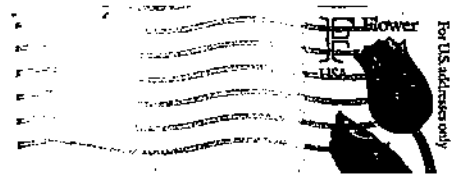




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CHARTER # 128

MAR 1991

MARCH MEETING

THE MARCH MEETING WILL BE HELD ON WEDNESDAY, MARCH 6, 1991 AT 7:30 P.M. IN THE CONSOLIDATED WATER DISTRICT OFFICE, 1965 PLACENTIA AVE., COSTA MESA.

THE MEETING WILL FEATURE A VIDEO OF BLUE ANGELS TRAINING ENTITLED THRESHOLD. RICH GARNER WILL PRESENT THE VIDEO AND MAKE INTRODUCTORY REMARKS.

MAR 1991



**(The Soaring)
Society Column**

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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
Newsletter Ed:	John Ostrowski	(714) 847-4871

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

February 6, 1991.

The meeting was called to order at 7:36 p.m. by Norm Kutch. New Faces: Dick Emerson, a long-time R/C modeler. The minutes of the January meeting were approved as published. The treasurer's report was approved as stated by Frank Chasteler.

OLD BUSINESS

John Lupperger gave some details of the sailplane/electric contest. Possible dates are sometime in July and September. Reasons for the increase in the contest dues were discussed. The main reason is for the rental of bathrooms. There is still no solution to our loss of the meeting room. Suggestions are welcome.

The Astros will be moved to the 25th and 26th of May. To win a prize at the Lee Renaud, you must have flown in other SC² contests. For additional details, see Frank Chasteler.

NEW BUSINESS

A motion was made and approved to buy new winch line. Don Edberg told about a contest where all procedes will go to the U.S. F3B Team. It will be held on March 10th at ISS. Ben Clerx gave the format of the Feb.10 club contest. The meeting was closed at 8:30 p.m.:

Brian Germane, Secretary

EDITOR'S NOTES

Up front, let me thank everyone for all the glowing comments about the February newsletter. I guess my real problem now is trying to keep up (or better yet, improve) the quality for the rest of the year. To do that, I need help. No, you don't have to edit this thing but if you want to see a quality newsletter produced each month, I need your articles, drawings, and photos.

My request last month for a slope-soaring columnist and a technical Q&A column met with zero response. One would think that with the endless bench flying and advice giving occurring at the field someone would have the courage to step forward. I'm still waiting.

All is not totally negative however, a number of people have indicated that they are working on articles for future issues and I look forward to their contributions. Pete Young was kind enough to loan me a stack of material and newsletters from the east coast Capital Area Soaring Association. There are a number of super articles in their newsletter that I hope to include in future issues. A tip of the hat in thanks. These are the kind of efforts that will make this newsletter a success.

For this month we add photo reproductions. So get out that camera and start snapping. Black & white shots are the best to reproduce but color works too. Don't forget, it really is your newsletter.

PRESIDENT'S COLUMN

By Norman Kutch

WHAT'S THE BEST?

Is it the Gemini, Paragon, Cumic Plus, Sagitta, or the Legend?

The Paragon - a floater, a thermal finder ... easy to control and forgiving.

The Gemini is a good plane with a wide speed range and is a steady ship in most air.

Cumic Plus - latest in design and airfoil ... a contest winner.

Sagitta - Eppler 205 wing with a super range of speed, excellent wind penetration with precise control at all flying speeds.



Then there is the Legend, a plane I am looking forward to experiencing some day.

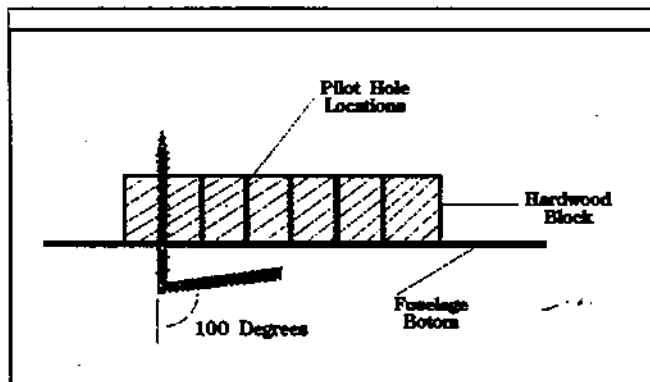
All these planes are winners. I find it hard to select the best from among these and others that fill the sky on any weekend in Costa Mesa. But as I was thinking what I considered the best of balsa wood and mylar, my mind crossed the sunny sky of California to the sands of the Middle East - where the best of planes and men are helping to keep the skies free so all of us can keep flying high. NO CONTEST.

