

Plane

RAP

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- Wing Tips
- The "Triangle Ladder"
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- And Much More !

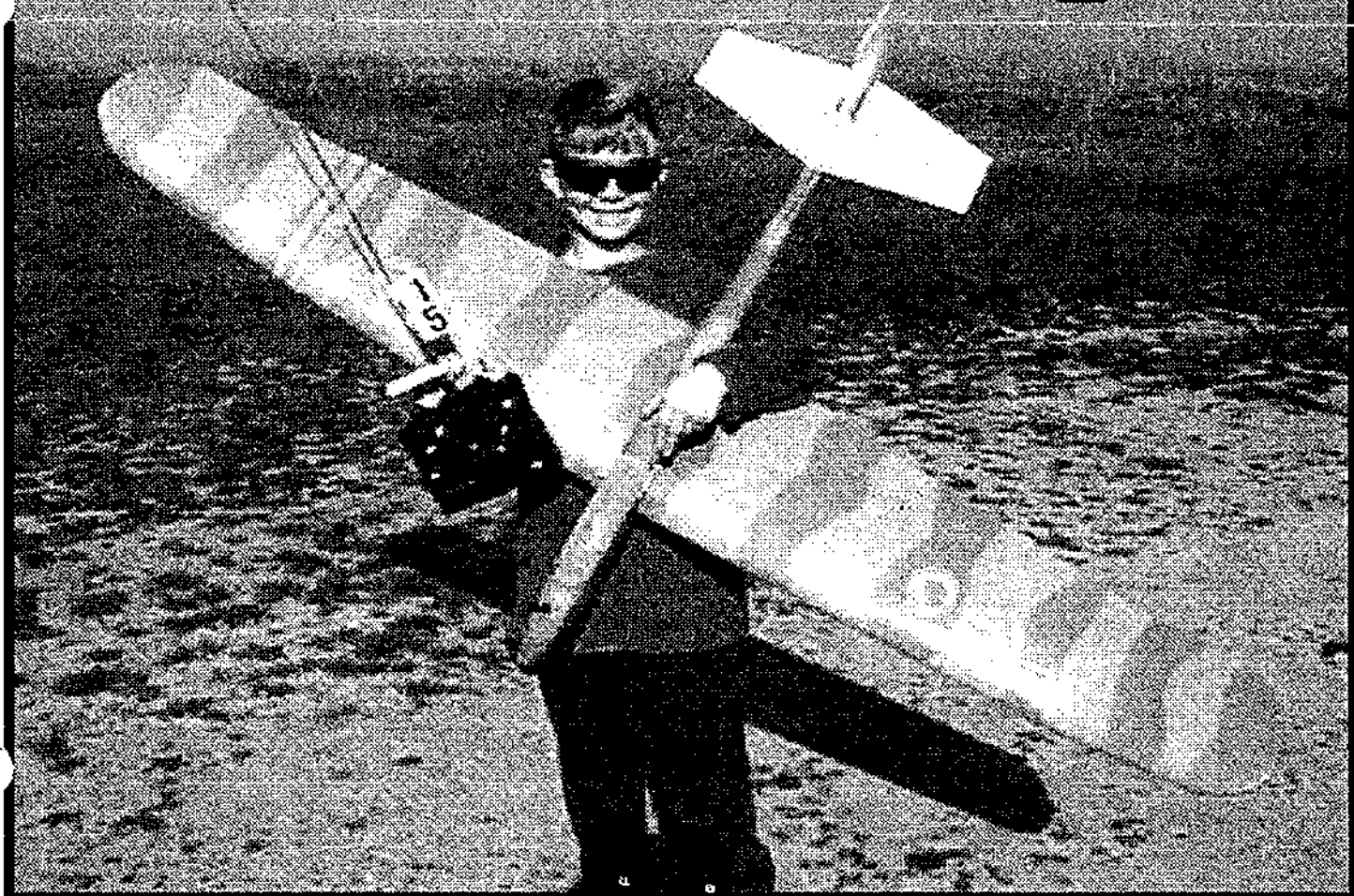
April 1998

Harbor Soaring Society

AMA Charter #128

Volume XXXV Issue 4

This Is "Dynamic Soaring"



