

Newsletter of the Harbor Soaring Society

March, 1994
VOL. 31 NO. 3



H.S.S. BOARD MEMBERS

President: Steven Fink	(714) 645-0459
Vice President: Sean Monahan	(714) 631-0719
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Contest Coord: Mike Aguirre	(714) 645-6419
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NEWSLETTER SUBMISSIONS

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.

MEETING LOCATION

Hobby Shack's Corporate Offices are located in Fountain Valley on Mt. Langley St., (one block west of the Hobby Shack store on Bandilier Circle) on the NE corner of Ellis and Mt. Langley.

HSS FEBRUARY MONTHLY MEETING

The February meeting was called to order by Steve Fink. The meeting place for March will be at Hobby Shack Corporate Offices, Star Bldg, Mt Langley St, Fountain Valley (near the 405 and Euclid). Thanks to John Lupperger for arranging this.

Contest Coordinator Mike Aguirre opened the meeting with a report on upcoming events. There will be only 9 SC2 contests this year. Inland Soaring Society (ISS) will host the first contest on March 27th in Riverside. New for this year is a Senior Class for fliers aged 60 and older with 1 trophy going to the top placing person. Sportsmen fliers cannot use these wins to advance their classification. Also, AMA numbers will be mandatory either on or in aircraft for SC2 fliers.

The Pasadena Soaring Society (PSS) 2 day event will take place April 30 - May 1. The Masters of Soaring will be May 14-15 at Covina, hosted by Silent Wings Soaring Association. Airtronics will be sponsoring a Soaring Clinic with Joe Wurts at El Dorado Silent Fliers in March. A firm date has yet to be set.

HSS' proposed Electric contest has been postponed due to conflicts with North County Clouds' SC2 date, May 29.

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February Monthly Minutes, cont.

Previous month's minutes and the Treasurer's reports were accepted as read.

OLD BUSINESS: Steve Fink announced that the proposed amendment to the club bylaws concerning the duties of the Contest Coordinator are still pending. Steve presented the new club winch and turnarounds - thanks for the chute, Steve.

NEW BUSINESS: George Siposs commented on the sluggish nature of club monthlies, especially with the addition of a new class. A suggestion was made to hold the Classic Event on a separate day. The decision was made to see how the next 2 or 3 contests go before making any changes.

The idea of a pre-meeting get-together was discussed with several members volunteering to hunt down likely sites.

GUEST SPEAKER: Arnie Goren of BTA showed a video and provided a demonstration of telemetry systems and autopilots manufactured by his company. Details of BTA's autopilot system were in the Dec 1993 issue of RCM. Although not ideal for sailplane applications due to size and weight, the devices and their functions are well suited for larger engine powered model aircraft.

Erik Marcussen, Secretary

FYI

...Seen at the field: Manny Tau's impressive V-tailed Unlimited featuring aluminum honeycombed wing substructure, Bob Sliff's new prototype 2M

Gnome with new airfoils and structure... the Mako Team is hard at work readying Mako refinements and developments, stay tuned... owners of Eagles, Falcons, Shadows, Makos, or Legends: check out Fred Sage's V-tail mod in the Want Ads (thanks to TPG Newsletter) ... Fred will have stabs available for purchase at the March 27 SC2 in Riverside ... fairly reliable word is that Airtronics has discontinued all built-up kits except for Whispers... entry form for the Visalia North/South contest is enclosed, entries are first come/first served, get those forms in now if you're serious... HSS has received good industry support for the Classics Event, contact Pete Young if interested in discount certificates for Pierce kits (Paragon, Gemini) or Buzz Waltz sailplanes (Conquistador, Soar Birdy, Big Birdy, Predator) ... better yet, come to the March monthly meeting to win a kit donated by Airtronics...

FEBRUARY MONTHLY

CD Steve Fink welcomed a large turnout to a perfect Southern California soaring day: temperature in the low 70s, light breezes, and a beautiful sky marked by high altitude cirrus clouds. The format was a 15 minute add-em-up, 3 rounds, with a 6 minute limit per round. Graduated circle landings were best two out of three.

This was the second Monthly with Classics flying with the Unlimited and Two-Meters, and turnout was excellent for all three classes. Lift was plentiful although never strong, but all in all, this was an exceptionally pleasant day for soaring.

