

# Plane

# RAP

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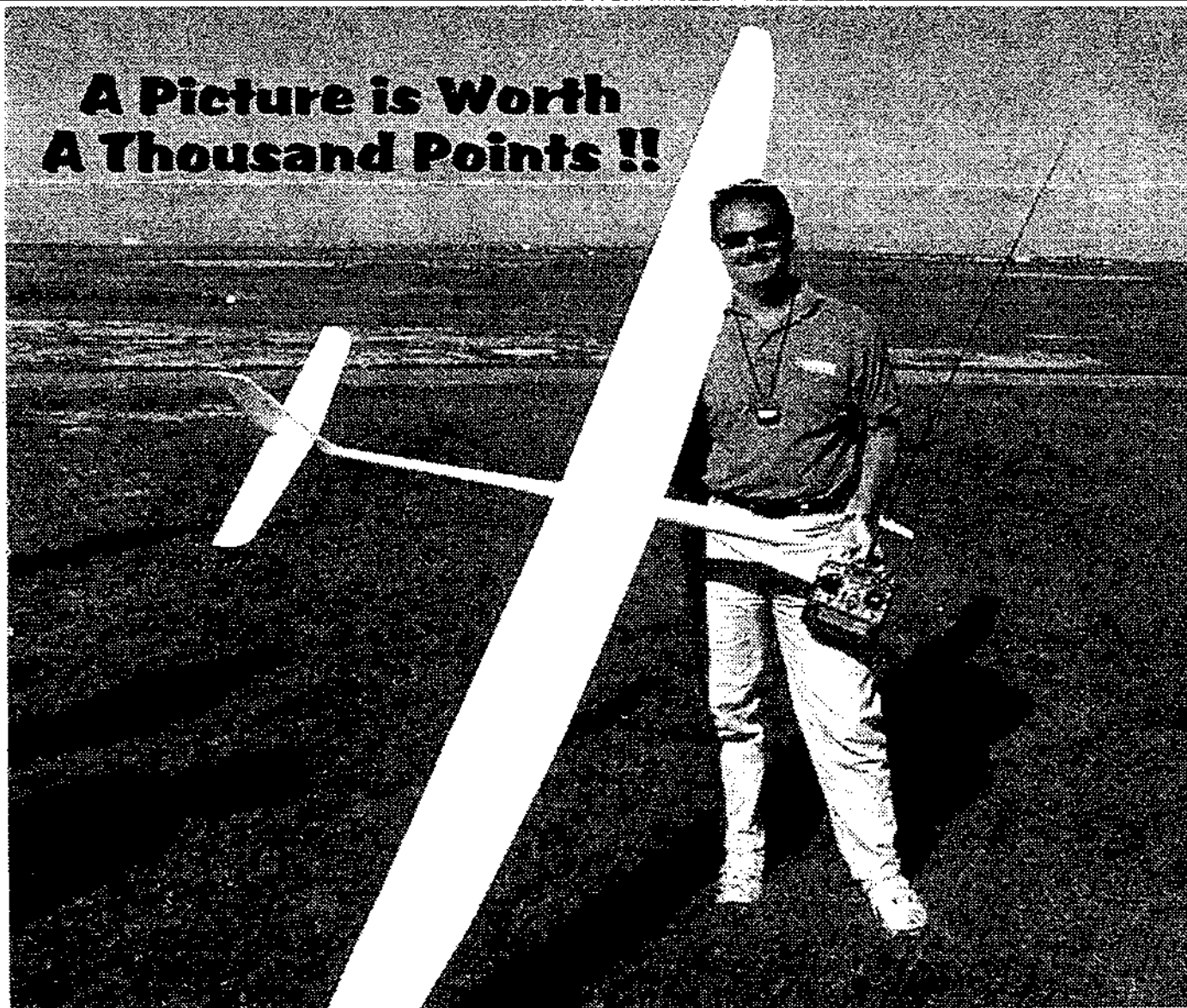
June 1998

Harbor Soaring Society

AMA Charter #128

Volume XXXV Issue 5

**A Picture is Worth  
A Thousand Points !!**



# Club Information

**1998 Officers:**

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996-6183 hendry@fea.net

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404-3832

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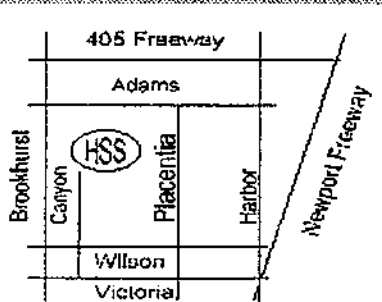
**General Director**

Lars Tuohino  
548-7968 Larswan@aol.com

**Monthly Meeting**

Held on the first TUESDAY of each month at 7:00 PM. Meeting location is "THE DUCK CLUB"

**Flying Site**



## MESSAGE FROM THE OVAL ORIFICE

*Steve Hendry*

Hi Kids,

Looks like were done with the rain for a while. Our Treasurer, Roger MacGregor has managed to build our membership to an all time high for this time of year. Go Roger! He has called on me to remind you all that we need all the memberships we can get to keep us a force to be reckoned with!

