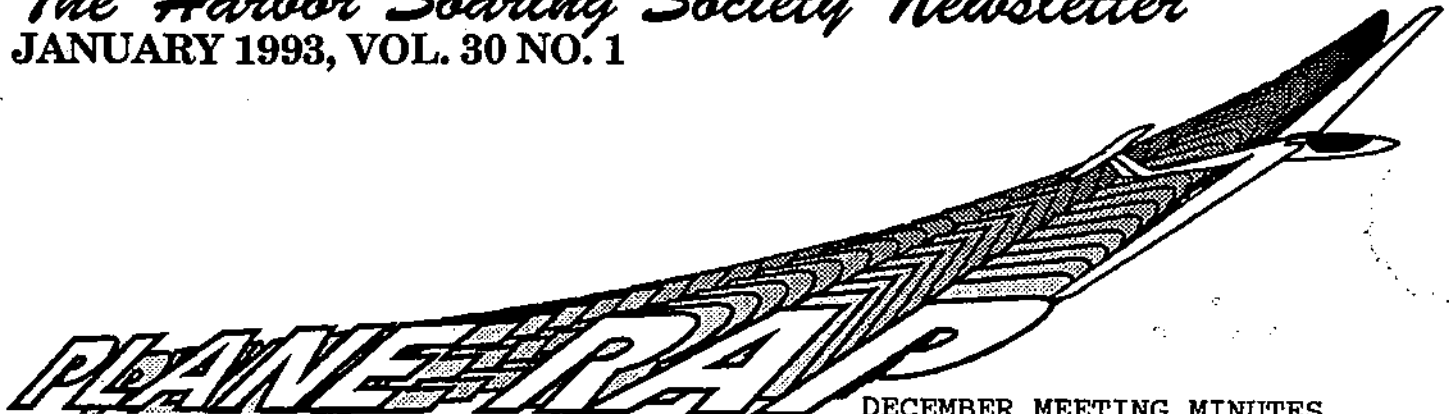


The Harbor Soaring Society Newsletter

JANUARY 1993, VOL. 30 NO. 1



FROM THE PREZ

by Andy Sanders

Happy New Year to all our club members and their families. I hope 1993 brings us all good health, prosperity, strong thermals, and a dry field!

First, I'd like to thank our 1992 Board members for their hard work and efforts on our behalf. Ben Clerx, Dick Johnson, and John Ostrowski did a great job in '92! Special praise goes to Frank Chasteler, Woody Grosvenor, and Pete Young for returning to the Board for 1993 (please, no jokes about masochism).

As we look to the New Year and new goals, let's make cooperation a key word for 1993. Let's all cooperate as much as possible to make flying enjoyable for ourselves and for others! Lend a hand setting up and taking down the winches. Club members owning those winches invest a lot of time and effort taking care of equipment we all depend on. Spend some time running a retriever or fixing a line break, especially during contests. Let's all share the work so we can all share the fun!

MEETING LOCATION

Lakes at Seabridge Condos. On Adams Ave. in Huntington Beach. Turn right at the first traffic light heading East from Beach Blvd.. You will need to check in at the gate. Tell the guard you are there for the HSS meeting. If there are any problems, call 969-1524.

DECEMBER MEETING MINUTES

The December meeting started at 7:30PM with Ben Clerx presiding. The November meeting minutes were accepted as written, with one exception. Frank Chasteler gave the treasurer's report covering such items as checking and savings account balances, expenditures, trophies, and winch repairs. The report was accepted as read.

Dick Johnson asked for club video tapes to be returned. Ross Thomas announced that the Tri-Cities Challenge was being rescheduled to the third Sunday in January. Frank Chasteler provided copies of the club's bylaws which can be picked up at
(continued, page 2)

CLUB OFFICERS

President: Andy Sanders	(714) 751-9235
Vice President: Pat Scheer	(714) 631-0482
General Director/ Secretary: Woody Grosvenor	(714) 969-1524
Treasurer: Frank Chasteler	(714) 545-2185
Contest Coord: Curt Nehring	(714) 592-2105
Newsletter Ed: Pete Young	(714) 892-3473

The Harbor Soaring Society newsletter is published monthly. Editorial comments and articles are welcomed. Please provide all material for consideration by the 15th. 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 Pete Young in person or by mail to: 6592 Belgrave Ave., Garden Grove, CA 92645.

Printing Courtesy of OCB Reprographics
Irvine, CA (714) 660-1150

DECEMBER MEETING MINUTES, cont.

future club meetings.

John Ostrowski asked about the status of the club winch survey proposed several months ago. It was decided to publish an article about this survey in the club newsletter, hopefully by February.

Frank Chastler discussed the current situation at Fairview Park regarding future plans by City of Costa Mesa. The dirt mounds are planned to be levelled by June. Soccer players would like to build playing fields but are likely to be deterred by limited field space and parking congestion. Dave Nemecek mentioned that runners are starting to schedule competitions at the field, and this may be an increasing trend.

Pete Young talked about a survey of flyers' opinions on a proposed ban of landing skids, part of the AMA's 1994 rules cycle. Pete also mentioned the recent passing of Harry Apoian, a fellow modeler and the AMA's District X contest coordinator.