When the final results were
(continued, page 3)

February Monthly, continued:

tabulated, Roger Lackey and Sean Monahan finished 1-2 in 2M with Agnew Banshees, and Bob Sliff came in 3rd with his new (and good-looking) Gnome development prototype. In Sportsman, Gerald Briggs won for the second month in a row. Tom Vincent topped Advanced with his Mako, and Jerry Bridgeman took second with a Fako. In Expert, Mike Aguirre and Ben Clerx topped a tough field with Makos, and Bob Sliff took third. Steve Fink won Classic with his SULA-Bird.

- reported by Pete Young

THE 6th ANNUAL SOUTHWEST WINTER SOARING CONTEST

by Tom Vincent

The 6th Annual Southwest Soaring Contest was held in Gilbert, Arizona on Feb 5th and 6th. This sanctioned AMA event was hosted by CASL - Central Arizona Soaring League, and they did an incredible job in getting all the pilots through the rounds.

The flying conditions for both Saturday and Sunday were outstanding with temperatures in the upper 70s to low 80s. Winds were mild unlike the 25 - 30 mph gusts last year that produced so much carnage on the ground and in the air. The stage was set for one enjoyable contest.

The flying site this year was similar to last year except for one noticeable difference - grass landing strips. Boy! Were they ever a welcome sight since this flying field consists of nothing but barren sunbaked earth hardened by the harsh Arizona sun. These grass strips

were heaven, covering the concrete landing sites of last year. What a difference a year makes!

Six fliers from HSS made the trek this year: Ben Clerx, Roger Lackey, Sean Monahan, Steve Fink, Mike Aguirre, and myself. Most arrived Friday to scope out the flying area and check out equipment.

The contest format consisted of 8 rounds with 5 on Saturday and 3 on Sunday. The contest was actually broken into two events, a three minute triathlon and a five round precision duration. A three minute round of precision duration was an excellent choice to start the contest and proved to ease the jitters of most pilots.

The main event for Saturday was the triathlon during the second, third, and fourth rounds. Each round was no longer than 10 minutes with heavy penalties for landing on the odd minute. The warm Arizona sun kicked off enormous thermals lifting most of the open class ships out of sight. It seemed to take only 3 or 4 turns to double your altitude in these huge thermals. However, since all was equal in the air, the men and the boys were separated at the landing strip.

The landing target was a 20 foot string worth 100 points. Two points were lost for every inch away from the string. A missed landing by two feet meant giving away almost half the available landing points. In this tight competition you needed all the points you could gather on the ground. The contest was tough and ultimately was decided on the grass.

The first three rounds concluded with Joe (The Great One) Wurts winning the triathlon. Our

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SOUTHWEST WINTER CONTEST, cont.:

own Mike Aguirre flew possessed, slicing the competition off at the knees and finishing just behind Joe with a strong 993 out of 1000 possible points, good job Mikey!

The fifth round was a 5 minute precision duration to end the first day. This score, along with the first round, would be added to Sunday's totals to finish out the precision duration part of the contest.

On Saturday evening CASL hosted a Western style barbeque with lots of good eats. A beautiful Arizona sunset provided the perfect backdrop during the BBQ. After everyone had gone back for seconds, there was still plenty more food for thirds. This is what I call the true meaning of "all you can eat." An enjoyable evening was had by all under the stars.

Sunday morning was beautiful for 3 rounds of precision duration. The lift was less predictable than Saturday due to a cool morning. Strong bubbles of lift were surrounded by big sink causing many fliers to miss their times. In just four hours, 125 pilots finished three rounds of flying, wrapping up by 12:30PM. What a great job by CASL!

The contest concluded with overall finishing honors as follows. 1st - Joe Wurts, 2nd - Steve George, 3rd - George Joy, 4th - Ben Clerx, and 5th - Fred Weaver. Ben flew with his usual cool, consistent style that almost bagged him the win. Good going, Ben!

The team trophy went to the Pasadena Soaring Society. Overall the contest was a huge

success for all who attended except Sean. Let's all close our eyes for a moment for Sean's Shadow which decided it wasn't interested in flying anymore, sorry Sean.

As a final note, the CASL staff should be commended for their preparation and control of the contest. They did everything right to make this contest enjoyable and fun. Unfortunately, we will have to wait another year to do it again.

editor's note: ... and thanks to Tom Vincent for a terrific writeup!