Club Information

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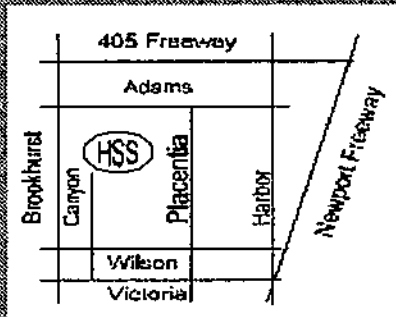
Lars Tuohino
548-7968 Larswan@aol.com

NEW →

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, and the best to you.

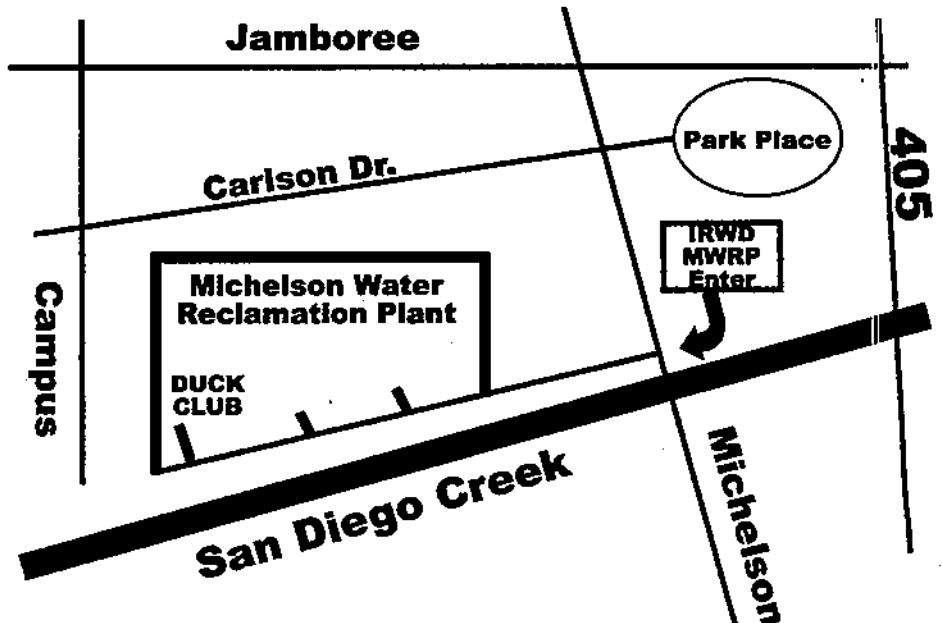
Our front yard looks great thanks to Dick Pantzar and George Azvedo who have done a super job of knocking down the tall green stuff growing there. Thank you men, and thanks to all the other people that help keep our playground looking good.

HSS is on the dawn of something new in the way of competition. The club will pay the entry fee to Southern California Soaring Clubs (SC) 2 for the 4 highest scoring club members to represent HSS for 6 of the 8 contests. Joey "Hot Rod" Rodriguez is spearheading the assault, to overpower the infidels.

HSS will regain air superiority!

New Meeting Location

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





Factory "PILOTS"

Joe Rodriguez

HSSHB... ????

Harbor Soaring Society Has-Beens. "I don't think so" says Joe Rodriguez. HSS has been and continues to be a powerhouse in the soaring community. We are just cycling through some down air presently. At the February meeting Joe outlined the "Harbor SC2 factory PILOT program". It is his intention to rejuvenate the competitive spirit and promote contest interest within the club. How will this be accomplished? By following "Boy Scout" principles.

1. Teach the skills

Joe is scheduling flight clinics for small groups of pilots. Joe along with invited guests will discuss, instruct, and critique plane set-up, launching, flying styles, timing, thermal sniffing, contest strategy, how to practice, and much more.

2. Practice the skills

The clinics will give you a good idea of the skills you need to focus on. With a little work and "Good Practice Habits" you will quickly increase your skill level and confidence.

3. Compete

Competition is the keynote of success. Without competition it is difficult to stay focused on skill development. HSS offers competition for all skill levels from "Foamie" to "Open Class Masters".