John Ostrowski proposed to conduct a survey of members interests and suggestions to increase club participation. Frank suggested surveying radio frequency usage at the same time. This survey will be printed in a future newsletter.

The meeting closed at 8:11PM. After the meeting, a swap meet was held with three participants satisfactorily swapping or bartering their items.

Woody Grosvenor, Secretary

HSS DECEMBER MONTHLY

by Mike Aguirre

Our December contest was held under overcast skies with a constant threat of rain. Landing approaches were out of the north with a constant lookout for pedestrians and bicyclists on the bike path - all the pilots kept these cautions in mind quite well.

The first two rounds were 3/5/7 pilot's choice with a third round that was short, sweet, and punishing - a 2 minute precision duration scored on a bell curve. 5 seconds off on this round would cost 135 points out of 900 possible, for example.

The air was quite unpredictable with 7 minute flights sharing the air with sub-3 minute flights. Windy conditions and rain showers started in the later rounds - here the two minute round was a welcome relief.

Steve Hendry took 1st Expert, Bill Duncan won Advanced (and moves to Expert!), Pat Scheer won Sportsman, and Larry White was first in 2M. Thanks to good on-the-field assistance from club members and timely scoring by Maxine Thomas, all scoring and trophies were handed out by 12:30, giving everyone an early reprieve from the marginal flying conditions.

All club members should give a big thanks to Ross Thomas, 1992's Contest Coordinator, for his contest formats which were quite helpful for SC2 competition. Also a big thanks for all those who bring out their equipment throughout the year.

Let's make 1993 another great year in club, SC2, and all other contests - let's compete as individuals working like a team!

FYI

...HSS closed out the 1992 SC2 season by winning the overall season points standings ... Congrats to Roger Lackey who finishes the SC2 season 2nd overall to Blair Atwell... other HSSers doing well in the annual points standings were Ben Clerx 5th, Frank Chasteler 7th, Manny Tau 16th, and Ross Thomas 22nd... at the November SC2 hosted by TOSS, Mike Aguirre wins fifth Expert, flying as a Sportsman!... Mike was the only HSSer to take home a TOSS trophy, a beautiful leaded crystal glassware ...other HSSers doing well at TOSS were Frank Chasteler (6th), Ross Thomas (8th), Manny Tau (11th), and Roger Lackey (12th) ...recent casualties at the HSS field - Curt Nehring's Pulsar, a victim of flutter at extremely high altitude...Pete Young's Alcyone, clipped a wing on the parking lot signpost...both have been repaired and are flying again...at the upcoming January 6th HSS Monthly meeting, 1992 HSS Monthly standings will be announced... for the January 3rd HSS Monthly, 1993 AMA licenses will be required! NO EXCEPTIONS! FAX confirmation is available, call the AMA at (703) 435-0750...

FOR SALE

- VOR-2500, 100" Italian sailplane, ready to fly. Includes two wing sets. \$80 OBO. Call George at 540-5452 (h).

- Ready to fly gliders!! Agnew V-tail Vertigo, 1.5M Chuperosa with 3 servos, Sig Ninja. Call Roger at (714) 636-3348.

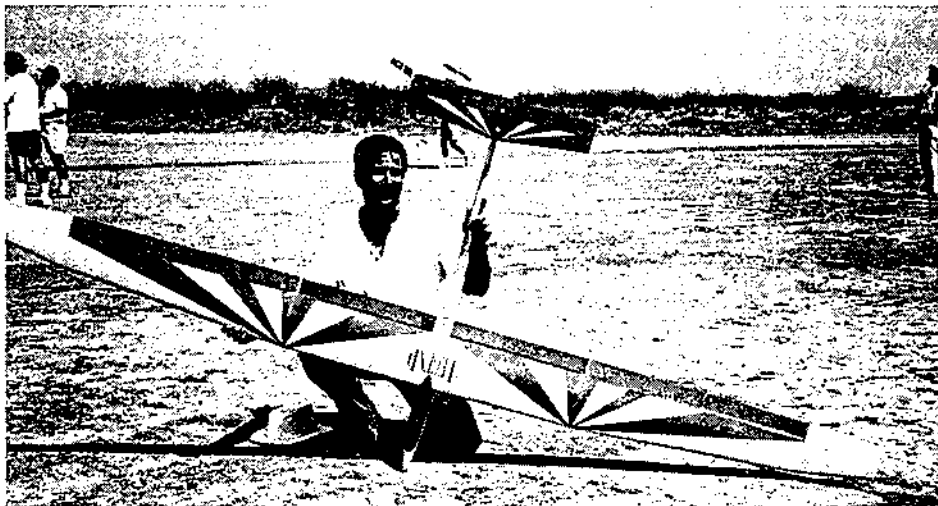
- 2M (78" span) Sealy Lumina - glass fuse, T-tail, NEW polyhedral wing with flaps. Buyer needs to cut out flaps and cover wing. Price includes a wing bag. \$125 - firm.
- contact Curt @ (714) 592-2105.

- Sealy Laser - kit new-in-box. For price, call Mike at (310) 439-4173

WANTED

- Electric winch. Retriever not required. Contact George at (714) 498-2754.

- Airtronics Module 7SP radio systems. Contact Pete @ (714) 892-3473.