TOWHOOKS

Ben Clerx, Contest Coordinator

Take a look at 10 different sailplanes and you'll likely see several different types of towhooks. My first sailplane was a Graupner Cirrus that I built while in gradeschool twenty years ago. The Cirrus was about as high-tech as you could get - the latest plane from Germany but it had a rather simple towhook: an L screw in a piece of hardwood. Since then I've tried all sorts of towhooks, both fixed and releasable and I still find the old L screw in a hardwood block to be the most reliable. I use a 1/8 th. inch diameter curtainrod (from hardware stores) cut off 1 inch from the end of the threads and bent at a 100 degree angle (I use 100 degrees instead of 90 degrees so that the plane can climb straight up and not pop off the towline). This rod is then screwed into the bottom of the plane into a hardwood block (approx. 3/4" by 3/4" by 3"). A drop of CA glue will keep it from twisting, but it can still be removed with pliers (drilling a small pilot hole will make it easier to screw the towhook in).

The initial towhook location should be as specified on the plans, or about 1 1/2" ahead of the center of gravity. Locate the hardwood block so that most of the block will be behind the initial towhook location. Drill 5 or 6 pilot holes behind



the initial hole at 5/16" intervals so that adjustments can be made at the flying field. As you become comfortable with a given towhook position, move it back to the next hole until your launches are nearly vertical. Maximum performance is the name of the game. My falcon's towhook has been moved aft about 2 inches from its initial position and it tows great!

Commercially available towhooks can be used if they are sturdy and adjustable. Another idea is to use the L screw method to find the ultimate hook location then replace it with something a bit more fancy if you so desire. Releasable towhooks were popular before winches had brakes and retrievers. On a windy day a skilled pilot could *kite* the plane with up elevator and unreel all the towline from the winch drum. I've even turned downwind from half launch height, unreeled the winch, and turned upwind again to finish my tow to nearly twice normal launch altitude. this practice has since been banned at contests by using winches that have a ratchet-like brake, preventing the towline from being unreeled and making releasable captured towhooks almost useless. Besides, it's nearly impossible to do a good zoom launch using such a hook and as a result, even the highest-tech F3B ship will probably have a KISS (keep it simple, stupid!) towhook.

Next month: launching techniques.

MARCH CONTEST

Herman Hall, C.D.

Date: March 10, 1991

Format: 3 - 5 - 7 minute choice.

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

First round at 9:00 A.M.

Two-meter Round 1

Open Round 1

Two-meter Round 2

Open Round 2

Two-meter Round 3

Open Round 3

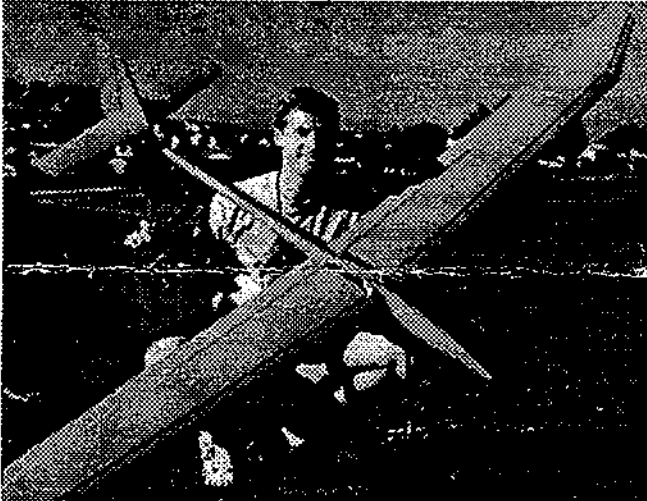
Open rounds will be 45 min. Two-meter rounds will be 30 min.



PILOT OF THE MONTH

For March, our pilot is the 1991 Contest Coordinator for Harbor Soaring Society:

Ben Clerx



Occupation: Pilot for American Airlines, flying copilot on MD-80s over domestic routes.

Started flying R/C sailplanes: In 1970 at age 11.

Reason for interest: Interested in U-control and free-flight gliders as a youngster, got interested in R/C sailplanes due to living across the street from the flying field for the South Bay Soaring Society in Northern California.