Take advantage of this and other skill development opportunities offer at HSS. You have nothing to loose and plenty to gain. LETS GET ON THE STICK!



KARL THE WINCHMAN

Karl V. Hawley

Our winches continue to be used and abused, neglected, taken for granted, stranded, over worked, over heated, stressed, and made to do the work of many. You ever feel like a winch ?? And that's all I have to say about that.

HSS Newsletter



Nick's Views

Nick Buzolich

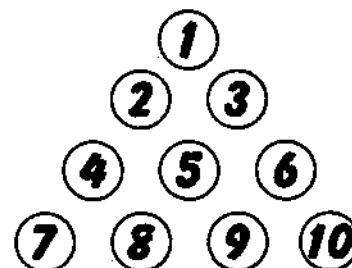
IMPROVE YOUR PERFORMANCE !

We should all strive to improve ourselves and the environment we are part of. I used to look forward to each New Year in order to turn over a new leaf, start fresh, abandon bad habits, and most importantly, improve myself. It has taken me nearly a century... but I have learned one thing. Each new day gives me another chance to "Self Improve".

"Tomorrow is the most important thing in life. It comes into us at midnight very clean. It's perfect when it arrives and it puts itself in our hands. It hopes we've learned something from yesterday". *John Wayne*

How do we improve our performance? Well folks... we put ourselves to the test. A diamond is a chunk of coal made good under pressure. If you want to improve yourself, you compete.

The following is a brief explanation of the "Triangle Ladder". It is a simple form of club competition guaranteed to give you results. Lets all get involved in climbing that ladder to higher levels of performance !



- Challenge ahead on the same line or line above.
- Defender must accept a challenge and win the competition to challenge up.
- Fly a minimum of once a month
- Score (1) point for better time and (1) point for better landing. One half point each for tie.
- Use winch or high start.
- A "Triangle Ladder" will be maintained for Unlimited, Classic, 2-Meter, and TG-3 competition.

April 1998

SUN SAVVY



- ◆ Limit outdoor activities between 10 a.m. and 4 p.m., when the sun's rays are strongest.
- ◆ Use a broad-spectrum sunscreen that protects against UV rays and has a Sun Protection Factor of 15 or greater, even on cloudy days.
- ◆ Reapply sunscreen every two hours when outdoors, especially if you're swimming or sweating.
- ◆ Wear protective, tightly woven clothing. Dark colors give more protection.
- ◆ Wear a 4-inch broad-brimmed hat to provide shade for both the face and back of the neck.
- ◆ Wearing sunglasses will reduce the amount of rays reaching the eye by filtering as much as 80 percent of the rays, and protect the lids of your eyes as well as the lens.
- ◆ Stay in the shade whenever possible.
- ◆ Avoid reflective surfaces, which can reflect up to 85 percent of the sun's damaging rays.



Stop Skin Cancer Before It Stops You!

Lyndon Johansen

Someone dies from skin cancer every hour of every day in the United States. Scary isn't it. But what's even scarier, is that most skin cancers would never develop if people would just use sun-sensible behaviors and limit their exposure to the sun. Even though the link between the sun and skin cancer is well documented, more than 1 million skin cancers will be diagnosed this year.

One in five Americans will get a skin cancer of some kind in their lifetime. One in 87 Americans will get a melanoma in their lifetime. That lifetime risk has risen dramatically in recent years. In the 1930's, the risk of developing melanoma was one in 1,500 and by 1980 it was one in 250. If the melanoma incidence rate continues raising a 6 percent a year, your chance of developing that potentially deadly form of skin cancer will be one in 75 by the year 2000.

Although the statistics are staggering, there is some good news. Nearly all skin cancers are curable if detected early. Basal cell cancer, which is the most common form of skin cancer and strikes 750,000 Americans yearly, and squamous cell cancer are almost 100 percent curable when they are caught in time. If neglected, all skin cancers can be lethal, especially melanoma.