HSS' 1993 Prexy Andy Sanders and his nice-flying Airtronics Legend

... Here's speed merchant Manny Tau to tell you more about SLOPE RACING...

CALIFORNIA SLOPE RACING

OR

HOW TO SUCCESSFULLY HAVE A MIDAIR

By Manny Tau

It's quiet except for the rustling of the 15 mph wind blowing into our faces. "The Flight of the Valkyries" blares from a ghetto blaster in the background, visions of Brando surrounded by doped-out crazies in some God-forsaken jungle come to mind. I orbit my slope racer lazily over the course. Then the racing starts! "5-4-3-2-1-START!...GOOD START!"

Three other racers come screaming down out of nowhere and start down to the far pylon. My ship battles for position, tapping wingtips and playing chicken with the other pilots. I'm coming up on the pylon, then the moment arrives...my caller shouts out "ROLL...TURN!" ..I bank then yank! Four ships in sync, attempting to turn 180 degrees after racing down the stretch at 70 mph! I'm thinking to myself, why am I doing this? ... why can't I be flying a thermal duration contest somewhere warm?

What happens next is basic physics ... two objects may not occupy the same space at the same time ... 2 ships mid-air at the far turn with disastrous grace and a collective moan emanates from the onlookers. Two ships are left jockeying for first... bank and yank... get into the lift zone... fly the course straight and short... no fear ... keep the nose down ... was the 2 1/2 pounds of ballast too much, or not enough? ... then here it comes... "LAST LAP!" Still jockeying, the two remaining ships are neck and neck ... last turn! ... dive the

ship, gain speed, shoot for the finish gate!... "WINNER, WHITE PLANE!" OK, it's over, start to relax, untense the shoulders, land the thing... I made it through another slope race ... ahh, yes, the glory of victory!

California Slope Racers have been holding slope races for quite a few years now, and maintains a strong membership of foolhearty fliers willing to trash their ships for the sake of competition. The CSR circuit runs throughout the year and involves slope sites in Southern, Central, and Northern California.

Here are some technical tidbits for those who are interested. The ships usually average 112" span and are constructed using the latest composites. "Fast" airfoils like SD7003's, RG-15's, and modified E374's are common. The capability to load up with ballast is mandatory, getting the wing loading up to the FAI limit of 24 oz/sq ft when conditions permit.

The start of a race heat involves a pilot and his caller working closely together. The caller's main functions are to watch for the pylon's "turn" lights, to spot for traffic on the course, and to keep the flier from re-kitting his ship into a thousand dollar pile of good memories.

There are 4 different colored lights at each end of the long course, and individual flaggers activate the respective lights for each racer. After the ships are ID'ed for each heat, the ships are launched and a sixty second pre-race countdown starts. It's truly spectacular to watch 4 racing sailplanes gaining altitude with lead ballast in their bellies, and then diving for the start gate

as the race commences. The start of the race is the only thing that matches the excitement of a fast F3B speed run! The race is 8 laps long, consisting of 16 passes, 16 turns, and 4 planes all battling for the same airspace! The thrill really comes if you pull ahead of the others and get out of phase with the pack entering or exiting the turns. Just imagine racing headon into a gaggle of ships, not being quite sure of your or anyone else's depth perception!

At the end of the day, standings are tallied up and prizes awarded, usually trophies and cash. Flyoffs are common and each race's points are accumulated for yearly standings. Each racing season's highest 10 placers are allowed to use their standings as ID numbers on the wings of their slope racers for the next season.

Well, so there it is, SLOPE RACING, for those strong at heart ... or foolish in mind!

PILOT OF THE MONTH

The HSS Pilot of the Month is Mike Aguirre, a dedicated flier and all-around good person. Mike's most recent accomplishment was taking home a beautiful leaded crystal trophy by winning fifth in Expert at the November SC2 tournament hosted by the Thousand Oaks Soaring Society.

OCCUPATION: Computer operations.

STARTED FLYING SAILPLANES: Mike started flying R/C sailplanes in February of this year with an Olympic 650. He then built and flew a 2M Gnome. Currently he is flying a TEKOA Shadow controlled by an Airtronics Vision.

REASON FOR INTEREST: Mike has always liked airplanes and has flown 1/2A control-line with Cox PT-19s and Goldberg L'il Satans. He has also flown 1/2A free flight with Sal Taibi-designed Stardusters.

STRENGTHS: Mike is a careful builder and complements that with intensive practice flying.

FAVORITE PART OF THE HOBBY: Mike enjoys the entire spectrum of model aviation: construction, flying in competition, on the field camaraderie.

GOALS FOR 1993: Mike's goal for 1993 is to finish the SC2 season in the top 20.

CURRENT R/C SAILPLANES: Mike retired his Oly 650, so his current sailplanes are the 2M Gnome and the TEKOA Shadow - only the second and third sailplanes he has ever built and flown!

FAVORITE R/C SAILPLANE: Without a doubt, Mike's TEKOA Shadow is his favorite sailplane as it has tremendous flying qualities and exceptional design engineering.

ADVICE FOR BEGINNERS: Seek help from other modelers as they are usually willing to share their expertise. Also, try to fly under simulated contest conditions - make every flight count!