After buying Nick off, I was placed at the top of "Nicks Competition ladder" only to be ousted by an up-start youth named Chris Kenyon. I AIN'T HAPPY !@#%.

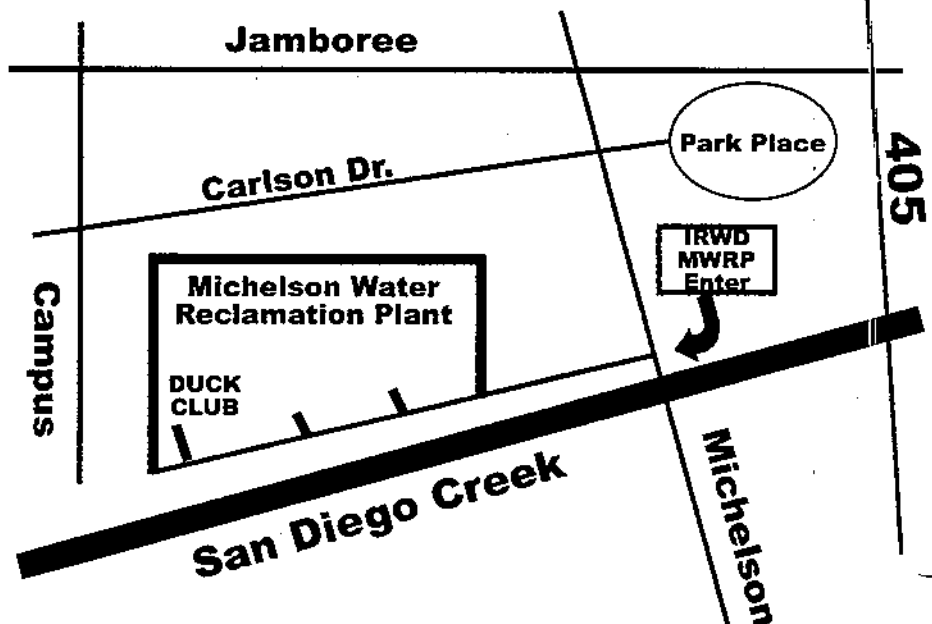
Karl Hawley is going to bring us some good news having to do with Fairview Park to our June club meeting. You will have to attend the meeting at the Duck Club in order to find out what is up. Hope to see you there, June 2<sup>nd</sup> at 7:00PM.

Roger Saville's TG-3 contest was a big success! HSS is in 3<sup>rd</sup> place as a club in (SC)2. There are only a few points between us and the first place club. Go HSS!

May you stay in lift

# New Meeting Location "THE DUCK CLUB"

405, west on Jamboree, left on Michelson, right on Ripaian into the darkness to the Audibon area.





## FLOTSAM & JETSAM

*Steve Schupak*

### HSS Minutes 5-5-98

Nick recounted the demise of his Scout. A fabulous plane lost to the devils of Pasadena. We'll miss that plane.

Hendry, Nick, Les, Roger, Lars, Shipwreck attending.

- No new members, all old.
- No announcements other than Nick's boo boo.
- Lynn posted our newsletter picture on the Multiplex web site. Go to it and vote it as the favorite picture.
- Treasures report - we're still solvent
- See Roger if you're really curious about the finances.
- 21 ingrates were deleted from the membership roster. Yes that includes Matt Forqure.
- 100 paid to date.
- VP of fun report:  
Team HSS just got back from Pasadena. Lots of carnage, 14 lost ships. Watch out for those killer winches. Karl was the only HSS'er to come back in tact.
- Lines 1 planes 0.
- As a tax exempt organization we need to file tax forms every year. This needs to happen. If it does, then you could deduct expenditures made to the club.
- HSS has been added as a member of Fairview Citizens Advisory Committee. Way to go Lars.
- Real Balls are now on the winch. Good going Karl. After a big group used the winch it smoked. Now it's fixed and we need to limit the number of launches per hour to 6-8.
- Karl is looking into new winch line and we need to purchase 2 new batteries. Club voted and approved two batteries to Karl.
- New Business send in roster and dues to AMA to renew.
- Need to name Newport Mesa School district on the insurance forms.
- I don't know.

No refreshments - thanks George. Meeting adjourned.

### Flying On Mother's Day

I think that as a club we really need to reinvestigate the idea of flying on Mother's Day. Not only was Anne not thrilled that I was out, though back at the house at a reasonable time, but bad karma seems to have descended upon my airplane as a result.