Skin cancer can look many different ways. The most common sign of skin cancer is a change on the skin, such as a growth or a sore that won't heal. Sometimes there may be a small lump. This lump can be smooth, shiny and waxy looking, or it can be red or reddish brown. Skin cancer may also appear as a flat red spot that is rough or scaly. Not all changes in your skin are cancer, but you should not hesitate if you notice subtle change to spots or mole anywhere on your body. If you see something that is growing, crusting, changing or bleeding, see your dermatologist to have it examined.



VP of FUN

Les Kenyon

Things are looking great as we turn the corner towards the spring and summer Flying season. Our new shed is filling up with club equipment. We now have three winches, one outfitted with "Real Balls." All the pretty colors from new TG-3 Foamies everywhere. There has been concern over the fact that our club has lost a few of our experienced flyers and how do we get the newer guys competing in contest. Competition is the act of sharpening ones skill levels under the rigors of competition. This is healthy for everyone involved. The better flyers are alert to the new guys, as their ability improves. The new guy learns from the seasoned veterans. This benefits our club greatly. A

few new ideas have been accepted to encourage your participation, so be open-minded and give them a try. First, Nick is forming a Ladder type ranking for the new guys. You compete against the guy just above you, in an effort to move up the latter. No cost to be involved in the Ladder. Secondly, Joe has taken charge of team HSS. All are welcome to participate in the monthly SC Squared contest held at a different club site each month. The top four flyers will have their nominal entry fees paid by HSS. Fly well and stay in the top four. Have problems and get bumped from top four. Club participation at these contests is a way to make friends and fly at different places. Finally, Joe with the help of some of our world class pilots, will be holding sign ups for six at a time, to work individually with you on contest flying. They will coach you from set up, launching, finding thermals, to making that landing. Surely one of these can benefit each and every one of us. So get involved it may prove to be fun and improve your skills. Finally if none of this seems like FUN, then you can always join the boys at the picnic table. I think they fly it on channel 00? Just make sure you're having fun!

Wing Tips

Easy Transmitter Check

Jim Breeyear of Grand Isle, Vermont.

One way to operationally check your transmitter and to assist in troubleshooting your total electronic flight system is to view the pulses on an oscilloscope. The cost of a good scope is very high and sometimes hard to understand by the non-electronic minded modeler. Almost every modeler, however, has at least one TV set in their home which is, in a sense an oscilloscope.

Turn on the TV to a quiet channel, if possible, and turn on the transmitter. Bring the antenna near the TV set antenna lead. If there is RF output you should see several black bands near the top of the screen. You should also hear a low buzzing noise in the speaker. Moving the controls on the transmitter will cause the group of black bands to move up and down. The group size will depend on the number of channels and which channel is assigned to which band. The bands should move smoothly and consistently with stick movement. Any drop-out of the bands indicates a problem with the control potentiometer or associated circuits. The test takes only a few minutes.

Check Your Batteries Onboard

Manuel Ornelas of Hayward, California.

Most everyone, at one time or another, has wanted to measure the receiver battery voltage while the batteries are in the airplane and with the receiver turned on. No matter what system you have, this voltage can be read on any one of the receiver channels. Simply remove the servo to any one of the channels and insert a connector (male or female depending on your system) with jacks or alligator clips at the other end, and attach them to a voltmeter. Turn on your receiver and the reading you get on the voltmeter is the voltage under load. Now you can turn on your TX and work the sticks one channel at a time or all together or in different combos and look at what your battery is doing under "flight conditions." With a "Y" harness, you can use however many servos there are on your airplane. Hook up your voltmeter to one side of the "Y" harness and you get the battery voltage under full load. You can even bring the one side of the "Y" harness to the side of your airplane similar to a charging connector so you can monitor more readily.

Hand Launch Trim

John Roe of Laguna Hills, CA.

