -----1717
16. Steve Wittman -----1386
17. Phil Bauer -----1373
18. Wally Hersom -----1367
19. Leo Lake -----1241
20. Ron Whitman -----1228
21. Pete Richardson ----- 952
22. Jim Russell ----- 900

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Last month I correctly printed the new address for Orange Coast Hobbies, but incorrectly stated that a 10% off to HSS members would be given at the register. Along with the move, O.C.Hobbies also have a new all discount price format. Your 10% is still there, you just don't have to ask for it now!

## Presidents Corner:

Our Annual "Big Day" SC<sup>2</sup> contest attracted 80 pilots. There were 15 HSS members competing as pilots and helping as hosts during the meet. In addition there were six non-flying members helping full time and four friends of the club helping as non-members. The end result of this volunteer staffing was a contest that ran itself smoothly and was completed by 3:30 PM. The only coordination required by your President was to relay a few request for relief so someone could fly his turn and to ask for pilots to fly a dummy round on the 17th round of the 3rd task flown, a condition caused by my own mistake as scorekeeper. This years winch lines were 630 feet long instead of 660 feet long last year. It appears from the scores that we could and should reduce the length to 600 feet next year. The wind built up slowly and steadily all day so slowly that most pilots were under-shooting their landings on the 2nd and 3rd rounds. The message here is to get to the landing spot early, put your body where you are going to be when you touchdown at landing and have enough time to feel the wind, the wind direction, the gusting action, and the strength of the wind. Remember, at these short flying time (7 min max) major contests the difference between the first 25 places is the landing points. The AMA Nationals will be at March AFB from 6 to 14 August. The best day to attend as a spectator is the last Sunday of the meet. The R/C scale, demonstration of control line and gliders and some sort of demonstration by the Aif Force, either aerobatics or parachuting or both is shown for the spectators. When you scan the financial statement of profit from the SC<sup>2</sup> contest please remember that the Parachute Trophies were donated at mfg. cost by Jim White and that our hardware trophies are heavily



discounted to us because we pay in advance and swung a deal for the whole year's trophies at one outlet.

...Matt Ontko

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The following is a complete cost/profit accounting on the recent SC<sup>2</sup> contest of July 24th.

80 contestants @\$4.25	-----	\$340.00
Line retrievals	-----	(\$ 59.00)
SC <sup>2</sup>	-----	(\$ 80.00)
Trophies	-----	(\$109.00)
Postage	-----	(\$ 8.84)
2 landing spots, pens, paper, etc.	-----	(\$ 20.00)
Net profit Total	-----	\$ 63.16

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"You don't have to laugh if you don't want to" Corner.

All young men should learn how to cook... They'll probably marry some day.

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Chaperone: One who never made the team, but is still in there intercepting passes.

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"If it's true the world's getting smaller, then why do they keep raising the price of postage?"

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Some people suffer in silence louder than others complain.

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The years have been kind to you, my dear, it's the days in between that have been murder...

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"My doctor sure put me back on my feet...when I got his bill I had to sell my car."

HARBOR SOARING SOCIETY EIGHTH ANNUAL WESTERN SOARING MEET AND SC<sup>2</sup> CONTEST, 24 July 1977

*Matt Ontke* OFFICIAL SCOREKEEPER: Matt Ontke CONTEST DIR: *Mel Hitchcock* Mel Hitchcock

TOTAL POSSIBLE POINTS : 3,000

OFFICIAL SCOREKEEPER: Matt Ontke CONTEST DIR: Mel Hitchcock

1. Dave Thornburg		2897	28. Dan Tatum		2337	55. Mike Hanceck	1785
2. Scott Miller	G	2889	29. Bob Gerbin	A	2304	56. Frank Lepple	(Coin Toss for place) B 1785
3. Rick Pearson	D	2866	30. Red Sweet	A	2286	57. Jim Schaefer	1746
4. Gregg Auman Sr.	F	2834	31. Lee Renaud		2275	58. Pet Parszik	E 1718
5. Mark Smith		2791	32. Gary Carter		2230	59. Bob D Lear	1674
6. Mike Regan	D	2777	33. CC More		2208	60. Pat Seale	E 1649
7. Don Edberg	C	2729	34. Paul Parszik Jr	E	2207	61. Jim Smith	1610
8. Garden Ritschke		2717	35. G Terricelli		2184	62. Tayler Collins	1585
9. Lerin Blewett	D	2704	36. John Brown	A	2181	63. Bob Martin	1549
10. Craig Smith		2647	37. Howard Sears	F	2165	64. Chris Adams	1478
11. Bob Terres	C	2643	38. Toni Stark	B	2142	65. Lewis Judson	1418
12. Craig Foxgard	B	2633	39. Ian Douglas		2121	66. Bill Jeffers	1336
13. Kirk Hansen		2569	40. Wally Hersem		2091	67. Don Simen	E 1316
14. Norwood, Rick	E	2564	41. Stewnes		2043	68. Phil Bauer	A 1238
15. Frank Chasteler	G	2557	42. Howard Short		2013	69. Redger Tayler	C 1230
16. Tom Jones		2524	43. Ralph Mielde		2011	70. Paul Parszik Sr	1216
17. Sid Hamilton	F	2477	44. Jim White	G	2004	71. Frank Cox	1208
18. Jim Wiseman		2476	45. Pete Richardson		1984	72. Jim Duine	1207
19. Phil Harris	G	2468	46. Don Engicott		1964	73. Eric Hersem	1185
20. Don Gintner	B	2467	47. Tom Williams	D	1951	74. Ollie Van Heuten	1113
21. Charles Beeman	F	2462	48. Mel Hitchcock		1940	75. H. Van Heuten	840
22. D Alex Mladinec	C	2452	49. Jim McClure	B	1902	76. Mitch Robinson	792
23. Ron Whittman	A	2445	50. Terry Kaplan	D	1885	77. Bob Renaud	746
24. Lee Lake		2428	51. Tim Renaud		1883	78. LaVern Judson	395
25. Al Deig	C	2393	52. Bill Hanceck		1878	79. Gwen Collins	79
26. Greg Auman Jr	F	2378	53. Ron Lawton		1855	80. Anonymous	0
27. Fred Weaver		2340	54. Ralph Ray	G	1801	81.	