I finally got my new Esprit ready and this was going to be it's first contest. After a good first launch I was hooked up in a good thermal with Jim Parsons. We both looked like we were pretty far out when karma struck. Or should I say our planes kissed each other. Luckily we both came unglued and were able to land safely. Jim had moderate damage to one wing, I had minor. The Mother's Day curse struck once and I'm convinced the bad karma will continue.

For those of you who flew that day, beware, evil spirits are lurking out there to gobble up your planes.

*Shipwreck*

NOTE: Memorial service for Schupak's Esprit will be held on the HSS Flying Field June 21, 1998 at 9:00 (Father's Day)



## Nick's Views

*Nick Buzolich*

The ladder is alive and well! There is no reason to stand on the side lines and watch. It's fun and doesn't take much time at all... especially if you have been flying as inadequately as poor Mr. Hendry!

### June 14 HSS TD Contest

Note: HSS TD Contest was moved back one week to allow participation in June 6-7 TPG HLG Contest.

Contest Format:

- 1st, 2nd, 3rd flights
- 20 minute "Add Em Up"
- 8 minute max.
- 20 point landings
- 1 point under
- 2 points over
- 4th flight "Called Order"
- 8 minute
- 20 point landing
- 2 points under

## Nicks Ladder

*Les Kenyon*

While most of you guys were in Visalia or at home vacuuming or whatever, we had a little ladder contest going on. Rules are simple. Three rounds of flight with a landing. The longest flight time gets one point and the best landing score gets one point. Thus two possible points per round. Pop offs fly it out, at least you can get one point for winning the landing, thus tie the round. First on the unlimited ladder was Steve Hendry and the challenger Chris Kenyon. After three quick rounds the score was tied. The tie breaker found Hendry folding under the pressure, Chris goes to the top of the ladder. Day two, Dan Fink challenged Steve Hendry. Hendry couldn't hold off Dan. Dan Fink takes Henrys #2 place on the Unlimited Ladder and Hendry continues to fly in sink. Next was Mike Morjoseph Vs Roger MacGregor. This was down to the wire with Mike coming out the winner. This format is in Foamies, 2M, Classic, and Unlimited. Just go see Nick and he'll get you paired with a competitor.

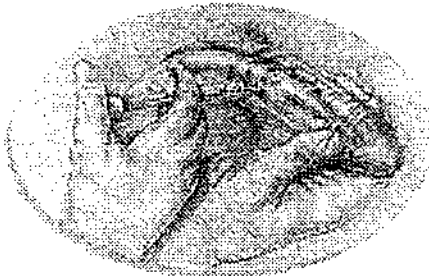
The most frequently prescribed treatments for impotence :

Vacuum Therapy



This is the least invasive of all the treatments. It also offers the highest rate of success, about 90%. Patients rate it high for convenience and satisfaction, and because it provides the ability to initiate and end the erection when desired. The technique works by applying negative pressure to the penis by placing a cylinder over it and withdrawing the air. Under pressure, blood then flows rapidly into the penis creating an erection. A tension ring is then placed on the base of the erect penis to maintain rigidity and can be left in place for up to 30 minutes.

Self-injection Therapy



This treatment option the patient gives himself an injection directly into the base of the penis. The needle is small, similar to the one used of insulin injections by diabetics, and the erections are usually of good quality and will last about an hour. The drawbacks are mostly logistic. Some men are reluctant to give themselves shots. Can be used 2-3 times a week and only once every 24 hours. Over time injections can cause scarring which could lead to permanent damage in the penis.

THE PILL



Viagra is taken orally and is known as a phosphodiesterase 5 (PDE5) inhibitor. Viagra allows the chemical produced during sexual stimulation, cyclic GMP, to persist. The longer cyclic GMP persists, the better chance for increased blood flow and thereby, an erection. It has a 65-85% success rate. Viagra is not a "recreational" drug ??? Most common side effects include headaches, nausea, facial flushing, and diarrhea. Is it worth it? YOU BET!



The Second Thing To Go... or... Does Your Rudder Flutter?

Lyndon Johansen

If you suffer from impotence, you're not alone. Over 20 million men in the U.S. alone are unable to achieve or maintain an erection suitable to complete sexual intercourse - that's almost two in every 10 men or approximately 30 HSS Club Members. You know who you are! Impotence is not "all in your head". Only 15% of impotence can be attributed to psychological causes. It is usually a secondary condition brought on by other physical causes. In fact, evaluation of erectile dysfunction may save your life! Erectile difficulty is frequently the first sign of vascular disease which could lead to heart attack or stroke. It may also be a first sign of diabetes. Impotence was found in 39% of patients being treated for heart disease and is greater in smokers with heart disease and hypertension. Impotence can result from chronic use of tobacco because smoking may affect penile arteries and reduce blood flow to the penis. (Engorgement of the penis by blood is the basis of natural erection.) Impotence is usually not a normal consequence of aging. You are never simply "Too old to cut the mustard." It's true that the likelihood of impotence increases as you get older, but erectile dysfunction is more likely the result of medical problems that occur at a greater rate as you age.

