

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



FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708



(The Soaring) Society Column

President:	Chris Hurley	(714) 458-9251
Vice Pres:	Roger Lowery	(714) 756-9356
Secretary:	Jared Stalls	(714) 722-1846
Treasurer:	Frank Chastler	(714) 545-2185
Contest Coord:	George Joy	(714) 556-6385
General Dir:	Ross Thomas	(714) 638-0705
News Letter Ed:	Bob Sliff	(714) 895-1203

"The Oldest Sanctioned Soaring Club In the AMA"
Chapter # 128

April 1989

Volume 26 Number 4

April Club Meeting: The April club meeting will be held on Wednesday, April 5, 1989, 7:30 pm at the Consolidated Water District Office, 1965 Placentia Ave., Costa Mesa, Ca. The program for the evening will be your friendly news letter editor discussing electric power models especially in regards to those that will be flown at the Astro Champs in June. He will try to answer your questions as best he can. The Monthly club contest will be on the 16th of April, rather than on 9 April. This is to defer to the Fresno Dr. Pepper meet.

May Club Meeting: The May club meeting will be held on Wednesday, May 3, 1989 at 7:30 pm at the Water District Office.

Minutes of the March 1989 Meeting:

The meeting was called to order by Contest Coordinator George Joy at 7:40p.m.

1) The minutes of the February 1989 meeting were approved as published.

2) The treasurer's report was approved as read.

3) New face: Bill Jennings was introduced to the club.

4) Old Business:

A. Will Conrad made a motion to change the March 19th club contest to the 12th, it was seconded and approved by the members present.

B. Frank Chastler made a motion to move the April 9th contest to the 16th, it was seconded and approved by the members present.

C. Frank Chastler brought up the minimum nose radius and from discussion with other SC2 members have determined that it is ambiguous, and will contact the AMA in regard to this.

D. Bob Sliff made a motion that Dick Pantzar buy 3 dozen club shirts; it was seconded and approved by the members present.

E. Felix Vivas announced that he has received letters from other soaring clubs back East asking how HSS sets up our club contests. He also presented more information for flyers on the 7 cell F3E contest.

F. George Joy made a motion that Frank Chastler to buy 50 name badges to spread the set up fee. It was seconded and approved by the members present.

G. Frank Chastler presented information on the New Pilot Program.

H. Steven Dow made a motion to approve the new pilot program for use on channel 14. It was seconded and approved by the members present.

I. Will Conrad talked about safety at the field and emphasized that everyone should be involved in maintaining safety.

5) New Business: none.

6) The meeting adjourned at 8:50 for break and program.

Jared Stalls, Secretary

THE HSS NL EDITOR

This month a number of us will travel to Fresno for the Annual Dr. Pepper Classic. As there will be open flying on Friday, I plan to leave early to fly some electrics with the Fresno friends. If you can, try to join us. The Pasadena Festival comes up at the end of this month, the 29th and 30th. If you plan to go, get your entry fee in soon. If your frequency should fill up before you get around to it, you will be out of luck. If you want, I have copies of the entry blank I can give you.

THE APRIL CLUB CONTEST, 16 April, 1989

Steve Hendry, CD

The format will be a 15 minute add-em-up, where landings must be on-the-minute-precision for maximum points. Point count will be 4 points per second [3600 pts? Ed.] Three launches and three landings are to be counted for 150 point max per landing. [Steve will explain this at the meeting! Ed.]

ANNOUNCEMENT:

CLUB SHIRTS ARE AVAILABLE PRICE--\$13.00 TAX INCLUDED

SEE FRANK CHASTLER

CLUB JACKETS CAN BE ORDERED

TENTATIVE PRICE IS \$20.00

SEE DICK PANTZAR

THE FINE ART OF THERMAL FLYING

by Bob Dodgson

Courtesy of The National Soaring Society,
"Sailplane", May-June 1986

(BOB DODGSON'S ADVICE)

The four basic ingredients in Thermal flying are:

1. Being decisive and knowing the most probable areas to look for lift at any given time--and having the guts to go for it.
2. Being able to recognize workable lift, no matter how weak, when your plane passes through it, while not being seduced by turbulent air that is not workable.
3. Having a plane and the flying skills necessary to work lift as efficiently as possible, and moving out fast when necessary.
4. Knowing when to leave a dying thermal, and when to push the stick forward to force the plane to quickly fly out of a bad area, rather than to aimlessly flounder around in down air as the less decisive fliers are often seen doing.

Knowing where to look for lift is a lot like playing cards. The best at it keep track of what is going on so they know what the odds are at any given time. A good thermal flyer watches the sky and the other fliers very carefully, trying to establish probable patterns in the lift cycle. Sometimes, if there is a massive sink cycle that is killing everyone, just trying a different part of the sky is about the best he can do.

In general, unless you have sure knowledge of a thermal, do not do your thermal searching way downwind. If you find a thermal downwind, you cannot ride it for long, because your plane will be blown to the limits of vision. It is much safer to search for lift upwind or off to the sides.