REVIEW OF THE X-CELLENT III

by Manny Tau

Hans Muller (Germany) is offering an exciting new F3B glider, the X-Cellent III. What makes this a glider worth looking into is the use of a honeycomb matrix in its molded hollow core wings and fuselage. Here are some general specs:

Wingspan: 107 inches
Airfoil: RG-15
Wing area: 1007.5 sq in
Wing root: 9.8 inches
Wing loading: appr 10.2 oz/sq.ft.
Fuselage: 53 inches OAL with slip on nose cone
Wing: 3 piece, carbon joiners, 3 degrees at each tip panel
Removable V-tails, preset at 105 degrees
Flying weight: 70 ozs.

Yes, that's right - a F3B strong ship at a flying weight of only 70 ounces! This is accomplished through the use of a Nomex type honeycomb laminated with thick aluminum foil, carbon, and glass in the wings. The
(continued, page 5)

X-CELLENT III, continued:

laminated is approximately 2mm in thickness, and is very light and strong. The V-tails are made out of a balsa laminate and are a molded hollow core design. 2 steel 2.5mm pins are used to retain each stab, which are inserted into preset tubes criss-crossed in the fuse.

The wing center section has two recessed steel bolts that mount into the saddle on top of the fuse, with the forward bolt going into a threaded brass tube inside the fuse. The supplied towhook (though I had a heavier one machined for me), bolts into this same threaded tube from the bottom of the fuse, about 1/4 inch in front of the pre-marked CG - a good design to spread out the loads. The tip panels slide onto the center panel via a 3 degree rectangular carbon rod that's sheathed into the spar that goes from tip to tip.

The aspect ratio of the wing is lower than most of the more popular ships out here. There has been some speculation about parasitic drag and minimum sink disadvantages, but the increased wing area, low wing loading, and large tip area makes me think that advantages can be seen in light lift conditions.

Both the wing sections and V-tails have skin hinges with balsa facing on the open ends to give a knuckle-joint fit. The V-tails over-hang the end of the fuse, so linkages can be made with ball joints and solid wire pushrods coming out the end of the fuse.

The fuse itself is laid up with the honeycomb material laminated in carbon and glass.

It's very strong and light and exhibits very little flex in the boom. The nose cone and front section of the fuse is a heavy glass, and has a tight fit. The diameter of the fuse is considerably smaller than Muller's Comets.

I ordered two X-Cellent III's direct from Muller and had them delivered straight to my domicile. Muller's shipping company and Federal Express were able to deal with customs without my having to hassle with customs at LAX airport.

The gliders are virtually in finished form, only having to install servos and control horns, servo tray, and setup of the V-tail linkages. The wings and V-tails have a light gelcoat of white on top and red on the bottom. Seth Dawson and Steve Lewis showed me a unique and effective method to set up the V-tail linkages, utilized on their Ultra-V's (Polish designs I believe). Ball joints were used, with the steel balls silver-soldered onto thick music wire that had the proper angles, and securely mounted on the ends of the V-tails' control surfaces. This allowed me to take advantage of the removable stabs, also allowing smooth control inputs without any binding since V-tail surfaces don't have a linear path. Airtronics 141 servos were used throughout, mounted flush into the wings. It was somewhat unnerving to cut into the wings with this new design!

Flying the X-Cellent III was a dream. Light lift conditions showed positive control without noticeable adverse yaw or dutch roll tendencies, common with undersized or incorrectly angled V-tails. I was able to fly above the floaters and cover a lot of airspace. Roll response was sensitive due to the large surface

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X-CELLENT III, continued:

area of the ailerons and flaps. 4 point rolls were easy and crisp. Pitch control was high and stable. This is due to a relatively long tail moment and V-tails not needing very much deflection for pitch response. Winching the ship proved to be solid with rotation immediately out of my hand. Zooms off the end were quite high even at a 70 ounce weight. Point the nose down and acceleration was immediate, mostly due to the clean design of the ship and the RG-15 airfoil.

Close to 4 pounds of ballast can be placed into the wing's center section via a 16mm ballast tube attached adjacent to and behind the spar. Pouring melted lead into brass tubes 17/32" O.D. x 12" will give you an additional pound. I've set up my X-Cellent III with a maximum ballast of only 3 pounds since I have some anxieties about putting in 4 pounds of lead ballast - something about equalling the weight of the ship with lead - maybe some Xanax or ignorance would help. Wooden dowels are used to center the various ballast increments and reduce inertia effects towards the tips.