Impotence is the most untreated, treatable medical disorder in the U.S. For a lot of men, virility and self-esteem are so tightly intertwined that discussion can be difficult and embarrassing even with people you trust such as your partner(s) or doctor. Personal embarrassment and lack of knowledge frequently prevent individuals from seeking medical help. And even though 85% of impotence is a result of physical causes, once erection troubles are perceived, emotional factors often compound the problem. Impotence is not just the man's problem. Because it can disrupt marriages, relationships, and the way sufferers feel about themselves, impotence is a couple's problem.

Perhaps no aspect of impotence is more misunderstood than its treatment. Because it's often believe to be "all in your head," or a normal result of aging, most of us simply accept abstinence. You need to understand that the majority of impotence results from physical causes and that there are several effective treatment options. The first step to recovery is admitting a problem exists and asking for help. Impotence can almost always be successfully treated by a physician. Thousands of men have met with their doctors and are once again enjoying sex with confidence.

# Wing Tips

## Building Light

Steve Condon

A key to a good-flying R/C sailplane - especially a HLG - is for it to be light weight. Here are 10 simple tips for building light models:

- 1 Use only enough glue! No more, no less. No goopy messes!
- 2 Use nylon bolts instead of steel where possible.
- 3 Use carbon pushrods in housings instead of steel wire or cable (this saves a lot in the tail).
- 4 Install your radio gear as far forward as humanly possible! Take your time and be clever!
- 5 Keep paint jobs light by minimal priming, lots of sanding, and using a paint that covers well.
- 6 When sheeting HLG wings, weigh each piece of balsa to get the lightest pieces possible, and to balance both wings. When sheeting, squeeze as much glue out as possible. For even lighter wings, use dope sanding sealer on the sides that will be glued so less epoxy absorbs.
- 7 For HLG's use the lightest servos possible and shorten the wires to "just long enough".
- 8 For HLG's, remove the Rx case and wrap the receiver in light foam.
- 9 Build super-light tail feathers that are strong enough to take your hardest launch.
- 10 Learn to fly with an aft CG so you can take lots of weight out of the nose and still fly it.

## Tow Hook Location For Polyhedral Sailplanes

Joel Zellmer, Pikes Peak Soaring Society

When we launch our polyhedral models we like to get the maximum altitude possible usually with minimal zoom type launches. How does the tow hook location fit into this?

When I first started this hobby I didn't have a clue on what determined this. I soon figured out that having the tow hook too close to the nose didn't give me much altitude on the launch. So I moved it back, too far back of course. The result, a loop at launch. With any luck you can have your plane looping around and aiming at the back of your head, definitely not recommended. So where is the right location?

First I will explain what I do, then I'll give you my theory on why it works this way. First I set the CG of the model where I believe it flies the best. I start with the tow hook in this position. If it launches with the normal elevator setting and good control, but not too steeply, I will move it back. I will do this until it starts getting unstable on the launch. Usually I have the hook a short distance (1/8 to 3/16) behind the CG. What happens if after the tow hook location is fixed, nose weight is removed (CG moved back)? I noticed that my launches are no longer quite as steep.

I believe that two things affect the location of the tow hook, its position with respect to the CG, and also its location with respect to the center of lift (drag). Having the tow hook behind the center of lift would cause the tail to pull down or the nose to go up on the launch. Having the tow hook forward of this point would reduce this effect, causing the plane to move forward at a more shallow angle.

The CG has a similar effect. Forget for a moment that there is any air induced drag when launching the model. Consider the rotation of the plane when you accelerate it by pulling on the winch line. If the hook location was at the nose, the plane would simply accelerate straight down the winch line. It would not rotate to a nose up position. If the tow hook was located at the tail, the plane would rotate 180 degrees and be pulled down the winch line backwards! Pulling the winch line with the hook located at the CG would cause no rotation, pulling with the CG forward of the towline will tend to rotate the tail down. This helps the plane to quickly rotate to a more vertical position during the launch, giving a steeper launch and more altitude. If the launch angle was only a function of the center of lift, moving the CG while leaving the tow hook location fixed, would have no effect. I do not find this to be true. Okay, blast away!