I have made an intense study of the launch in hand-launch, because it was obvious to me that nothing is more important to success in HL competitions. The way to achieve your best potential is as follows:

The plane needs to be trimmed so with ZERO elevator deflection it will fly absolutely straight, or tuck slightly when

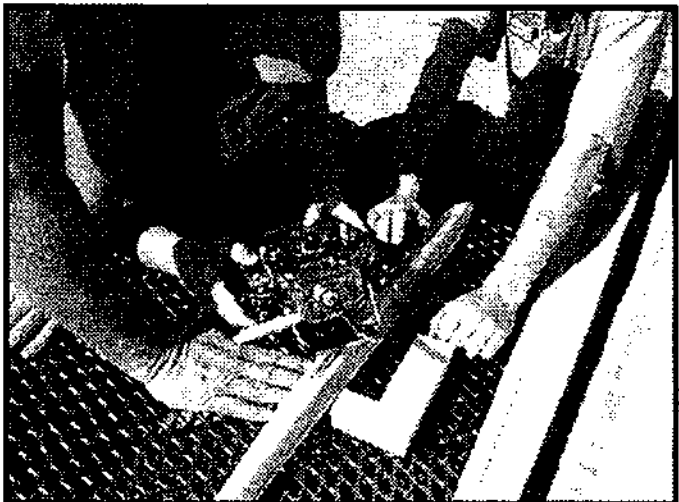
thrown hard. This means playing with the CG and the decalage first.

Then you need to have a momentary switch that you can deftly activate with a finger of your left hand during the throw (unless you are left handed, like Mr. Wurts). This needs to be programmed to the elevator with a preset amount of "up" that you have determined through experimentation will work to get your launch profile the way it needs to be. This changes constantly with wind conditions, and, if you are like me and change your CG round-by round depending on the task, will change with CG changes. It is helpful to be able to quickly re-program the preset from throw to throw. On my Stylus I keep the screen on "Elevator Preset" all the time when flying HL so I can vary it in moments.

Now.. the throw needs to be straight out and slightly down if you want to put the most energy your body is capable of generating into the plane. I use a slightly modified Javelin throw I learned by video taping Joe Wurts, who in my opinion has the most perfect form I've seen. NO ONE throws all-out every time, it would destroy them. I typically throw at 60-80%, even in contests, unless I REALLY need a high launch. I found a book called "The book of throws" extremely helpful, especially for the footwork, run-up, reverse "C" and follow-thru. It's taken me months of practice, and I'm still not completely happy...

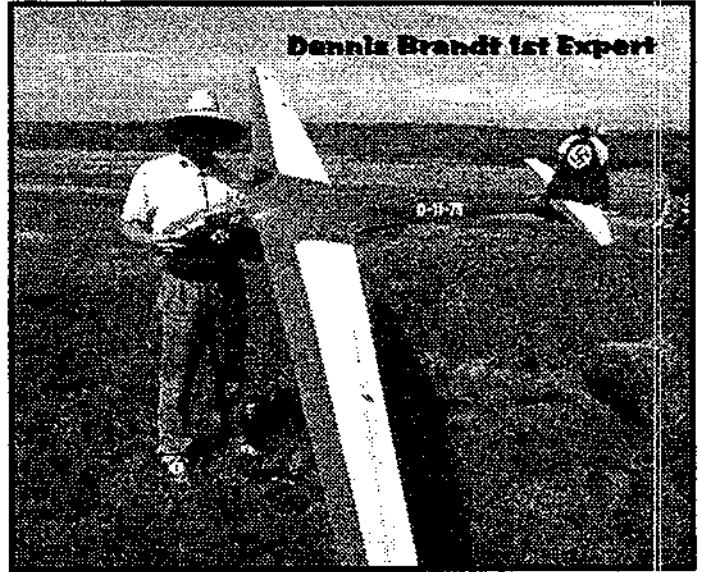
The plane should be pulled up SHARPLY to a near-vertical climb, (lots of reasons to vary this) then "placed on the shelf" with a sharp application of down elevator just before the stall (usually).

There... this should get you on the right track, and you can fine-tune your style form here. Only a month ago it finally sunk into me that it is REALLY important to have the best launch at Open T.D. contests as well and I have been trying to learn how to do that right as well... Keeps me off the streets.



Got Wing Tips?

We are always on the lookout for interesting information to pass along to our readers. When you run across a technical tip or informative article... snip it and submit it !!



