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The Society Column

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"The Oldest A.M.A. Sanctioned Soaring Club In The World"

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JANUARY CLUB MEETING

The January meeting will be held on WEDNESDAY JANUARY 8, 1986. This is the second Wednesday of the month instead of the first. It will be held at the Consolidated Water District Office, 1965 Placentia Avenue, Costa Mesa at 7:30.

Due to New Years day being Wednesday January 1 the meeting was changed, however in February the meeting will be held on February 5 going back to the correct time of month.

EDITORS NOTES

As this is my last newsletter and a great relief for some, I would like to say thanks to all of you for your support and comments throughout the year. It was an experience I won't soon forget. It has been fun looking at the club from a different angle, Boy, what a view. I have enjoyed the post and was glad for the opportunity to serve as news letter editor.

JANUARY CONTEST

ROUNDS: THREE
TIMES: 3 - 5 - 7 minutes pilots choice.
Landing; 100 - 200 - 300.

JANUARY MEETING

This is the meeting Felix will present his slides on Preditory Sharks. Slides were taken by Felix on some of his diving trips. Felix will be leaving for Australia in January to film the Great White. Good Luck Felix. Bring guest this will be a interesting meeting.

FEBRUARY MEETING

Bill Forrey will be our guest speaker for this meeting.

A THOUGHT FOR THE YEAR GONE BY

1985 seemed a food year for Harbor Soaring Society. We hosted 2 contest, The SC² and the Carl Goldberg, both were quite a success.

We leased the use of our feild for an electric contest.

This year more of our club member attended the SC² contest than in the past years, Harbor was well represented in the Year-End standings for the SC².

Our club was well represented in two of the flying festivals held in the Central part of California.

Dale Black and Ken Meyers attended a few of the Electric Contest held in the same area.

The third annual July 4th party was hosted by Jack and Norma Durham and was a big sucess. Thanks for having all of us.

Also a club member was married. Gordon Poulsen and Charlotte.

Jim and Nikki Frye had a neww baby girl and jim is going to teach her to fly next year. She will be our youngest pilot.

So with all of Gorâie R's travels, Al C's pretty model building and Richard P's cool contest capers the year turned out to be quite a conversation piece to say the least. LOOK OUT "86"

A Thought on Contests

First let me say that I was a biology major and not an English major in college, so please do not criticize my writing technique. Now that the 1985 contest season is over, we can lick our wounds and reminisce about "What if . . ." and fantasize about the top secret sailplane we want to build and dream about future victories. I believe sport psychologists call this the thrill of victory and the agony of defeat. We are all back to normal behavior now and won't be showing that weird behavior and look until the 1986 contest season.

Webster's definition of contest is:

- 1) A struggle for superiority or victory.
- 2) A competition in which each contestant performs without direct contact with or interference from his competitor.

The first definition needs no explanation, because it implies there will be a winner and a loser. Maybe that is why we get the unusual look and behavior. However, the second definition could be interpreted in a different way if you read between the lines. Is Webster talking about a mid-air or a collision with a good post, telephone pole, house, tree, spouse, contestant, etc. which has the ultimate effect of terminating your flight early? Any one of these could also account for the weird look and behavior.

Now for a more serious side of why we fly contests. R.C. sailplane contests are unique, I believe, because it is the only type of contest I know of that you (the timer) help your competitor to do better than you do. The following may sound contradictory since you don't want him to beat you, but you want him to do well.

I believe for most of us it is not winning first place or getting a trophy that really matters, but rather competing and performing your best and being with friends.

Some pilots may get the butterflies and feel the adrenaline pump just before they launch while others may feel different degrees of excitement and anticipation. But to each of us it is a unique experience whatever the feeling is. I believe the bottom line is that we enjoy being with friends who share the same hobby and sport as we do and find sailplane contests fun and exciting. If it weren't for this we probably wouldn't do it.

Rich Garner

AND THAT IS THE IT WAS FOR 1985.

FAIR SKYS AND HAPPY THERMALS TO ALL OF YOU.



ACADEMY OF MODEL AERONAUTICS

Celebrating Our 50th Anniversary

1810 Samuel Morse Drive
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703-435-0750

November 1, 1985

Ms. Donna Biddle,
Harbor Soaring Society #128
4741 Orlando Drive
Yorba Linda, CA 92686

Dear Ms. Biddle:

The Academy was very happy to receive your letter and we will try to answer your question related to spectators. In order to be covered under AMA's comprehensive general liability insurance, you will have to be an AMA member. So consequently, if a pilot who is not an AMA member flies at your club and hurts a spectator, he will not be covered by AMA's insurance, however, he might have other insurance that could protect him.