Flying with 2 pounds of ballast revealed excellent energy retention and gentle stall characteristics. Stalling the ship showed no tendency to abruptly break in either direction and recoveries were quick. Fast "bank and yank" turns with ballast showed no tendency towards high speed wing stalls, probably due to the wing area and large tips. Speed runs from high altitude exhibited

stable flight characteristics without the "tail wagging" common with undersized tail surfaces.

Generally speaking, this ship is really a blast to fly in any condition. It's the closest thing I've seen to a multi-task glider - light enough for thermal duration competition coupled with F3B strength. I've only got about 5 hours of stick time on the ship, and so far have been highly impressed. Talking with highly experienced F3B flyers, there's some concern about its performance in the distance task due to the low aspect ratio. This might be an important point since I do have some reservations about the 10.3 AR and a target of 24 laps for distance.

Our F3B team (KAOS) will be practicing in a couple of weeks and will check this out along with performance in the speed tasks. If anything, this ship is an excellent thermal duration glider that can also burn up the slopes.

Hans Muller is offering the X-Cellent III in two design configurations. Design A is with honeycomb/carbon/aluminum/glass laminate and Design B uses balsa laminate. Design B is a little heavier, though about DM 100 cheaper. Northeast Sailplane Products is the U.S. distributor for the X-Cellent III. Last time I talked with Sal, he said he'll have about 4 in stock by February.

I hope this provides some helpful information. Please feel free to forward any info you may have on other F3B gliders in production as information is hard to acquire.

Editor's note: thanks to Manny for submitting this intriguing article. The X-Cellent III truly redefines "high tech"!

FOR SALE

- Harbor Soaring Society hats, shirts, and vinyl patches - contact Andy Sanders at (714) 751-9235.
- Mini-Challenger, cobalt 035, with motor battery, on/off motor control, \$100. Phasoar, cobalt 035, 4 ch Futaba, micro-servos, \$200. Graupner Cirrus, extra tip panels, 4 ch radio, \$200. CG Electra, geared motor, 2 motor batteries, on/off motor control, Airtronics 4 ch FM radio, \$200 or \$100 less radio. Michael Morjoseph, (714) 960-2835.
- P-51 Penetrator high performance slope ship, NIB, \$65. Kyosho scale Zero, ARF electric with 05 motor, battery, props, etc, still in box, \$130. Pat Stoker, (310) 598-9029.
- "Tango 3," modified straight wing Falcon 880, SDS021 airfoil, 4 wing servos mounted in Ziegelmeyer servo mounts; flaps and ailerons use aluminum tubing full length Ziegelmeyer gapless hinges. Rudder and elevator servos are Airtronic 102 servos in a glassed-in tray. Rudder is tube hinged, not taped. Fuse recently refinished with automotive lacquer, highly visible at altitude. Includes battery pack and switch harness. Includes custom carrying box and spare stabs, \$675 firm. Steve Fink @ (h) 714 645-0459, (w) 714 261-2825, ext 229
- Handlaunch/slope Vertigo, T-tail, complete with all servos, RX, and Airtronics 6 channel Vanguard radio, \$165. Goblin slope kit, NIB, \$50. TEKOA Feather Cut system, complete, plus 50" bow and 6 sheets white foam, \$150. John Ostrowski @ (714) 847-4871.
- LJMP Meteor, NIB, glass fuse, 120" span, \$140.
- Airtronics Legend, NIB, \$180.
- Ridge Rat, glass fuse, RTF, \$75. Midwest Silent Squire, foam wing, NIB, \$30. Aquila Grande NIB, \$125. Call Dave Nemecek at (714) 775-7196.
- 2M Whisper, RTF less radio, \$125. 2M Gnome, 4 channel Airtronics PCM, RTF, \$225. Bill Duncan, (714) 892-8665.
- Sealy Laser: S-3021 airfoil, glass fuse, balsa/foam wing, 124" span, slip-on nosecone, kit NIB, \$140. Call Mike Aguirre at (714) 645-6419
- Airtronics Vanguard TX & RX (CH 28), make offer. Curt Nehring @ (909) 592-2105.
- Uplifter 2M glider (prototype), R/E, \$60. 2M Gnome-electric for direct drive, \$100. Astro Challenger, \$30 bare, \$100 with Astro 05 geared motor and prop. 2M Gnome with two wings (poly and flat), \$100. Sensoar 2M glider, \$40. Sensoar electric, \$40. Slope Squire (electric or slope), \$40. Das Slupen Thing glider, \$25. 3 Electric Playboy fuselages (no wings included), \$50.
- Glass bagged V-tail stabs ready for installation for Thermal Eagle, Falcon, Shadow, Mako, or Legend. Shadows, Falcons, and Makos fly with no nose weight required. Thermal Eagles fly with less than 1 oz, Legends fly with less than 2. Total weight reduction on above planes is 10 to 12 oz! Installation takes about one hour. Handling qualities are equal to or better than stock configuration. Price \$35. Fred Sage, 17232 Cuvee Ct, Poway 92064-1214, (619) 485-6239