HSS CLUB STANDINGS

(Normalized)

Name	Jan	Feb	Mar	YTD
OPEN				
Jolly, Larry	M	1000	991	1991
Hendry, Steve	M	869	1000	1869
Rodriguez, Joe	M		993	993
Perkins, Daryl	M		992	992
Lackey, Roger	M		979	979
Brandt, Dennis	E	996	979	1975
Fink, Dan	E	890	965	1855
Thomas, Ross	E	715	965	1680
Saville, Roger	E	798	787	1585
Tuohino, Larry	E	991	400	1391
Briggs, Rick	E	792	228	1020
Bathell, Rick	E	989		989
Roe, John	E		917	917
Schupak, Steve	E	916		916
Parsons, Jim	E	915		915
Addis, Steve	E		810	810
Anderson, Kevin	E		688	688
Hawley, Karl	E	654		654
Pope, Bob	E		548	548
MacGregor, Roger	A		957	957
Jolly, Emmett	A		922	922
Taylor, Mark	A		904	904
Buzolich, Nick	A	834		834
CLASSIC				
Brown, John		1000	1000	2000
Sliff, Bob		860	910	1770
Thomas, Ross		928	738	1666
Conrad, Will		622	812	1434
Enger, Larry		896		896
Pantzar, Dick			804	804
Saville, Roger			637	637
Marjoseph, Mike			571	571
Puchalski, Mark		530		530
2 METER				
Jolly, Larry		1000	959	1959
Thomas, Ross		874	903	1777
Rodriguez, Joe			1000	1000
Fink, Dan		365	145	510
Schupak, Steve		376		376

HSS FEBRUARY RESULTS

(Normalized)

Open Class

Master	
Steve Hendry	1000
Joe Rodriguez	993
Daryl Perkins	992

Expert	
Dennis Brandt	979
Ross Thomas	965
Dan Fink	965

Advanced	
R MacGregor	957
Emmett Jolly	922
Mark Taylor	904

Classic

John Brown	1000
Bob Sliff	910
Will Conrad	812

2-Meter

Joe Rodriguez	1000
Larry Jolly	959
Ross Thomas	903

April Contest

Four Flights: 4,6,8,10 minute
 Scoring: 950 pt. target time, 50 pt. max landing
 Class: Open Class, Classic, 2-Meter
 Questions: Contact Nick Buzolich

HSS SC2 Team

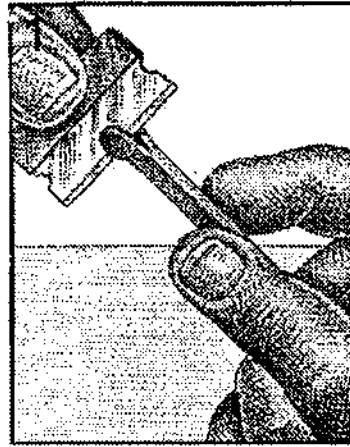
April 26th will be the first SC2 contest of the season. The site will be at SULA. It is one of largest flying sites on the contest circuit and you will enjoy a grass-landing zone. This would be a great site to make your first contest. It's wide open and plenty of thermals abound. There is no need to feel timid, as there will be quit a few HSS team members to help time, and answer questions. This is the start of our HSS team rebuild program for 1998. Our first contest clinic is full, but I will schedule a 2nd at a later date. There are only six slots' at our clinics. This is so we can give everyone the maximum attention they need in the amount of time we have.

To push yourself is to challenge yourself. If you happen to crush the opponents that's a bonus.

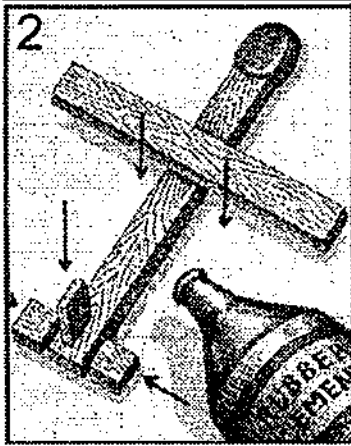
Joe

Work Well With Others

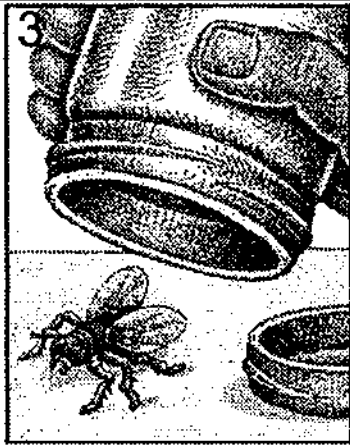
<http://www.email.net/work-well-together.html>