HARBOR SOARING SOCIETY 1993

P.O. Box 1673
Costa Mesa, CA 92628

A.M.A. Chartered Club #128
"The Oldest A.M.A. Chartered Soaring Club
in the World"

APPLICATION FOR MEMBERSHIP IN THE HARBOR SOARING SOCIETY FOR 1993 JANUARY to DECEMBER

I understand that by applying for membership in the Harbor Soaring Society, I must be a current member of the A.M.A. (Please Print)

NAME _____ HOME PH. () _____
ADDRESS _____ WORK PH. () _____
CITY _____ STATE _____ ZIP _____
A.M.A. NUMBER _____ (PROOF OF STATUS REQUIRED)
DATE OF BIRTH _____

NEW APPLICANTS - (17 years or older) = \$25.00
SENIOR MEMBER - (17 years or older) = \$20.00
Renewal prior to January meeting includes
4 club decals.
JUNIOR MEMBER - (16 years or younger) = \$ 6.00
(renewal or new)
FAMILY MEMBER - (For each additional renewal or new
member at the same address) = \$ 5.00
(Separate applications required)

New applicants making application for senior membership between July 1st. and October 31st. pay a reduced rate of \$15.00

New applicants making application between November 1st. and December 31st. will pay the annual rate indicated above. Such dues will makes the new member paid in full for the following year.

A signature is required by all Harbor Soaring Society members, agreeing to comply with the current A.M.A. Safety Code and the current HSS General Field Rules and Field Safety Rules.

The undersigned attests that: I will operate my model using only radio control frequencies currently allowed by the Federal Communications Commission. Further, any transmitter that I use at any designated HSS flying field must have a certified R/CMA-AMA gold sticker affixed indicating that it was manufactured or modified for operations at 20 KHz frequency separation. I understand that my failure to comply with the above restrictions will result in nullification of liability coverage for damages caused or claimed.

SIGNATURE _____ DATE _____
TOTAL DUES OWED AND ATTACHED \$ _____
SIGNATURE OF CLUB OFFICER RECEIVING APPLICATION _____

HARBOR SOARING SOCIETY, COSTA MESA CA

RADIO IMPOUND RULES

1. Place transmitter in the impound area (under HSS sign) by channel # in rows on channel number tapes (if available.) Each transmitter will have a Channel # on the antenna or the top of the transmitter in accordance with AMA specifications.
2. It is required that you have your name on or over your transmitter so that other flyers will know who is up next. (G. Joy has a labeler.)
3. Your position in the row of transmitters determines your turn to fly. Your transmitter coming to the front and the frequency pin coming back in, you may fly.
4. Never turn on your transmitter without a frequency pin.
5. As an extra precaution, always call out your channel numbers as you walk out to fly and as you turn on your transmitter.

6. Upon landing, be sure to collapse your antenna before you walk out to pick up your plane.
7. After flying, return the frequency pin to the pin board, make sure your transmitter is switched off, and return your transmitter, with the antenna collapsed, to impound behind the other transmitters in your row. Do not remove your transmitter from impound unless you are going to fly or are leaving for the day.
8. After flying of Electric models, make sure your airborne pack is turned off and make sure the motor arming switch is off or the airborne pack is disconnected.
9. Make double sure that your transmitter power switch is off.

GENERAL FIELD RULES AND FIELD SAFETY RULES

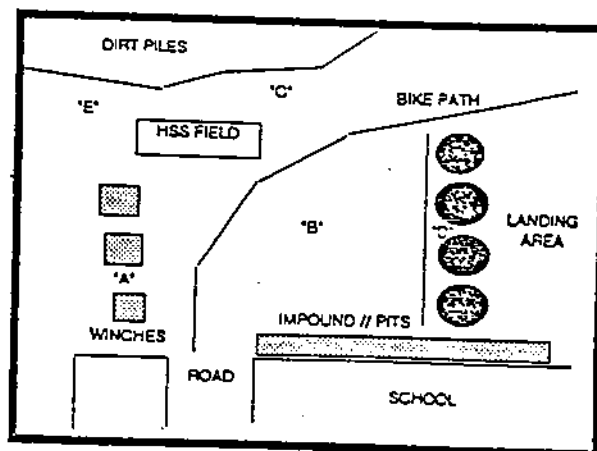
1. Do not fly at low altitude over the pit area.
2. All winch launching shall be in a Westerly direction from the launch area. Electric powered models will be launched/ROG'd to the North of the winch launch area in a Westerly, Northerly, or Easterly direction.

EXCEPTIONS:

- a) Relocation of the pits and launch area to the Western end of the field.
 - b) Electric powered models, in the event of South winds, may be launched to the South or East provided launching is not over the pit area and is clear of people.
3. All pilots shall fly standing in the area "B" (between the bike path and the landing area,) or in area "C" well clear of the winches, and not East of area "D" (the landing area.) In order to minimize intermodulation possibilities, pilots should not stand in tight groups.
 4. All Electric power planes (planes other than pure soaring types) shall be flown only to the North of the launching and standing area "C" when operating at low altitudes. F3E models doing laps should operate in the area between the winches and the bluff "E" so that the landing approach area is kept clear for landing models. A flight assistant should accompany the flyer during operation of the model for safety guidance.
 5. Hand launching of models either for test gliding or for thermal hunting shall take place to the North of the winch launch and pilot standing area "C & D". (Obviously a pilot hand launching does not have to stand in the normal pilot standing area.)
 6. All intentional low level approaches to landing shall be from the North and East. All high speed approaches shall be to the North of the winch launch and pilot standing area C & D, and shall not carry into the launching or standing area.
 7. Under most circumstances, launching models have right of way over sailplanes in flight. But, the bottom line is to maintain courtesy and consideration for others whether you are flying or launching. (Note: Right of way for launching models is an AMA rule for contest flying, where the intention is to keep flying sailplanes from holding up launches and thus delaying the operation of a contest.)
 8. When other flyers are on your frequency, you should limit your flight to 15 or 20 minutes. This courtesy time limit also applies to Electrics and Hand Launch thermal hunting,