1st place team : Inland S S code "B" 2,511 5th : Terry Pines Gulls code "C" 1,111  
 2nd place team : San Fernando USF code "D" 12,183 6th : Pasadena S S code "B" 10,000  
 3rd place team : Harbor Searing S S code "G" 727 7th : Pacific S A code "A" 10,000

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## Profile Slope Pylon Race Rules

C. D. Ken Banks

The object of these rules to create a class of slope pylon racers which are inexpensive, rugged, easy to fly and take a minimum of time to construct. The rules are intended to restrict modifications. *WHICH WOULD INCREASE SPEEDS, BUT PERMIT "STYLING" MODIFICATIONS.*

1. The aircraft must be based on a currently available kit for a control line profile model of 48 in. span or less.
2. Wing span may not be changed, and the leading edge and ribs may not be altered in exterior shape. It is permitted to change the shape and structure of the tips (keeping the span constant), to change the wing sweep up to 2 in., and to install any sort of strip ailerons. If the wing area is changed as a result of such alterations, the contestant should be prepared to state the amount of change. *IT IS NOT PERMITTED TO SHEET THE WING.*
3. The fuselage profile outline may be changed, but the total profile area and distribution of area should not be substantially altered, and the distances between the nose and the wing, and between the wing and the tail surfaces, should not be changed.
4. Fuselage structure forward of the trailing edge of the wing is not restricted. Aft of this point, the fuselage must be profile construction. The elevator pushrod may be buried in the profile.
5. Tail surfaces must be of stock area and span. Structure is not restricted. The horizontal stabilizer may be full-flying.
6. All control horns must be external.
7. Scale details such as under-wing radiators, and landing gear are not required. Skids may be added.
8. Maximum permitted wing loading is 10 oz./sq.ft. (33 oz. for 480 sq. in., 27 oz. for 390 sq.in.). Aircraft will be weighed during processing, and contestants may then add ballast to bring all aircraft to the same wing loading. It is hoped nobody will be right on the maximum - 9 oz./sq.ft. would be better for light conditions.
9. The contest director may, on a case by case basis, permit an aircraft to enter which meets the spirit, but not the letter, of these rules.
10. The contest director may disqualify any aircraft for violation of the spirit of the rules, or for unsafe condition.
11. The contest will consist of a number of heats, of approximately five planes each. Time permitting, there will be three heats for each contestant.
12. The contest director may disqualify any contestant for dangerous or erratic flying.

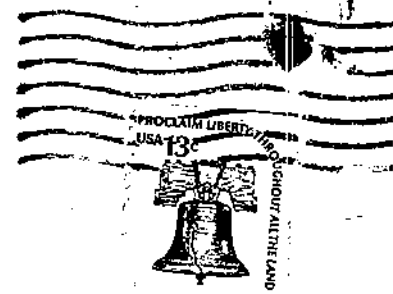
### The Hot Set Up

I believe the fastest airplanes under these rules will be the Midwest 48 in. profiles. There are a number of suggestions for converting these kits to gliders in an article in the Feb. and Mar. issues of this newsletter. Some lightening should be done, especially if your kit uses a lot of hard balsa. Although there is considerable latitude permitted in structure, I don't think it will be productive to make things complicated. Just punch lightening holes in the tail surfaces, and don't over do it on the fuselage. Try to avoid kits with especially hard leading and trailing edges, and profiles. I do not expect there will be a speed advantage with a flying stab. Unless you have a brick, I would suggest placing all the radio gear in the wing, except the battery. Bricks were discussed in the Feb.-Mar. article. Keep the nose basically a profile. Make some provision for anchoring ballast near the cg. Keep things as clean as possible - rounded fuselage; airfoiled tail surfaces. Weigh the airplane before you cover it, so you can remove weight if necessary. Seal hinge lines.

Plenty of test flying will be an advantage. Experiment with trim. I expect the best set up will use an aft cg with minimal elevator travel, and slightly drooped ailerons with some differential throw (more up than down). Only testing will tell.

If you have any questions, give me a call.

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



Application for Membership in the HARBOR SOARING SOCIETY, 1977

Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone( ) \_\_\_\_\_

AMA Number \_\_\_\_\_ (Required for Membership) F.C.C. \_\_\_\_\_

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

Fees: Senior(18 & over)----- \$6.00  
Junior(17 & under)----- \$2.50  
Special Junior(Family member\$1.00)