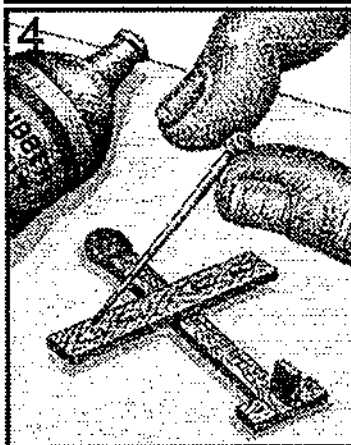
Take a wooden matchstick and slice a thin sliver from one side. Then cut the remaining stick in two, lengthwise. Make sure you leave a little of the red tip intact for effect.



2 Make the aircraft by gluing the sliver of wood - the wing - across the remaining part of the matchstick - the fuselage. Use little scraps to make the tail section. You can make a biplane! Or you can use a couple of thin slices of balsa to make a hug wing, one that will carry as many as 20 engines. Indulge your aeronautical whims. Think of lift, think of thrust, think of innovation without the benefit of an industrial policy.



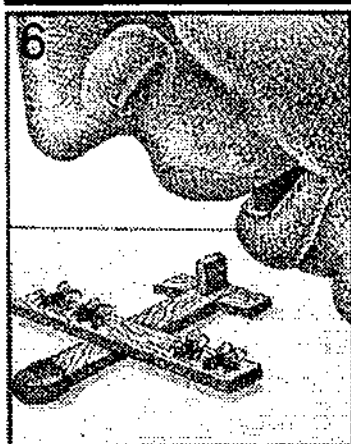
3 Catch a bunch of flies. Put them in a jar and put the jar in the freezer. In a few seconds the flies will be chilled out completely. This is called cryogenics, and it has its drawbacks. For example, the flies will be dead flies if you freeze them too long. So if you're a tinkerer, refrigerate your flies. It takes longer to make them comatose, but they have a higher recovery rate than the ones you leave in the freezer next to the burritos.



4 Meanwhile, put a tiny drop of rubber cement at each pace along the wing where you want an engine.



5 Take the flies out of the freezer. Attach the abdomen of one frigid fly to each drop of glue. Make sure all the flies are facing the same direction.



6 Breathe life into the flies. A miracle: A gentle puff of your warm breath will resuscitate the flies.



7 Launch the aircraft. It should fly like a charm, and, far from being cruel to the flies, you'll be teaching them a new and valuable thing, one that brings us to the virtue of this exercise. For we see that while flies think a lot alike, have a great deal in common, share many of the same hopes and dreams, they never act in concert, as a team, with regard for the worth of other, neighboring flies until force to by grim circumstance - as, for example, when they are harnessed to fly and either first experience the exhilaration of high-altitude cooperation or die. Redeemed by such a critical choice, they'll soar like a glider, race like a Stealth, and when overflying a barnyard turn into a wicked-awesome dive boomer.

Classified Ads:

Dynamic Soaring Video

Interested in getting the wildest soaring video known to mankind? Interested in supporting the 1998 F3J Team? Here's how to get your copy.

Send check to:

John Roe

25331 Pike Road

Laguna Hills, CA 92653

714-458-8544 (between 4pm & 8pm)

Mako 118"

\$325.00

Full-House with RG-15 airfoil comes RTF with 6 servos. The Fuse has 3002 Futaba and the wing has Futaba metal gear servos (not sure of model #). Battery pack included. Obbechi wings and stabs. Plane is in good condition. I have too many full-house ships in my stable.