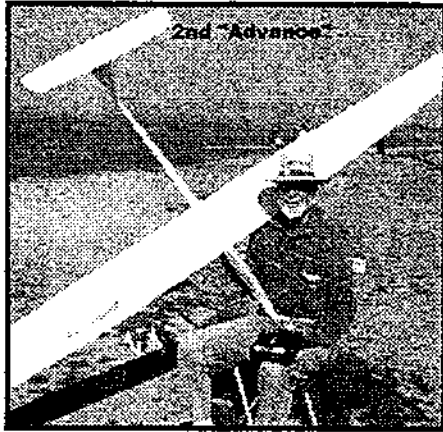
# VP of FUN

Les Kenyon

## Carnage at Pasadena.

Team HSS along with others had a disappointing two days at Pasadena a few weeks ago. Sat AM prior to pilots meeting the Fire Dept's hook & ladder truck was called upon to retrieve a pre contest hand launch that found the top of a 25ft tree. *The winch lines were stronger than the wind-14 downed aircraft and one runaway.* Of the broken planes, I never saw so many collapsed bagged wings on launch. Karl our Winchman got the name of the guy who sold them the line. Day two started off fine. Chris Kenyon was coming out of a thermal lining up for a landing, when out of now were and in the wrong direction comes a flash—next thing you see is two planes tangled and flat spinning to earth Chris got his Mako free only to see his right wing side fold down, Chris' plane floated and landed 85ft in a tree top- -bummer. A trip to find the big red hook & ladder truck was undertaken. A heavy sail plane with sharp trailing edges presents a safety hazard, so out comes the Fire Dept for another amazing rescue. This personally cost me a few big bills to have some Omaha Steaks sent to the Fire Dept.. Shortly after, we see our team leader Joe chasing down the street holding his transmitter high overhead, Joe's plane was in a steep dive- no it's in a steep climb - no a dive, and the strong wind was taking it North. In the car and the hunt is on.-- No luck. Later that day the police dept. found and returned the plane to the field. No sooner back from the search and there over the hill is Nick's Scout flying upside down and who knows which way. *Nick said his plane got a bit confused as it got low on the far away hill.* Nick's Scout was found and all the vital pieces were returned to Nick. A Flyer from AZ with plenty of time on his hands took the pieces home with him. Sunday night the phone lines to Fred Sage were busy. Fred makes wings! Now Karl the winch Man didn't have much to say about that, yet no errors or excitement from Karl this year. Last year Karl crunched two planes in grand fashion. The boys from Torrey Pines and their Pres. Ben Clerx didn't fair to well either. This years contest went to the Pasadena Boys. They brought the unbreakable winch line. Maybe that knowledge helped. Of Course the 2M was again won by Joe Wurts with a 2M Foamie Visalia in Oct, This is the Biggy so mark your calendar and prepare to have a great time. This months HSS Speaker is going to be Robert Cavazos of Cavazos Sailplane Design. If you liked Joe's SwitchBlade you know the three minute heart attack , then plan on coming .

*Until next month—Remember to pick up all the pieces before you leave the field !*



Name	Jan	Feb	Mar	Apr	May	YTD
<b>OPEN</b>						
Hendry, Steve	M	869	891	1000	991	1000 4751
Jolly, Larry	M	1000		991	1000	993 3984
Clerx, Ben	M					995 995
Rodriguez, Joe	M			993		993
Perkins, Daryl	M			992		992
Lackey, Roger	M			979		979
Thomas, Ross	E	715	915	965	825	335 3755
Parsons, Jim	E	916	916		820	986 3638
Saville, Roger	E	798	846	787	743	301 3475
Hawley, Karl	E	654	748		535	993 2930
Vincent, Tom	E		975		903	993 2871
Roe, John	E		940	917	973	
Schupak, Steve	E	916	529		660	630 2735
Brandt, Dennis	E	996		979		1975
Taylor, Mark	E		1000	904		1904
Fink, Dan	E	890		965		1855
Tuohino, Larry	E	991		400		1391
Briggs, Rick	E	792		228		1020
Bathell, Rick	E	989				989
Navarre, Mark	E				919	919
Addis, Steve	E			810		810
Anderson, Kevin	E			688		688
Pope, Bob	E			548		548
MacGregor, Roger	A		838	957	729	479 3003
Buzolich, Nick	A	834	765		804	418 2821
Jolly, Chris	A				874	991 1865
Jolly, Emmett	A			922		922
Kutch, Norm	A		708			708
Marjoseph, Mike	A				643	643
Kenyon, Chris	A				252	252
<b>CLASSIC</b>						
Thomas, Ross	1	928	906	738	946	901 4419
Sliff, Bob	1	860	1000	910	867	489 4126
Pantzar, Dick	1		681	804	730	707 2922
Enger, Larry	1	896			926	565 2387
Jolly, Larry	1				1000	1000 2000
Brown, John	1	1000		1000		2000
MacGreger, Roger	1		219		436	767 1422
Saville, Roger	1			637		637
Marjoseph, Mike	1			571		571
Puchalski, Mark	1	530				530
Addis, Steve	1				371	371
<b>2 METER</b>						
Jolly, Larry	2	1000		959		1959
Thomas, Ross	2	874		903		1777
Rodriguez, Joe	2			1000		1000
Fink, Dan	2	365		145		510
Schupak, Steve	2	376				376