First plane: A Graupner Cirrus, which is still around and kept as a memento.

Favorite part of the sport: Thermal flying, because it requires a lot of decision making and conditions are constantly changing. Sniffing out thermals is a real challenge. Also enjoys slope racing.

Current goal: Trying to finish Level 5 in League of Silent Flight, working on that goal since 1976.

Current glider: Falcon 880, flying it for about a year.

Greatest flying strength: Thermaling, sniffing out those elusive updrafts.

Advice for beginning pilots: Stay close to the experts, get a much coaching as possible, have the expert pilots time for you. Also, have a flight profile in mind for every flight, watch the good pilots for lift and plan the flight -- don't just fly around.

Hand Launch Glider Contest

The Inland soaring Society will present its 8th. annual hand launched glider contest on June 5, 1991. The contest will be held at the University Middle School in Riverside. The contest is A.M.A. sanctioned. Entry fee is \$6.00. More details will follow next month.

SWAP SHOP

Futaba G-series transmitter modified with *Mixmaster* analog mixer board, originally developed for the Synergy II. this transmitter performs nearly all the functions of an Airtronics Vision radio (crow, camber, aileron-> flap mixing, elevator-> camber mixing, launch preset) at a FRACTION of the price. The transmitter will work with any Futaba PPM receivers or compatibles (such as the Platinum, etc.). This is a good way to get all of the functions of the expensive computer radios at a low cost, ESPECIALLY if you already own a G-series set. Price: \$125 - transmitter and documentation. \$200 - transmitter & two modules on six meters (53.4 MHz & 00, sold to Hams only). Quattro F3B with wood veneer skin, carbon fiber span & joiner, glass fuselage. Good condition (used to belong to 1991 Team member Larry Jolly). \$450 (new ones cost over \$750). Contact Don Edberg. (714) 552-1812. Evenings and weekends.

SPECIAL: The *Neon Collection* consisting of two planes and radio. Includes a much-modified (polyhedral wing) High Sierra 2 meter with glass fuse, white with neon red and yellow. Futaba servos and RCD Platinum dual-conversion AM receiver. Second plane is a neon yellow and black Ridge Runt with Futaba R114 receiver. Radio is '91 gold stickered Futaba Attack 4. Take it ALL (no piece-out) for only \$200. Call John at (714) 847-4871.

TOP FLITE ANTARES, 100 in. span sailplane kit, \$55.00.
VOLT-OHM-AMP METER, 0-1000 volts DC - 12 ranges, 0-1000 volts AC - 8 ranges, 0-20 MegOhms - 5 ranges, 0-10 Amps - 10 ranges, \$25.00.
Call after 6:00 P.M. Ask for Dave. 839-4317

Place your ad in Swap Shop for the low, low price of - FREE. Just make sure you provide the information to the editor by the 20th. of the month. Ads must be renewed each month. Please indicate whether radio equipment meets 1991 standards.

1991 CONTEST SCHEDULE - Ben Clerx Contest Coordinator

DATE	CONTEST
March 10	HSS Club Contest
March 24	SC ² Thousand Oaks Soaring Society
April 7	HSS Club Contest (Possible Fresno date?)
April 21	SC ² Torrey Pines Gulls
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)
Saber Jet F-86 History		4
Striking Back		4
Foam, Fiberglass, Flight		4
First Flight		0
Monokote 1 & 2	Interesting	3
MIG Killers		3
Hook down, Wheels Down	Navy Aviation Hist	4
F3E USA Team Selection 1988		
Electric Flight		none
Dawn Patrol	WWI Movie	4
Thunderbolt, Flight for the Skys	WWI Air Combat	5

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 FEBRUARY CONTEST – OPEN DIVISION