Non-AMA club members should not be operating models at any club site or event. They have no coverage with AMA if involved in an accident as the operator of the model and such behavior could jeopardize the club's AMA insurance coverage.

A general rule is to not allow non-AMA members to fly at your club field providing you have control of who actually can fly. Along the same lines the club and its members should not be instructing non-AMA members. The AMA insurance program does permit a special arrangement for public exposure. Let me explain, non-AMA members and/or guests are only permitted to fly on a onetime, introductory basis under the supervision of an AMA member. This will not jeopardize the club's or the AMA's coverage should there be an accident. It is conceivable that an accident victim might sue the non-AMA member, the AMA member, the AMA club and the flying site owner. Who would be held liable in such an accident would be determined entirely by the facts of the case, often taking litigation to determine.

The term "spectator" generally refers to persons not actively involved in the hobby/sport of model flying. Modelers, however, can also be classified as spectators if they are merely observing rather than participating in a model event or routine sport flying. In a controlled field situation, spectators are those outside the pit area, the flight line, and behind crowd control barriers.

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Ms. Donna Biddle
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If the need arises, a family member (not necessarily an AMA or club member) is permitted beyond the crowd control line to assist the flier. This could be a situation in which help is needed to start the plane in the pit area or a caller is needed on the flight line for someone practicing pattern maneuvers. Keep in mind that the safety of all concerned is of utmost importance.

The club, in this case an AMA registered club, has liability insurance through their AMA charter. The AMA club would most likely be liable for any injury to spectators or damage to spectators' property and injury or damage to surrounding property owners or other nonmembers caused by club sponsored activities at the site. There may also be liability to club members in some circumstances. Again this insurance coverage is only in force for AMA members, and official club activities.

Looking into your club file I found that you have the County of Orange Harbors, Beaches and Parks District of Santa Ana, included in your insurance coverage for \$1,000,000 as an additional insured. This is to protect the property owner under our insurance program only for activities of the club and its members.

Your club is covered for liability in case of an accident at the field. It will not be possible for me to give an example of what you will be covered for in case of an accident, because every claim is handled individually, based on its own facts and actual circumstances. This coverage is excess to any other applicable coverage that a member or club may have.

I hope I have satisfactorily answered your questions. Please call or write if I can be of any further assistance.

Sincerely,

Carl P. Maroney

Carl P. Maroney
Special Services Director

CPM ad 20,0/310

RADIO IMPIND RULES

- 1- Never turn on transmitter without a Frequency Pin.
- 2- Place transmitter, by frequency color or channel # in rows.
- 3- When your transmitter comes to the front of row and your frequency pin is on the board. You Fly
- 4- After flying, return Frequency Pin to board, place transmitter behind those in your row with antenna collapsed.
- 5- Make sure transmitter switch is off.
- 6- IF you need a name tag on your transmitter ask for one.

NOTE: In case of colors or channels that appear on the same pin - They will be considered same frequency and go in the same row.
As extra precaution you can always call your colors as you walk out on the field .

FIELD RULES (THINK SAFETY)

- 1- Avoid flying over pit area.
- 2- All launches will take place Westerly from launch area.
Exception Electric powered planes in south winds may launch from the South edge of landing area East of pit area-Away from people.
- 3- Stand in Pilot area when flying. No Flying from pit area.
- 4- All approaches to landing area from the North or East.
- 5- Sport Planes (Electric Power) will be flown to the North of ^{launch area} launch area.
- 6- No hand launching in landing area. Do so to the North of launching area. Do Not interfere with landing aircraft.
- 7- When others are on your frequency, Flights should be limited to 15 minutes or 20 minutes unless you are going for L.S.F. goal or you have made arrangements with those pilots.
- 8- Visiting Pilots Welcome.
- 9- Beginning pilots can recieve help in launching for 3 week-ends then membership is appreciated.
- 10- The AMA safety code requires you to have your name and address of AMA number number on or in your plane.

Consult feild map for clarification of areas and above information.
Above all if you need or want help. Please ask.

Rules and field map are posted at the field every week-end.
The rules and guidlines are to embarass of offend. Just tomake the sport safe and fun for all.