**May HSS Contest**

Open Class	Classic Class
1 (M) Steve Hendry	1 Larry Jolly
2 (M) Ben Clerx	2 Ross Thomas
	3 Roger MacGregor
1 (E) Tom Vincent	
1 (E) Karl Hawley	
2 (E) Chris Jolly	
3 (E) Jim Parsons	
1 (A) Steve Schupak	
2 (A) Nick Buzolich	
3 (A) Chris Kenyon	

**April (SC)2 Contest**

1 Perkins, Daryl (HSS)	18 Clerx, Ben
2 Joy, George	20 Fink, Dan
3 Dionisio, Patrick	21 Jolly, Larry
4 Smith, Mike	22 Rodriguez, Joe
5 Lugo, Brendan	27 Vincent, Tom
6 Lee, Mike	33 Hendry, Steve
7 Spencer, Randy	35 Sliff, Bob
8 Kindrick, Keith	41 Briggs, Rick
9 Jennings, Gordon	45 Jolly, Chris
10 Skinner, Jim	46 Hawley, Karl
	47 Taylor, Mark
	53 Enger, Larry
	56 Buzolich, Nick



**KARL THE WINCHMAN**  
*Karl V. Hawley*

A man's real worth is determined by what he does when he has nothing to do. And that's all I have to say about that.

## CVRC Bent-Wing Contest

Ross Thomas

Contest director Jerry Fox and fellow Visalia club members decided last year to see how many others wanted to fly something other than "plastic" gliders. The weekend of May 16-17 saw forty five flyers show up to fly real wood airplanes that are actually built and not bought out of someone else's mold. HSS was represented by Bob Stiff, Larry Enger, Karl Hawley, and myself, Ross Thomas, five other clubs had members in attendance. Several models were not only designed in the 70's but actually were originally built back then. About half were Paragons and Geminis. There were also four 3M Gnomes, a couple of Risers, an Aquila, two Easy Answers, several made up from combinations of parts, and a Bird Of Time.

Saturday started off cold, cloudy, windy, and got windier as the morning progressed. 8:00 pilots meeting followed by a first launch at 8:30 sharp. A 25' circle in or out proved challenging with 15 mph winds and even the best had trouble making time and landings. Saturday finished out with Ross in seventh. Bob was in second for the first three rounds until a missed time dropped him out of the top ten. After contest flying was over the sky cleared and the temperature got hot. Sunday started out clear, cold, and yes... windy. Round placing was not posted to keep up the suspense and fun factor. Third round was an eight minute target with more than half missing time.

Trophy time surprised us as Karl came in 13th, Larry came in 9th, Bob placed 7th, and I finished in 4th place. HSS place 2nd overall behind TOSS. The contest was a lot of fun and promises to a lot bigger contest next year. The winning team also gets free entry in "Nostalgia Class" at the October Fall Festival.

Hopefully our club can have a much larger attendance next year and possibly take the team trophy as well.

### CVRC BentWing Contest April 16-17 1998

1	Northern, Don	2920
2	Mcnamee, Art	2837
3	Fox, Jerry	2739
4	Thomas, Ross	2678
5	Swet, Robert	2665
6	McNamee, Dopn	2641
7	Sliff, Bob	2632
8	McClaran, Joseph	2616
9	Enger, Larry	2572
10	Wittman, Jeff	2508
13	Hawley, Karl	2469

## Classified Ads:

### WANTED:

Pilot bust for quarter scale power plane to be used as a glider tug. Okay if bust looks like Karl.

Larry Enger

909-245-2521

### SIG Riser 100 / Futaba radio! \$195

This plane is ready to go! Nothing to add, nothing to install. You'll be flying RIGHT NOW! Satisfaction Guaranteed!

### SIG Riser Kit

\$55

Karl V. Hawley

545-4722

### OLY 650

\$70

Want to fly "Classic"? This Oly's wing has been beefed up for winchin' and has spoilers. It has 3 Futaba servos installed. Slip in your radio and it's ready to go!

Joel Johansen

645-6291

## 1998 F3J WORLD CHAMPIONSHIP T-SHIRTS

Proceeds from the sales of these shirts help support the U.S.A. F3J team. These high quality Beefy-T's are going fast. Don't miss out! \$15.00

John Roe

458-8544

Between 4pm and 8 pm

**The Torrey Pines Gulls  
SC2 contest  
June 28<sup>th</sup> 1998**

CD: George Joy 619-748-2167  
12544 Arabian Way  
Poway, Ca. 92064  
Pres: Ron Scharck 619-454-4900

Four rounds of Thermal Duration

Pilot's choice each round of:  
44Min, 6Min, Or 8 Min.