	NAME	CLASS	ROUND ONE	ROUND TWO	ROUND THREE	TOTAL POINTS	NORMALIZED SCORE	TROPHY
1	THOMAS, ROSS	EXPERT	1703	811	432	2946	1000.0	1ST EXP.
2	MARTIN, TONY	EXPERT	1524	965	453	2942	998.6	2ND EXP.
3	ATWELL, BLAIR	GUEST	1173	1349	416	2938	997.3	3RD EXP.
4	WHITE, LARRY	EXPERT	1689	803	445	2937	996.9	
5	RENAUD, TIM	EXPERT	1167	808	959	2934	995.9	
6	EDBERG, DON	EXPERT	1488	816	620	2924	992.5	
7	STOKER, PAT	EXPERT	1717	777	429	2923	992.2	
8	LUPPERGER, JOHN	EXPERT	1684	791	446	2921	991.5	
9	CHASTLER, FRANK	EXPERT	1694	801	425	2920	991.2	
10	GERBIN, BOB	EXPERT	957	1515	447	2919	990.8	
11	ZINK, DON	EXPERT	620	1697	598	2915	989.5	
12	GERBIN, ROBERT	EXPERT	957	1522	432	2911	988.1	
13	KUTCH, NORM*	ADVANCED	1708	772	423	2903	985.4	1ST ADV.
14	GERMANE, BRIAN	SPORTSMAN	987	1293	613	2893	982.0	2ND ADV.
15	LAIR, DAN	SPORTSMAN	932	1519	429	2880	977.6	1ST SPTS.
16	NEMECEK, DAVID	EXPERT	1464	781	613	2858	970.1	
17	SANDRONI, HUGO	ADVANCED	947	1306	596	2849	967.1	
18	JOY, GEORGE	EXPERT	1319	1090	439	2848	966.7	
19	GARNER, RICH	EXPERT	973	1508	365	2846	966.1	
20	STALLS, JARED	EXPERT	720	1681	435	2836	962.7	
21	BOESE, JIM	SPORTSMAN	1124	1116	590	2830	960.6	2ND SPTS.
22	RESETAR, EDWARD	SPORTSMAN	1285	626	900	2811	954.2	
23	RITSCHKE, GORDON	EXPERT	1162	1127	520	2809	953.5	
24	RICHARDSON, PETE	EXPERT	1662	588	556	2806	952.5	
25	PANTZAR, DICK	EXPERT	1440	779	579	2798	949.8	
26	HENDRY, STEVE	ADVANCED	1075	1257	453	2785	945.3	
27	SMITH, MORREY	EXPERT	1649	519	599	2767	939.2	
28	GATES, MATTHEW	SPORTSMAN	611	1697	458	2766	938.9	
29	JOY, BRYAN	SPORTSMAN	766	1596	400	2762	937.5	
30	MILLS, ARCHIE	SPORTSMAN	717	1687	356	2760	936.9	
31	LACKEY, ROGER	SPORTSMAN	979	345	1422	2746	932.1	
32	SCHOFRO, STEVE	SPORTSMAN	1115	1265	363	2743	931.1	
33	DANRICH, DAN	ADVANCED	967	1422	354	2743	931.1	
34	YOUNG, BRETT	SPORTSMAN	1584	376	758	2718	922.6	
35	STOVALL, LEE	SPORTSMAN	750	870	1077	2697	915.5	
36	CRON, AL	EXPERT	741	1316	552	2609	885.6	
37	NEHRING, CURT	SPORTSMAN	1652	0	900	2552	866.3	
38	GIBBS, DUANE	ADVANCED	485	771	1249	2505	850.3	
39	LONG, DICK	ADVANCED	702	1614	0	2316	786.2	
40	FINK, STEVE	EXPERT	0	602	1709	2311	784.5	
41	VON GROTE, BRAD	SPORTSMAN	642	702	504	1848	627.3	

*Norm Kutch moves to EXPERT

HSS FEBRUARY CONTEST – TWO METER

	NAME	ROUND ONE	ROUND TWO	ROUND THREE	TOTAL POINTS	NORMALIZED SCORE	TROPHY
1	MARTIN, TONY	1163	976	779	2918	1000.0	1ST
2	WHITE, LARRY	939	963	953	2855	978.4	2ND
3	KUTCH, NORM	1251	784	771	2806	961.6	3RD
4	JOY, GEORGE	805	660	1340	2805	961.3	
5	FINK, STEVE	766	1601	431	2798	958.9	
6	THOMAS, ROSS	968	705	1120	2793	957.2	
7	EDBERG, DON	1077	728	986	2791	956.5	
8	RICHARDSON, PETE	790	1581	406	2777	951.7	
9	NEHRING, CURT	867	745	1162	2774	950.7	
10	HALL, HERMAN	913	884	952	2749	942.1	
11	LACKEY, ROGER	619	580	1165	2364	810.1	
12	JOY, BRYAN	732	678	726	2136	732.0	
13	HENDRY, STEVE	593	774	717	2084	714.2	
14	LONG, DICK	594	495	678	1767	605.6	

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W: (714) 993-0195

ATTENTION ! DATE CHANGE ! NEW DATE--25-26 MAY 1991

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.