but is not intended to limit the number of hand launches made in search of thermals. (Remember, common courtesy prevails!) Exceptions to this are if one is attempting to achieve an LSF goal or if prior arrangements have been made with the other flyers on one's frequency.

9. The AMA safety code requires that your model be identified with your name and address or AMA number on or in your model. (Note: For AMA sanctioned contests, all non-scale and non-indoor models "... shall be identified by the contestants AMA licence number permanently affixed to the upper side of the right hand lifting surface... [with the] height of the numerals... [being] at least one inch or 1/3 of the wing root chord, which ever is less.")
10. Visiting pilots from other clubs are welcome on a limited basis with proof of AMA insurance.
11. Beginner pilots are welcome, and we will offer help in learning to fly through our Club Trainer Program.
12. Be aware of full scale aircraft over flying our field. Always give right-of-way to, and avoid flying in the proximity of full scale aircraft. Have another flyer spot for you to help you maintain clearance. As the FAA has chosen the Huntington Beach Steam Plant as a reporting point, full scale airplanes often fly directly over us.





**CENTRAL ARIZONA SOARING LEAGUE
PROUDLY PRESENTS THE FIFTH ANNUAL
SOUTHWEST WINTER SOARING CONTEST
FEBRUARY 6th & 7th, 1993**

TASK:

Saturday, Feb 6th, 1993

- * First round will be a 3 minute Precision/Duration.
- * Rounds 2-4 will be a Three round Triathlon contest.
- * Fifth round will be a 5 minute Precision/Duration.

Sunday Feb 7th, 1993

- * First round will be a 3 minute Precision/Duration.
- * Second round will be a 5 minute Precision/Duration.
- * Third round will be a 7 minute Precision/Duration.

LANDINGS:

L6 modified

CLASS:

Unlimited - 444(D)

LAUNCHING SYSTEM:

Rahm winch, deep cycle Marine/RV battery w/ constant charging.

SITE:

CASL FLYING FIELD - Rodeo Park: Ray and Val Vista Rds, Gilbert, Az.

RADIOS:

All legal frequencies allowed (3 flyers/frequency)

A.M.A.:

1993 AMA cards will be required at registration time. One pilot per plane. One plane per pilot with a backup on same frequency allowed if primary plane determined unflyable by the C.D. All AMA rules apply.

ENTRY FEE:

- * \$25.00 (non-refundable but transferrable same frequency). Preregistration closes Jan 16, 1993. All entrants will receive an engraved contest name tag.

AWARDS:

- * 1st-5th - TRIATHALON
- * 1st-5th - PRECISION/DURATION
- * FIRST PLACE GRAND CHAMPION
- * 1st place Team Trophies of the top four dues-paying members of an AMA chartered club (Teams must be declared on entry form)

BBQ:

Saturday evening at the field, great food, good spread \$7.00 per person (include payment with entry)

T-SHIRTS:

CASL will be taking pre-orders for SWSC '93 T-shirts, cost \$10 for regular shirt w/pocket, \$20 for Golf style shirt w/pocket. Sizes in adult are S,M,L,XL,XXL. There will be a very very limited selection at field.

RAFFLE:

Great Hobby Items!! Sunday, immediately after contest.

C.D.:

Iain Glithero (602) 831-1905 or (602) 839-1733

Make all checks payable to:

Central Arizona Soaring League

Mail to:

Iain Glithero - CASL
1118 W. Lindner Ave.
Mesa, Az. 85210

SOUTHWEST WINTER SOARING CONTEST – FEBRUARY 6th/7th, 1993			
NAME _____	PHONE (____) _____		
ADDRESS _____	CITY/STATE/ZIP _____		
AMA # _____	FREQUENCY: #1 _____ #2 _____ #3 _____		
TEAM (Must be AMA chartered) _____			
ENTRY FEE:	\$25.00		
BBQ:	\$7.00 x _____ = \$ _____		
SWSC '93 SHIRTS:	Golf \$20.00 x _____ = \$ _____		
	Normal \$10.00 x _____ = \$ _____		
TOTAL ENCLOSED:	\$ _____		
SIZE:	Sm _____	Med _____	Lg _____
	XLg _____	XXLg _____	



THE HARBOR SOARING SOCIETY

PRESENTS

THE SECOND
TRI-CITIES CHALLENGE

RESCHEDULED TO:

SUNDAY JANUARY 17, 1993

FEATURING TEAMS FROM

SOARING UNION OF LOS ANGELES

EL DORADO SILENT FLIERS

HARBOR SOARING SOCIETY



LOCATION: FAIRVIEW PARK, COSTA MESA

FORMAT:

ROUND 1: 2 MINUTE DEAD RECKONING - NO TIMING ASSISTANCE -
PLUS LANDING POINTS

ROUND 2: BUDDY CONTROL - 1 MINUTE ALLOWED FOR TRIMMING.
2 MINUTE OFFICIAL FLIGHT, FLYING ONLY BY TIMER'S
VOICE COMMANDS. MAX THE FLIGHT AND YOU GET TO
GO FOR BONUS LANDING POINTS

ROUND 3: TO BE ANNOUNCED AT THE FIELD!!