You must fly at least 20 Min. Total time for the contest.

**CALIFORNIA POWER**

Landings will be standard 25' tape, circle.

Score will be:

- 4 Min. 900/100
- 6 Min. 825/75
- 8 Min. 950/50

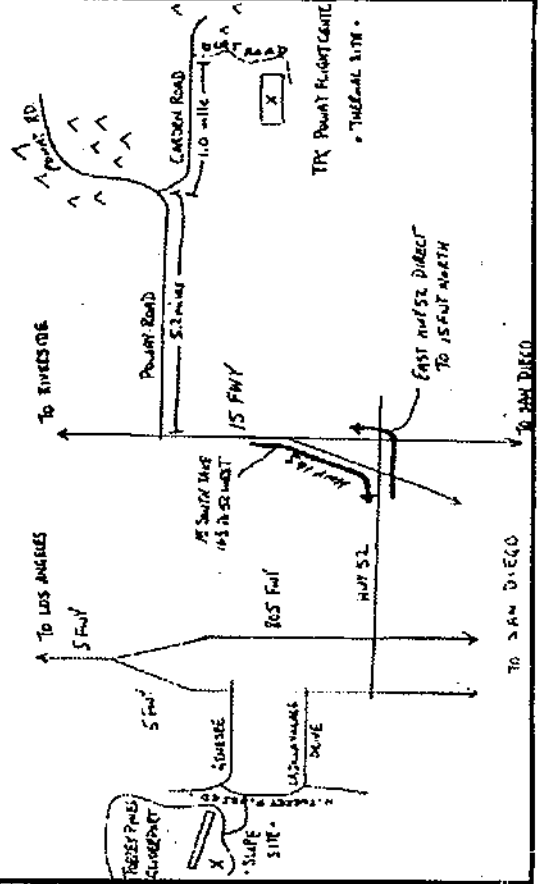
Location will be the Poway Flight Center.

Entry Fee: \$3.00 OPEN  
\$5.00 35' function

Trophies: 3 Masters, 3 Expert, 3 Sportsman, 1 Three function

All AMA & SC2 rules apply

**FLY AT TORREY PINES**



**El Dorado Silent Fliers**

SC2 Thermal Soaring Contest  
El Dorado Park Long Beach, California

**Sunday  
May 31  
1998**

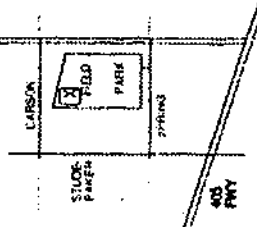


Pilot's meeting 9 am.

Prizes for Sportsman, Expert, Master, and 3-Function Nostalgia

The entrance to El Dorado park are on Spring Street, just west of the 605 freeway, and north of the 405. Exit the 405 at Stuebner or Palo Verde. Go north to Spring and turn right.

If you're driving south on the 605, just exit at Spring St.



Long Beach charges \$2 per car to enter El Dorado Park.

For more information, call the C.D., Bill Duncan, at 714-892-8665 or President Wally Beers at 714-892-9706

Contest Format:

- 1st round - Fly 5 min.
- 2nd round - Fly 7 min.
- 3rd round - Fly 10 min.

The landing area will be our usual rough mowed green grass. Landings will be scored using a standard 25' tape. All flights are open flight order.

There is new construction going on just north of the EDSF flying field. (Another shopping mall - just what we need) it's going to be a great thermal generator.

The usual AMA and SC2 rules apply.

Rahm winches with 800' of line will be used.

The park restrooms are a short walk from the EDSF flying field.

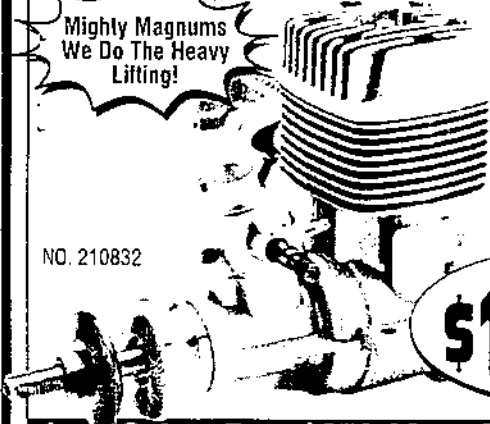


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airfoils, semi-symmetrical at the root, flat bottom at tip

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PERFORMANCE!**



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Wingspan: .....72 in  
Wing Area: .....700 sq in  
Engine: .....46-65  
Radio: .....4 channel required