THE EFFECTIVE PERIOD OF THIS FLYER IN 1 FEB TO 28 FEB 94

HOBBY HORN

15173 MORAN ST. // P.O. BOX 2212
WESTMINSTER, CA 92683
(714) 893-8311 PHONE // (714) 895-6629 FAX

MONTHLY SPECIALS ON RADIOS, PARTS AND ACCESSORIES
FEBRUARY 1994
(Specials listed below are only good for the month of this special flyer.)

JR RADIOS

Table listing JR RADIOS with columns for part number, list price, and HH price. Includes items like X-347 TX ONLY, X-347 FM, X-347 FM with servo, etc.

JR RECEIVERS

228 FM RX, 6 CH CREDIT CARD 72MHZ \$149.95

JR RECEIVERS (CONT)

Table listing JR RECEIVERS (CONT) with columns for part number, list price, and HH price. Includes items like V04R VANGUARD FM 4 CH, V04R VANGUARD FM 4 CH, etc.

FUTABA

Table listing FUTABA parts with columns for part number, list price, and HH price. Includes items like 4NLB AM 4 CH, 7UGFS FM 7 CH, etc.

GENERAL

Table listing GENERAL parts with columns for part number, list price, and HH price. Includes items like SERVO SAVERS, FOR FUTABA, FOR AIRTRONICS, etc.

PHAM: Looking for JR 6 meter stuff? give me a call!

THE EFFECTIVE PERIOD OF THIS FLYER IN 1 FEB TO 28 FEB 94

HOBBY HORN

SPECIALS-FEB 94 // GENERAL PRODUCTS // SPECIALS-FEB 94

ELECTRIC FLIGHT MODEL AIRPLANE KITS:

Table listing ELECTRIC FLIGHT MODEL AIRPLANE KITS with columns for kit name, retail price, HH price, and sale price. Includes Midway Model, Midway Model Lightning Kit, etc.

COVERING MATERIALS(GOLDBERG ULTRA COAT PLUS)

REGULAR COLORS: RETAIL \$17.99 HH SALE PRICE \$12.99
FLUORESCENTS: RETAIL \$22.99 HH SALE PRICE \$15.99
PEARL COLORS: RETAIL \$22.99 HH SALE PRICE \$15.99

TAIPAN PROPS:

Table listing TAIPAN PROPS with columns for prop size, regular price, HH price, and sale price. Includes 7 X 4, 8 X 4, 9 X 4, etc.

RIC SAILPLANE KITS:

Table listing RIC SAILPLANE KITS with columns for kit name, retail price, HH price, and sale price. Includes House of Balsa, DYNALITE, etc.

SANYO CELLS:

1/2" SERIES FOR THE BEST PERFORMANCE WITH YOUR ELECTRIC MODEL (SPECIAL PRICE IS FOR ANY QUANTITY ORDER) PER CELL
800 SCR REGULAR: \$4.15 SALE PRICE: \$3.75
1000 SCR REGULAR: \$4.25 SALE PRICE: \$3.95
1400 SCR REGULAR: \$4.85 SALE PRICE: \$4.75
1700 SCR REGULAR: \$4.25 SALE PRICE: \$3.95

CA GLUES:

INSTA-CURE AND MAXI-CURE:

Table listing INSTA-CURE AND MAXI-CURE with columns for product name, retail price, HH price, and sale price. Includes Insta-Cure Thin, Insta-Cure Thick, etc.

SUPER-GOLD (ODORLESS)

Table listing SUPER-GOLD (ODORLESS) with columns for product name, retail price, HH price, and sale price. Includes Super-Gold Thin, Super-Gold Thick, etc.