CONTEST DIRECTOR: MIKE AGUIRRE

PILOT'S MEETING: 9:00AM

ENTRY FEE: \$3

HSS PILOTS NEEDED! LET'S FLUSH AWAY THE TOILET SEAT TROPHY!!

Harbor Soaring Society December Contest Results

OPEN DIVISION

PLACE	NAME	CLASS	SCORE	NORMALIZED	TROPHY
1	HENDRY STEVE	EXPERT	2908.0	1000.0	1ST. EXP.
2	BRANDT DENNIS	EXPERT	2885.0	992.1	2ND. EXP.
3	LACKEY ROGER	EXPERT	2838.0	975.9	3RD. EXP.
4	WILSON DAN	GUEST	2835.0	974.9	
5	DUNCAN* BILL	ADVANCED	2815.0	968.0	1ST. ADV.
6	CLERX BEN	EXPERT	2801.0	963.2	
7	DURHAM JACK	EXPERT	2760.0	949.1	
8	BIDDLE FRED	EXPERT	2731.0	939.1	
9	POULSEN GORDON	EXPERT	2702.0	929.2	
10	HAWLEY ED	SPORTSMAN	2590.0	890.6	2ND. ADV.
11	TAU MANNY	ADVANCED	2578.0	886.5	
12	MARKLE JIM	GUEST	2574.0	885.1	
13	PARSONS JIM	ADVANCED	2539.0	873.1	
14	BIKLE JOHN	GUEST	2474.0	850.8	
15	THOMAS ROSS	EXPERT	2442.0	839.8	
16	NEHRING CURT	ADVANCED	2440.0	839.1	
17	CHASTELER FRANK	EXPERT	2362.0	812.2	
18	WHITE LARRY	EXPERT	2351.0	808.5	
19	BOESE JIM	EXPERT	2303.0	792.0	
20	NEMECEK DAVID	EXPERT	2298.0	790.2	
21	AGUIRRE MIKE	ADVANCED	2212.0	760.7	
22	SLIFF BOB	EXPERT	2202.0	757.2	
23	SCHEER PAT	SPORTSMAN	2160.0	742.8	1ST. SPTS.
24	CRON AL	EXPERT	1629.0	560.2	
25	KLATSKIN BILL	GUEST	1565.0	538.2	
26	WILHITE CONNIE	SPORTSMAN	1562.0	537.1	2ND. SPTS.
27	PANTZAR DICK	EXPERT	1460.0	502.1	
28	FINK STEVE	EXPERT	1457.0	501.0	
29	MONAHAN SEAN	ADVANCED	869.0	298.8	

* Bill Duncan moves to EXPERT

TWO-METER DIVISION

PLACE	NAME	SCORE	NORMALIZED	TROPHY
1	WHITE LARRY	2782.0	1000.0	1ST.
2	LACKEY ROGER	2712.0	974.8	2ND.
3	SLIFF BOB	2685.0	965.1	3RD.
4	CHASTELER FRANK	2632.0	946.1	
5	KLATSKIN BILL	2501.0	899.0	
6	THOMAS ROSS	2449.0	880.3	
7	PARSONS JIM	2385.0	857.3	
8	AGUIRRE MIKE	2383.0	856.6	
9	DUNCAN BILL	2380.0	855.5	
10	SCHEER PAT	2240.0	805.2	
11	FINK STEVE	1683.0	605.0	
12	MARKLE JIM	1227.0	441.0	