Mike (Home) 714-960-2835
(Work) 714-962-7911

Fairview Park Hotflash: Another Step in the Right Direction

Will Conrad, Karl Hawley, and Lars Tuohino represented HSS at the March 18th meeting of the Fairview Park Citizens Advisory Committee and learned that the actual size of the committee is to be expanded. Membership will be extended to various groups with a long interest in the Park including; ReLeaf Costa Mesa, Orange County Model Engineers, the Costa Mesa Historical Society, and...Harbor Soaring Society!!! HSSers can write and thank Councilperson Libby Cowan for adding HSS to this list. A formal invitation to join will be sent to HSS in a couple of months.

HSS thus gains further influence and standing towards preserving R/C soaring at Fairview Park long into the future.

HSS MEETING MINUTES March 3, 1998

Called to Order at 19:23

February minutes were reviewed and approved with one amendment. There is a 30 day maximum freebie AMA coverage for new flyers.

Newcomers were introduced. Welcome William Vincent, Bob Lee, and Allen Lowe.

Treasurers Report:

We have some money.

The lawn mower fund is at \$760. A motion to finance the balance of the purchase with HSS funds was approved by majority vote. We will continue to collect donations from club members to reimburse the HSS account.

General Director:

Come watch me Aero-Tow my Rehier 3-14-98.

Contest Director:

The February TD contest was a rain-out. The contest has been rescheduled for February 29, 1998. The March contest is scheduled for 3-8-98. We are looking for Contest Directors for the remainder of the year. Contact Ross for details.

Winchman Report:

The recently purchased "Mystery Winch" is being cleaned up and reworked. Carl has big plans for this old friend. Roger Mac Gregor reported that the "Reel Balls" should arrive in ten days.

Announcements:

HSS pilots are said to be a bunch of "Has Beens" in the flying community. "Not So" says Joe Rodriguez. He is bound and determined to put HSS back on top of the SC2 heap. Joe is heading up the "HSS Factory Pilot Program" and has already scheduled the first clinic featuring Daryl Perkins. Program topics include landing techniques, style critique, contest savvy, etc. Clinics will be limited to 6 people.

The Ladder is happening! Nick Buzolich detailed the "Ladder" program. He will be kicking off this years ladder with "Foamies". The "Classic" and "Open Class" ladders will be organized soon.

The next club meeting will be April 7, 1998 at 19:00. Maxine Thomas will bring refreshments.

Respectfully Submitted, Lyndon Johansen, Sec. Pro Tem

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SAN DIEGO
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South Of Balboa
619-268-7997

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

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Near Imperial
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168th & Hawthorne
310-214-0244

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Bellflower & South
562-804-2515

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Sun: 10:00 - 5:00
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Calendar Of Events

HSS T.D February Make-up Contest Mar 29,1998

HSS T.D Contest Apr 5,1998
 HSS Club Meeting 7:00 The Duck Club Apr 7,1998
 HSS "Speed 400 10 lap" Jerry Bridgeman Apr 18,1998
 I.S.S.A. April Fun Fly for Scale Sailplanes Apr 18,1998
 Contact David Hall (909) 790-5875
 SC2 T.D. Contest @ SULA Apr 26,1998

Pasadena (Rose Bowl) T.D. Contest May 2-3,1998
 Contact Al Zimmerman (818) 500-9019
 Entry forms at www.rcsoaring.com
 HSS Club Meeting 7:00 The Duck Club May 5,1998
 HSS T.D. Contest "MOTHER'S DAY" May 10,1998
 Los Banos Slope Scale Soar-In May 15-17,1998
 Contact Lynsel Miller (408)275-6403
 HSS "Foamie Slope Race" Jerry Bridgeman May 16-17,1998
 Central Valley (Visalia) Bent Wing Fun Fly May 16-17,1998
 Contact Jerry A. Fox (209) 733-8091
 SC2 T.D. Contest @ EDSF May 31,1998

SS Club Meeting 7:00 The Duck Club Jun 2,1998
 HSS T.D. Contest and AUCTION Lars Tuohino Jun 7,1998
 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) 688-8867
 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 ???????? Dec 6,1998
 HSS HOLIDAY PARTY ???????? Dec 8,1998

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



WILL CONRAD
 9359 SHRIKE AVE
 FOUNTAIN VALLEY 92708



February Make-up Contest
Scheduled for March 29,1998