SAILPLANE 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 7-Cell Old Timer . Unlimited Sailplane .. Unlimited Old Timer

Motor run 20 seconds 30 seconds 10 seconds 20 seconds
Duration 3 minutes 3 minutes 3 minutes 3 minutes
Landing 100 points 25 point in/out 100 points 25 point in/out

ROUND 2

Motor run 40 seconds 50 seconds 20 seconds 30 seconds
Duration 7 minutes 7 minutes 7 minutes 7 minutes
Landing 100 points 25 point in/out 100 points 25 point in/out

ROUND 3

Motor run 30 seconds 40 seconds 15 seconds 25 seconds
Duration 5 minutes 5 minutes 5 minutes 5 minutes
Landing 100 points 25 point in/out 100 points 25 point in/out

ROUND 4

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 SAILPLANE [CH # _____]

.. 7 CELL OLDTIMER [CH # _____]

.. UNLIMITED SAILPLANE [CH # _____]

.. UNLIMITED OLD TIMER [CH # _____]

.. 7 CELL PYLON [CH # _____]

NUMBER OF ENTRIES [_____]

TOTAL \$ ENCLOSED [\$ _____]

PREENTRY REQUESTED--\$5.00 PER EVENT

\$6.00 PER EVENT AT THE FIELD

SEND ENTRIES TO BOB SLIFE (CD)

P.O. BOX 9, MIDWAY CITY CA 92655

(714) 895-6569 // (714) 895-6629 (FAX)

AMA SANCTIONED

AMA LICENSE REQD.

MAY 25th and 26th, 1991

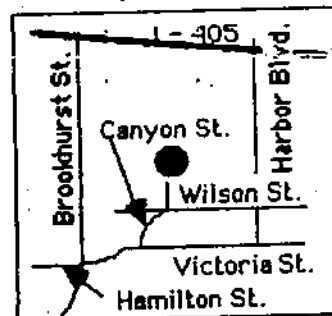
Fairview Regional Park

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.

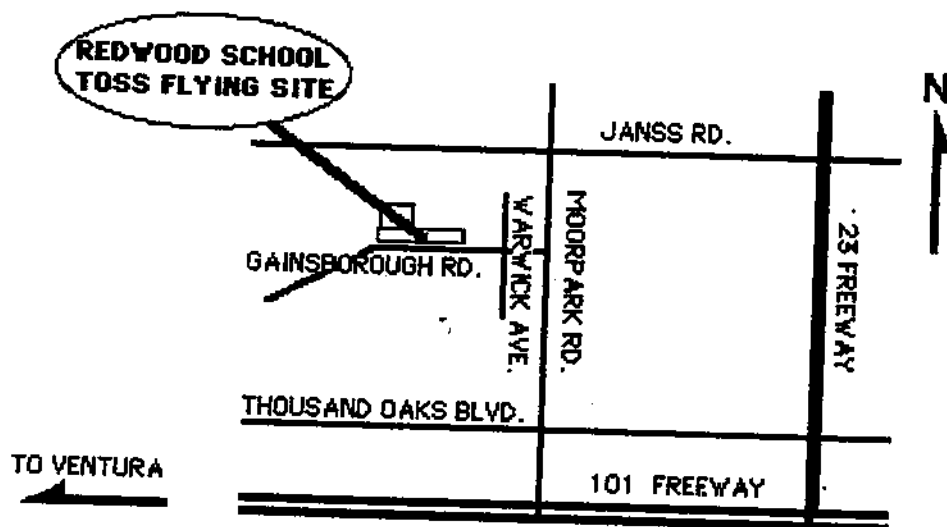


JOIN

The ELECTRIC
AEROMODELING
ASSOCIATION

THOUSAND OAKS SOARING SOCIETY PRESENTS SC 2 R/C SOARING CONTEST REDWOOD SCHOOL

DATE: Sunday March 24th 1991
C/D Eric Hendrickson (805) 493 - 4210
TOSS PRESIDENT Edgar Weisman (805) 496 - 0611
LOCATION: T.O.S.S. Flying field. Redwood School Gainsboro Rd. Thousand Oaks,
Ca. (Map included.)



EVENTS: Three Rounds precision duration. Must fly one of each type.
3Min. Scored 700 flight / 300 landing points
5Min. Scored 800 flight / 200 landing points
7Min. Scored 900 flight / 100 landing points

LANDINGS: Circle landing 50 ft. dia.

SURFACE: Grass.

WINCHES: 12 volt. Approximately 900 feet to turn around.
Mechanical retrievals will be provided.