**SOUTHERN CALIFORNIA SOARING CLUBS
NOVEMBER CONTEST RESULTS**

PLACE	NAME	CLUB	CLASS	SCORE	NORMALIZED	TROPHY
1	ATWELL BLAIR	NONE	EXPERT	2925.9	1000.0	1ST. EXP.
2	MARKLE JIM	EDSF	EXPERT	2868.6	979.7	2ND. EXP.
3	MCNAMEE ART	TOSS	EXPERT	2828.6	966.7	3RD. EXP.
4	SADORF STAN	ISS	EXPERT	2813.2	961.5	4TH. EXP.
5	AGUIRRE MIKE	HSS	SPORTSMAN	2784.5	951.7	5TH. EXP.
6	CHASTELER FRANK	HSS	EXPERT	2745.0	938.2	
7	SPITZER GEORGE	PSS	EXPERT	2724.3	931.1	
8	THOMAS ROSS	HSS	EXPERT	2712.7	927.1	
9	MORAN MYLES	TOSS	EXPERT	2701.3	923.2	
10	NORENBERG LOWELL	SFVF	EXPERT	2688.1	918.7	
11	TAU MANNY	HSS	SPORTSMAN	2678.0	914.6	1ST. SPTS.
12	LACKEY ROGER	HSS	EXPERT	2665.7	911.1	
13	POPE BOB	EDSF	SPORTSMAN	2639.7	902.2	2ND. SPTS.
14	BIKLE JOHN XX	EDSF	SPORTSMAN	2633.9	900.2	3RD. SPTS.
15	SAGE FRED	NCC	EXPERT	2627.8	898.2	
16	STARK TONI	PSS	EXPERT	2611.1	892.4	
17	WILSON DAN	EDSF	EXPERT	2589.0	884.9	
18	MATSUMOTO BEN	PSS	EXPERT	2579.8	881.7	
19	KUTCH NORM	HSS	EXPERT	2563.7	872.8	
20	CLERX BEN	HSS	EXPERT	2551.0	871.9	
21	SHELBY RICK	NCC	SPORTSMAN	2548.1	870.9	
22	YOUNG PETER	HSS	SPORTSMAN	2547.7	870.7	
23	VALDES AARON	TPG	EXPERT	2526.8	863.6	
24	RATNER MIKE	PSS	EXPERT	2509.5	857.7	
25	CRON AL	HSS	EXPERT	2508.1	856.5	
26	ZINK DON	HSS	EXPERT	2478.2	847.0	
27	WALDEN WILLIAM	PSS	SPORTSMAN	2474.4	845.7	
28	PARSONS JIM XX	HSS	SPORTSMAN	2441.8	834.5	
29	MCNAMEE DON	TOSS	EXPERT	2437.7	833.1	
30	NORTHERN DON	TOSS	EXPERT	2404.0	821.6	
31	DUNCAN BILL XX	EDSF	SPORTSMAN	2402.8	821.2	
32	STROBEL RICH	TPG	EXPERT	2397.9	819.6	
33	LEVOE MARK	PSS	EXPERT	2395.5	818.7	
34	KARP BILL	MRCS	SPORTSMAN	2384.5	815.0	
35	MCKENZIE SCOTT	SFVF	EXPERT	2365.9	808.6	
36	FAULKENHAM RON	ISS	EXPERT	2343.3	800.9	
37	NEHRING CURT	HSS	SPORTSMAN	2324.4	794.4	
38	GATTI MARK	PSS	EXPERT	2297.5	785.2	
39	RODGERS JOHN	PSS	EXPERT	2277.9	778.5	
40	HALLFORD PHILIP	PSS	EXPERT	2234.1	763.6	
41	CONDON STEPHEN	TPG	EXPERT	2221.7	759.3	
42	LEPPA FRANK	PSS	EXPERT	2216.5	757.6	
43	DOUGLAS IAN	SWSA	EXPERT	2154.5	736.4	
44	WEISMAN EDGAR	TOSS	EXPERT	2142.3	732.2	
45	REAGAN MIKE	TOSS	EXPERT	2090.7	714.5	
46	JOY BRYAN XX	TPG	SPORTSMAN	2087.4	713.4	
47	BUZOLICH NICK	HSS	SPORTSMAN	2079.7	710.8	
48	WEISMAN B J	TOSS	SPORTSMAN	2065.3	702.5	
49	DEVLIN ED	PSS	SPORTSMAN	2007.6	686.1	
50	SCHER PAT	HSS	SPORTSMAN	1952.3	667.2	
51	STARS PETER XX	TOSS	SPORTSMAN	1929.8	659.6	
52	SANDRONI HUGO	DUST	EXPERT	1878.0	641.2	
53	RIGGS ROBIN	PSS	SPORTSMAN	1664.1	568.7	
54	SWET BOB	TOSS	EXPERT	1594.2	544.9	
55	KARP AARON	MRCS	SPORTSMAN	1524.4	521.0	
56	AKERS THOMAS	TOSS	EXPERT	1233.1	421.4	
57	YOUNG BRETT	HSS	SPORTSMAN	1217.3	416.0	
58	GOODWIN BROWNE	SULA	SPORTSMAN	175.0	59.8	

*JOHN BIKLE MOVES TO EXPERT

JANUARY MONTHLY

DATE: Sunday, January 3, 1993

CONTEST DIRECTOR: Pete Young

FORMAT: 3 rounds @ 1000 points, 3/5/7 minute format. Landings: runway landings, 25' fixed tape.

PILOTS' MEETING AT 8:30AM, FIRST ROUND AT 8:45AM.

Starting flight group to be decided at the pilots' meeting.