DEVCON:

Table listing DEVCON with columns for product name, retail price, HH price, and sale price. Includes 30 Minute Epoxy, 90s Sotile, etc.

ANY SPECIAL REQUESTS? GIVE ME A CALL FOR A QUOTE!

ANY SPECIAL REQUESTS? GIVE ME A CALL FOR A QUOTE!

UPCOMING EVENTS CALENDAR

5 Mar	SULA 2M/Open Monthly, Dominguez Hills
6 Mar	HSS Monthly, Costa Mesa
13 Mar	EDSF Open Monthly, El Dorado
19 Mar	SULA 2M Monthly, Dominguez Hills
26 Mar	EDSF 2M Monthly, El Dorado
27 Mar	SC2/Inland Soaring Society, Riverside
Apr 10	TOSS Two-Meter "Top Gun", Thousand Oaks
Apr 24	SC2/TOSS, Thousand Oaks
Apr 30-1May	Pasadena Rose Bowl/PSS (Unlimited/2M)
May 21-22	North/South Challenge at Visalia
May 28-June 5	World Soaring Jamboree, Washington State
May 29	SC2/North Country Clouds, San Marcos

future SC2 tournaments: June/TPG, July/HSS, Aug/SWSA, Sept/EDSF, Oct/PSS, Nov/SULA

For more information, call Mike Aguirre at (714) 645-6419



The Inland Soaring Society invites you to the first SC2 contest of 1994!

Date:
March 27, 1994

THIRTEENTH ANNUAL ROSE BOWL SOARING FESTIVAL AND TRADE SHOW APRIL 30TH, MAY 1ST, 1994 SPONSORED BY THE PASADENA SOARING SOCIETY

THIS IS AN AMA SANCTIONED EVENT: ALL AMA RULES APPLY

LOCATION: PASADENA'S BROOKSIDE PARK, ROSE BOWL SOARING FIELD- SEVENTEEN ACRES OF GRASS		
CLASSES: UNLIMITED AND TWO METER		
TASKS:		
<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"> SATURDAY APRIL 30TH ROUND 1 - 5 MINUTE PRECISION DURATION ROUND 2 - 1ST FLIGHT OF ADD-EM-UP ROUND 3 - 2ND FLIGHT OF ADD-EM-UP ROUND 4 - 3RD FLIGHT OF ADD-EM-UP </td> <td style="width: 50%;"> SUNDAY MAY 1ST ROUND 5 - 8 MINUTE PRECISION DURATION ROUND 6 - 4TH FLIGHT OF ADD-EM-UP ROUND 7 - 9 MINUTE PRECISION DURATION </td> </tr> </table>	SATURDAY APRIL 30TH ROUND 1 - 5 MINUTE PRECISION DURATION ROUND 2 - 1ST FLIGHT OF ADD-EM-UP ROUND 3 - 2ND FLIGHT OF ADD-EM-UP ROUND 4 - 3RD FLIGHT OF ADD-EM-UP	SUNDAY MAY 1ST ROUND 5 - 8 MINUTE PRECISION DURATION ROUND 6 - 4TH FLIGHT OF ADD-EM-UP ROUND 7 - 9 MINUTE PRECISION DURATION
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The add-em-up rounds will consist of four flights to make 24 minutes, with no round over 8 minutes. On Sunday, pilots will have the option to fly round 8 before round 5. The landing area will be near the center of the field and available for inspection prior to the contest. Scoring emphasis will be on thermal duration, penalty for flight times over will be 10 points per second.

TROPHIES: Unlimited - 1st thru 10th Place Two Meter - 1st thru 5th Place
First Place Team - Top 4 Dues paying members of a sanctioned club.

TIME: Pilots meeting 8:45 a.m. each day / First flight 9:00 a.m. each day

RAFFLE: Grand Raffle following test round

TRADE SHOW: SELECTED MANUFACTURERS WILL DISPLAY WHAT'S NEW IN THE HOBBY ON SUNDAY MAY 1ST

INFORMATION:	G.D.	TRADE SHOW COORDINATOR	SCORING
	RICHARD BURNS (818) 812-0491	MIKE RATNER (818) 781-8881	AL ZIMMERMAN (818) 600-9018

ENTRY FEE: \$22.00 FOR 1ST ENTRY. \$11.00 EXTRA TO FLY BOTH CLASSES
NOTE: AS IN ANY MAJOR CONTEST, ENTRY FEES ARE NON REFUNDABLE

RV PARKING: OVERNIGHT PARKING FREE - FRIDAY APRIL 29TH, SATURDAY, APRIL 30TH.
No hook-up

ENTRY FORMS WILL BE ACCEPTED ON A FIRST COME, FIRST SERVED BASIS. THE EARLIEST ACCEPTABLE POSTMARK IS MARCH 1ST, 1994. No entries will be accepted in the field. The best are coming to Pasadena for individual achievement and team honor. If you wish to be counted among the best, it's imperative that your entry be submitted early!