Watch closely for telltale signs of lift within a half mile radius of the field. We all know that a circling hawk, eagle, buzzard, or even seagull can be a dead giveaway as to the existence of lift. Small birds, like swallows, can be just as reliable. They feed on small insects which can become airborne by thermals. When these swallow are darting around in a small section of the sky, they are probably in a thermal.

Sometimes you may even be able to spot a column of dust, or even debris such as paper or thistle down in the air, as a thermal indicator. If you suddenly find yourself climbing out on tow, higher than usual for the wind condition, you have probable encountered a thermal. Go for it!

Wind shifts are another thermal indicator. A sudden temporary shift in the wind direction can indicate that a thermal is nearby and is sucking the air toward it. If the air suddenly warms and the wind dies, you may be standing in the "eye" of the thermal. Sometimes you can see wind patterns in nearby tall grass that indicate multiple or circular wind directions--another thermal indicator.

Look for variations in ground cover and terrain. Areas that are dark will absorb heat faster than surrounding lighter colored areas, and so will be likely areas to kick off thermals. Ridges can also help thermals break loose, if there is a little wind. A slope facing the sun is another possible thermal generating area. We all know the old standbys such as parking lots and dark-roofed buildings. If nothing else, you can always try to slope soar off the windward face of a building or off a stand of tall trees.

Thermals start at the ground and spread out in a funnel shape as they rise. Then the funnel goes downwind as it rises. The wind also blows the entire funnel downwind, including the base of it.

If planes are in a thermal and they are higher than you are, you should look for the thermal upwind of the higher planes. You will normally have to follow the thermal downwind, or else it will blow past your plane and you will end up on the down side of it.

When you are high, or when working thermals that do not seem to have a noticeable core or "hot spot," it is usually best if you work them in flat, efficient, gentle circle turns. Some thermals have tiny areas of strong lift that can best be worked by standing the glider on its wing tip while making tight, fast, eight-foot-diameter circles centered on the "hot spot."

Other thermals seem to require that you fly an upwind climbing leg slowly and on the verge of a stall (not quite letting the plane stall), while whipping around the downwind turn quickly at a faster speed. At low altitudes, one stall or false move can spell the difference between a max flight and a premature landing.

If you are not losing altitude with a thermal turn, you should probably stick with it. Don't leave a productive thermal turn, especially at a low altitude.

In general, a thermal will try to turn the plane away when it encounters the lift, so be quick to force the plane to turn back into the lift. You may have to try several different circle locations before you are centered in the thermal. If you stop climbing, try to find a more productive area of the thermal while being careful not to lose it. If you can't do better, then get out of that dying thermal quickly and find another one while you have the altitude to do so.

There are some occasions when a fixed area is

generating lift which you can't work well by any type of thermal circling. Sometimes this is "wave action," and it may be produced by wind after it has blown over a hill or ridge. At any rate, smooth gentle flying with minimal control input is the best way to fly this type of lift if it is weak and smooth. Fly large, flat turns and figure eights to stay in the lift area, but make as few turns as possible.

Become so familiar with your glider that it feels like an extension of yourself; you shouldn't even have to think about the mechanics of flying it.

The difference between Great and OK thermal fliers is the ability to immediately recognize when to stay in a thermal, when to recenter in it, and when to leave it. The smart fliers left the thermal as it was breaking up and quickly and decisively went in search of another one while still high enough to do so, thus saving their flights, while the other fliers slowly circled to the ground.

If a great thermaller encounters sink, he will recognize it immediately and will not waste precious altitude floundering in it. Fly anywhere--just get out of the down air! Whatever you do, though, do not retrace your flight path and fly through the same down air where you have just flown. Anything is better than that!

Great thermal fliers are decisive, smooth, and attentive. They can work any air within a range of half a mile or more, speeding out of sink and maximizing any form of lift.

END

HSS CONTEST DEPARTMENT

George Joy, Contest Coordinator

The following contest schedule is complete to the best of my knowledge as of this date, 3 Mar 1989