1993 AMA licenses required! See FYI column for FAX confirmation info.

**SOUTHERN CALIFORNIA SOARING CLUBS
1992 YEAR END STANDINGS
BEST 7 - OF - 9 CONTESTS**

PLACE	NAME	STATUS	SCORE	CONTESTS	CLUB
1	ATWELL BLAIR	EXPERT	6925.7	7	NONE
2	LACKEY ROGER	EXPERT	6879.0	7	HSS
3	JOY GEORGE	EXPERT	6799.2	7	TPG
4	REAGAN MIKE	EXPERT	6744.8	7	TOSS
5	CLERX BEN	EXPERT	6731.2	7	HSS
6	ANDERSON GARY	EXPERT	6720.6	7	TPG
7	CHASTELER FRANK	EXPERT	6716.9	7	HSS
8	SPITZER GEORGE	EXPERT	6639.5	7	PSS
9	LEVOE MARK	EXPERT	6623.3	7	PSS
10	FINKENBINER KEITH	EXPERT	6620.4	7	NCC
11	WEISMAN EDGAR	EXPERT	6612.8	7	TOSS
12	SADORF STAN	EXPERT	6591.7	7	ISS
13	VALDES AARON	EXPERT	6565.6	7	TPG
14	GATTI MARK	EXPERT	6474.3	7	PSS
15	RODRIGUEZ JOE	EXPERT	6362.8	7	ISS
16	TAU MANNY	SPORTSMAN	6342.5	7	HSS
17	STROBEL RICH	EXPERT	6291.1	7	TPG
18	SAGE FRED	EXPERT	6275.3	7	NCC
19	WILSON DAN	EXPERT	6249.3	7	EDSF
20	MARKLE JIM	EXPERT	6242.9	7	EDSF
22	THOMAS ROSS	EXPERT	6165.6	7	HSS
34	KUTCH NORM	EXPERT	5442.3	7	HSS
35	CRON AL	EXPERT	5289.4	6	HSS
39	NEHRING CURT	SPORTSMAN	5134.2	6	HSS
40	YOUNG PETER	SPORTSMAN	5111.0	7	HSS
41	EDBERG DON	EXPERT	4978.0	6	HSS
42	AGUIRRE MIKE	SPORTSMAN	4724.8	6	HSS
46	SLIFF BOB	EXPERT	4565.9	5	HSS
47	YOUNG BRETT	SPORTSMAN	4554.1	6	HSS
52	BUZOLICH NICK	SPORTSMAN	4295.7	7	HSS
59	ZINK DON	EXPERT	3560.2	4	HSS
62	PARSONS JIM XX	SPORTSMAN	3139.8	4	HSS
65	MARTIN TONY	EXPERT	2919.3	3	HSS
72	BRANDT DENNIS	EXPERT	2602.5	3	HSS
79	HENDRY STEVE	EXPERT	2176.9	3	HSS
100	GERBIN Jr ROBERT	EXPERT	1694.2	2	HSS
117	KIELTYKA MAC	SPORTSMAN	1285.8	2	HSS
122	SCHER PAT	SPORTSMAN	1026.5	2	HSS
127	WHITE LARRY	EXPERT	871.0	1	HSS
132	VINCENT TOM	SPORTSMAN	962.6	1	HSS
135	GIBBS DUANE XX	SPORTSMAN	942.9	1	HSS
136	SMITH MORRY	EXPERT	939.6	1	HSS
139	BOESE JIM	SPORTSMAN	920.2	1	HSS
143	SILVA MANNY XX	SPORTSMAN	874.8	1	ISS
144	RENAUD TIM	EXPERT	867.7	1	HSS
145	RITSCHKE GORDON XX	SPORTSMAN	860.9	1	HSS
150	PANTZAR DICK	EXPERT	836.3	1	HSS
158	BIDDLE FRED XX	SPORTSMAN	797.1	1	HSS
160	NEMECEK DAVID	EXPERT	793.0	1	HSS
163	CLARKE GEORGE	SPORTSMAN	781.8	1	HSS
174	ANDERSON VAN	SPORTSMAN	703.9	1	HSS
184	POULSEN GORDON	EXPERT	605.8	1	HSS

TEAM SCORES

ISS 16	EDSF 6	PSS 12	TOSS 10	TPG 4	NCC 2
951.7	979.7	931.1	958.7	853.6	898.2
938.2	902.2	892.4	923.2	819.5	870.9
927.1	900.2	881.7	833.1	759.3	
914.6	884.9	857.7	821.6	713.4	
874.5	867.2	842.9	804.9	718.8	718.8
866.1	808.6	821.0	736.4	641.2	59.8
800.9		521.0			
714.5		416.0			
713.4		416.0			
710.8		416.0			
702.5		416.0			
686.1		416.0			
667.2		416.0			
659.6		416.0			
641.2		416.0			
568.7		416.0			
544.9		416.0			
521.0		416.0			
421.4		416.0			
416.0		416.0			
59.8		416.0			

YEAR END TEAM SCORES

HSS	44,495.6	SULA	26,285.4
TPG	23,854.8	EDSF	28,342.1
PSS	32,588.4	SWSA	15,872.4
TOSS	28,412.8	DUST	15,281.4
NCC	24,124.2	SFVF	4,214.3
ISS	27,421.3	MRCS	2,903.3

CONTEST CALENDAR

January 3 January HSS Monthly
 January 8,9,10 IMS, Pasadena
 January 17 Tri-Cities Challenge
 Feb 6,7 CASL Contest (Mesa, AZ)



The Oldest Chartered
Soaring Club
in the
A.M.A.



Charter # 128

JANUARY MEETING

DATE: Wednesday, January 6, 1992
at 7:30PM

LOCATION: Clubhouse at Lakes at
Seabridge Condos. Refer to
instructions on page 1.

PROGRAM: HSS' 1992 Monthly
standings will be announced and
awarded.

PLUS: Mark Child will display
EDSF's fabulous winch and
retriever system!



P.O. Box 1673
Costa Mesa, CA 92628



FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708

Time to renew for '93