Entry Form: Please make checks payable to "Pasadena Soaring Society"

Name: _____ Address: _____

City: _____ State: _____ Zip: _____ Phone () _____

AMA Number: _____ Team Declaration: _____ RV Parking? Yes No

Frequency Choices: Unlimited 1st _____ 2nd _____ 3rd _____
Two Meter 1st _____ 2nd _____ 3rd _____

T-Shirts @ \$13.00 ea	
<input type="checkbox"/> M	\$ _____
<input type="checkbox"/> L	\$ _____
<input type="checkbox"/> XL	\$ _____
<input type="checkbox"/> XXL	\$ _____
Entry Fee	\$ _____
Total Enclosed	\$ _____

NOTICE: CHANNEL 12 IS NOT USABLE AT THIS FIELD

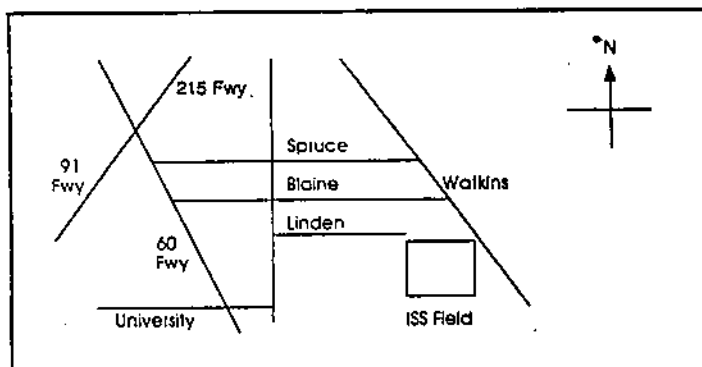
MAIL ENTRY TO: Pasadena Soaring Society, c/o Al Zimmerman
1328 Branta Dr., Glendale, Ca. 91208

Tasks: All rounds are scored man on man! Call-up flight order!
Round 1: 4 minute goal
Round 2: 6 minute goal
Round 3: 8 minute goal
Landings for each round are carrier style on a 25' runway.
Each round has 900 flight points and 100 landing points.

Location: ISS field on the University of California, Riverside campus. (See map below). From the 60 freeway, exit on Blaine St. east to Canyon Crest, south to Linden, north to dead end, right onto flying field.
12 volt winches with retrievers, 600+ feet to turn-around, large open grass field.

Contest Director: Todd Billman (909) 683-8571
Club President: Joe Rodriguez (909) 924-9537

Signup starts at 8:00, pilots meeting at 9:00, first launch at 9:30



HSS MARCH MONTHLY

DATE: March 6
CD: Roger Lackey
FORMAT: 3 rounds precision duration, 4/6/8 minutes, pilot's choice (one round must be scored as an 8"), 25' graduated circle landings.

EVENTS: 2M, Open, Classic Classics to fly first, 2M and Open to fly concurrently.
PILOTS' MEETING: 8:45AM

2nd annual NORTH/SOUTH

CHALLENGE AND SHOOTOUT

Date: May 21&22 1994
Time: Saturday & Sunday 8:00am Pilots Meeting.
First flight 8:30 both days.
Place: CVRC flying field Rd. 80 and Ferguson Visalia.
Entry: \$30.00 Non-refundable, non-transferable.
All entries must be postmarked prior to April 30 1994.
Entry limited to the first 234 no more than 9/freq.
(Please give more than one freq. choice)
Dividing line: Northern entrance to Grape Vine by residence.
Task: 6 rounds Saturday no round starting after 3pm.
4 rounds Sunday no round starting after 1pm.
Landing: .75 meter radius, 1.5 meter radius, 3 meter radius.
Trophies: Perpetual for winning team, individuals for top 12 on
winning team.
BBQ: Chicken or beef at the field at 6:00pm Saturday \$9.00.
T-Shirt: Sold at the field price depending on style.
Food: Lunch truck at the field both days.
CD: Ed Hipp 209-625-2352, 1925 Ferguson, Visalia, Ca 93291
Asst. CD: Jerry Fox 209-733-8091.
Confirmation: To be mailed May 10 1994