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18480 Bandilier Cir.  
405 Fwy. Euclid Exit  
714-964-8846

**ENCINO**

5541 Balboa  
Balboa At Burbank  
818-995-1162

**SAN DIEGO**

3860 Convoy St.  
South Of Balboa  
319-268-7997

**RIVERSIDE**

10128 Indiana Ave.  
Tyler Village Center  
909-785-6773

**EL CAJON**

469 Broadway  
At Ballantyne  
619-444-6135

**PASADENA**

270 North Hill Ave.  
North Hill & Locust  
626-568-0883

**LA HABRA**

1401 S. Beach Blvd.  
Near Imperial  
562-947-2574 • 714-994-5721

**LAWDALE**

16725 Hawthorne  
168th & Hawthorne  
310-214-0244

**LAKEWOOD**

5449 South St.  
Bellflower & South  
562-804-2515

**STORE HOURS**

Mon - Fri: 10:00 - 9:00

Sat: 10:00 - 6:00

Sun: 10:00 - 5:00

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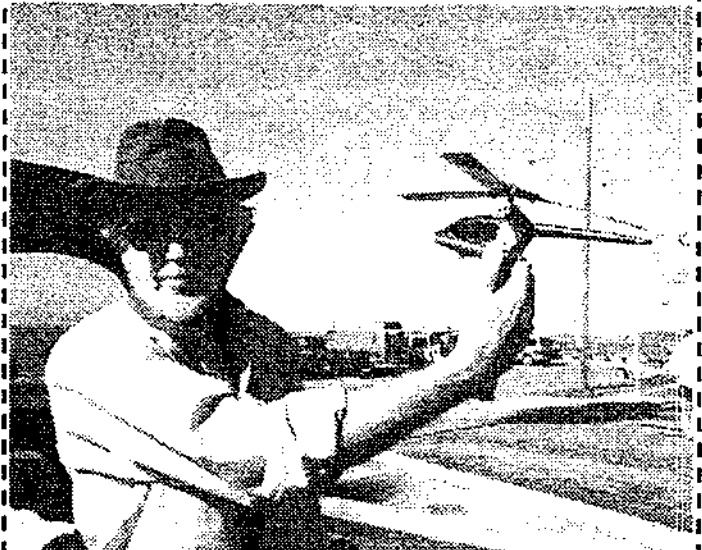


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## Calendar Of Events

HSS Foam & 2 Meter Contest	May 24, 1998
SC2 T.D. Contest @ EDSF	May 31, 1998
HSS Club Meeting 7:00 The Duck Club	Jun 2, 1998
TPG HLG Contest	Jun 6-7, 1998
HSS T.D. Contest and AUCTION Lars Tuohino	Jun 14, 1998
SC2 T.D. Contest @ TPG	Jun 28, 1998
HSS Club Meeting 7:00 The Duck Club	July 7, 1998
HSS T.D. Contest (Wives Time and BBQ)	July 12, 1998
SC2 T.D. Contest @ TOSS	July 19, 1998
HSS Club Meeting 7:00 Duck Club	Aug 4, 1998
HSS T.D. Contest	Aug 9, 1998
SC2 T.D. Contest @ SWAS	Aug 30, 1998
HSS Scale Aerotow	??????
HSS Club Meeting 7:00 The Duck Club	Sep 1, 1998
HSS T.D. Contest	Sep 6, 1998
SC2 T.D. Contest @ HSS	Sep 27, 1998
Central Valley (Visalia) T.D.	Oct 3-4, 1998
Contact Phil Hill (209) 686-8867	
HSS Club Meeting 7:00 The Duck Club	Oct 6, 1998
HSS T.D. Contest	Oct 11, 1998
SC2 T.D. Contest @ PSS	Oct 18, 1998
HSS Club Contest 7:00 The Duck Club	Nov 3, 1998
HSS T.D. Contest	Nov 8, 1998
SC2 T.D. Contest @ ISS	Nov 22, 1998
HSS T.D. Contest	????????
HSS HOLIDAY PARTY	????????
	Dec 6, 1998
	Dec 8, 1998

## HSS SPY REPORT



Roger MacGregor shows the latest in Japanese imports. From Tokushima, the prototype "Gyrodyne" is the first mosquito class (750mm) full function collective pitch helicopter. Work's in progress on a Gnat Class (500mm) version as well. Prices? Nobody's talking!

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



WILL CONRAD  
 9359 SHRIKE AVE  
 FOUNTAIN VALLEY 92708

- \*HSS Club Meeting June 2, 1998  
 Guest Speaker Robert Cavazos of "Cavavos Sailplane Design"
- \*HSS June TD Contest & Auction 6-14-98
- \*Newsletter Deadline 16th of the month !