North/South Challenge May 21&22 1994

Name: _____
City: _____ **State:** _____ **Zip:** _____
Phone: _____ **ANA#:** _____ **North/South** _____
Freq.: 1st _____ 2nd _____ 3rd _____ **CVRC Member (y/n)** _____
Entry Fee: \$30.00 \$30.00 _____
BBQ: Qty. _____ **x \$9.00** \$ _____
Total \$ _____

Make checks Payable to: CVRC

Send to: ED Hipp
1925 W. Ferguson
Visalia, Ca. 93291

OPEN CLASS

NAME	CLASS	SCORE	NORMALIZED	PLACE
MIKE AGUIRRE	EXPERT	1992	1000.00	1ST.EXP
BEN CLERX	EXPERT	1980	993.98	2ND.EXP
BOB SLIFF	EXPERT	1971	989.46	3RD.EXP
MIKE CARRICO	EXPERT	1970	988.96	
STEVE FINK	EXPERT	1968	987.95	
TOM VINCENT	ADV.	1966	986.95	1ST.ADV.
ROGER LACKEY	EXPERT	1964	985.94	
PAT STOKER	EXPERT	1963	985.44	
NORM KUTCH	EXPERT	1955	981.43	
JERRY BRIDGEMAN	ADV.	1952	979.92	2ND.ADV.
GORDON RITSCHKE	EXPERT	1948	977.91	
MANNY TAU	EXPERT	1942	974.90	
LARRY ENGER	EXPERT	1923	965.36	
FRED BIDDLE	EXPERT	1916	961.85	
ROSS THOMAS	EXPERT	1876	941.77	
PETE YOUNG	ADV.	1866	936.75	
NICK BUZOLICH	ADV.	1834	920.68	
DAVID NEMECEK	EXPERT	1823	915.16	
PETE RICHARDSON	EXPERT	1774	890.56	
DICK PANTZAR	EXPERT	1634	820.28	
GERALD BRIGGS	SPORTS.	1537	771.59	1ST. SPTS.
MAC KIELTYKA	SPORTS.	1376	690.76	
AL CRON	EXPERT	1348	676.71	
BILL DUNCAN	EXPERT	1120	562.25	
DAN WILSON	GUEST	1029	516.57	

TOM VINCENT MOVES TO EXPERT

2 METER

CLASSIC

NAME	SCORE	NORMALIZED	PLACE
ROGER LACKEY	1992	1000.00	1st.
SEAN MONAHAN	1988	997.99	2nd.
BOB SLIFF	1977	992.47	3rd.
STEVE FINK	1970	988.96	
PETE RICHARDSON	1962	984.94	
MIKE AGUIRRE	1956	981.93	
ROSS THOMAS	1491	748.49	
NICK BUZOLICH	1480	742.97	
ERIC MARCUSSEN	1429	717.37	
NORM KUTCH	1304	654.62	
MAC KIELTYKA	1038	521.08	

NAME	SCORE	NORMALIZED
STEVE FINK	1979	1000.00
BOB SLIFF	1973	996.97
LARRY ENGER	1962	991.41
SEAN MONAHAN	1945	982.82
ROGER LACKEY	1932	976.25
PETE RICHARDSON	1916	968.17
AL CRON	1859	939.36
MIKE AGUIRRE	1851	935.32
ROSS THOMAS	1838	928.75
PETE YOUNG	1717	867.61
NORM KUTCH	1674	845.88
DAVE NEMECEK	1606	811.52
GERALD BRIGGS	1395	704.90
WILL CONRAD	1030	520.46



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



Charter # 128

MARCH HSS MEETING

DATE; Wednesday, March 2,
7:30 PM

**MEETING LOCATION HAS BEEN
CHANGED!!**

- Hobby Shack Corporate
Offices, Star Bldg, Mt Langley
St., Fountain Valley

SHOW & TELL: Bring in your
latest projects!



P.O. Box 1673
Costa Mesa, CA 92628



FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708