DAY MONTH .. CONTEST DIRECTOR OR INFORMATION

1-2 APR ... Masters Of Soaring (invitational) TOSS/M. Moran
 8 APR ... SULA 2 Meter
 8-9 APR ... 1989 Dr. Pepper Classic, Fresno FSS/S. Gunther CD
 15 APR ... SULA Monthly
 16 APR ... Steve Hendry (HSS Monthly)
 22-23 APR ... SAM 49, Taft, Old Time Events incl. R/C Old Timer Glider.
 23 APR ... North County Clouds SC2
 29-30 APR ... PSS Rosebowl Soaring Festival
 6 MAY .. SULA 2 Meter
 6-7 MAY .. LSF Soaring Nats (N. Calif.--Morgan Hill--Bay Area)
 7 MAY .. Steve Fink (HSS Monthly) (Consider possible change for LSF Soar Nats to 21 May.)
 20-21 MAY .. SMSS X-Country, Santa Maria Ca.
 21 MAY .. SULA Monthly
 4 JUN ... ISS Hand Launch Annual
 10-11 JUN ... WUSSC Modesto (?)
 11 JUN ... Herman Hall (HSS Monthly AMA Sanctioned)
 17 JUN ... SULA Monthly
 17-18 JUN .. John Lupperger (Astro Champs)
 25 JUN ... SULA SC2
 8 JUL ... SULA 2 Meter
 9 JUL ... _____(HSS Monthly)
 15-23 JUL ... AMA Nationals
 16 JUL ... SULA Monthly
 5 AUG .. SULA 2 Meter (\$\$\$\$)
 6 AUG .. John Lupperger (HSS Monthly)
 19 AUG .. SULA Monthly (?)
 19-20 AUG .. Felix Vivas (7CELL F3E)
 27 AUG .. TOSS SC2
 9 SEP ... SULA 2 Meter
 9-10 SEP ... SAM 26, Taft, Old Time Events incl. R/C Old Timer Glider.
 10 SEP ... _____(HSS Monthly)
 17 SEP ... SULA Monthly
 24 SEP ... ISS/SWSA SC2
 8 OCT .. Dave Nemecek (HSS Monthly)
 14 OCT .. SULA Monthly
 15 OCT .. PSS SC2
 4 NOV .. SULA 2 Meter
 5 NOV .. _____(HSS Monthly)
 11-12 NOV .. SAM 49, Taft, Old Time Events incl. R/C Old Timer Glider.
 12 NOV .. SULA Monthly
 19 NOV .. George Joy/Frank Chastler (HSS SC2)
 3 DEC .. _____(HSS Monthly)

The Hss Video Library R. Lowery, Librarian

The following club owned videos are available for viewing.

NAME/COMMENT/RATING (0-5)

SABER JET / F-86 History/shoot-em-ups / 4
 STRIKING BACK / 4
 FOAM, FIBERGLAS, FLIGHT / 4
 FIRST FLIGHT / 0
 MONOKOTE 1 & 2 / Interesting / 3
 MIG KILLERS / 3

HOOK DOWN, WHEELS DOWN / NAVY

Avation Hist / 4
 F3E USA Team Selection 1988Elect flight
 DAWN PATROL / WWI Movie / 4
 THUNDERBOLT, FLIGHT FOR THE SKYS
 WWI Air Combat / 5

More Tapes are being added all the time. All tapes are in VHS format. If you would like to check a tape out or return one, call me, Roger Lowery, so we can meet at the field or at the club meeting or something. My number is 756-9356

Harbor Soaring Society

March Monthly Contest Results

Open Division

Name	Actual Score	Normal Score	Class	Trophy
1 GARNER, R	2,928	1,000.0	E	E - 1
2 MARTIN, T	2,915.0	995.6	E	E - 2
3 CHASTELER, F	2,898.0	989.8	E	E - 3
4 KUTCH, N	2,879.0	983.3	A	A - 1
5 SLIFF, B	2,861.0	977.1	E	
6 RICHARDSON, P	2,860.0	976.8	E	
7 HURLEY, C	2,854.0	974.7	E	
8 RITSCHKE, G	2,824.0	964.5	E	
9 LAMPRECHT, D	2,821.0	963.5	E	
10 WHITE, L	2,786.0	951.5	A	A - 2
11 RANDOLPH, W	2,727.0	931.4	S	S - 1
12 DANRICH, D	2,721.0	929.3	S	S - 2
13 LOWERY, R	2,720.0	929.0	A	
14 THOMAS, R	2,689.0	918.4	E	
15 PANTZAR, D	2,663.0	909.5	E	
16 HALL, H	2,663.0	909.5	A	
17 POULSEN, G	2,640.0	901.6	E	
18 NEMECEK, D	2,611.0	891.7	A	
19 SANDRONI, H	2,579.0	880.8	S	
20 CRON, A	2,572.0	878.4	A	
21 STOVALL, W	2,505.0	855.5	S	
22 BELL, S	2,482.0	847.7	S	
23 CONRAD, W	2,408.0	822.4	A	
24 LEE, T	2,397.0	818.6	A	
25 HENDRY, S	2,198.0	750.7	S	
26 EGOLF, D	2,011.0	686.8	S	

2 Meter Division

Name	Actual Score	Normal Score
1 LAMPRECHT, D	2,880.0	1,000.0
2 CONRAD, W	2,818.0	978.5
3 HURLEY, C	2,802.0	972.9
4 WHITE, L	2,785.0	967.0
5 POULSEN, G	2,715.0	942.7
6 HALL, H	2,629.0	912.8
7 THOMAS, R	2,621.0	910.1
8 KUTCH, N	2,521.0	875.3
9 SLIFF, B	2,455.0	852.4
10 BELL, S	2,408.0	836.1

Yearly Standings -Through March Open Division

Name	Score	#	Ave
1 GARNER, R	2,941.2	3	980.4
2 CHASTELER, F	2,927.0	3	975.8
3 WHITE, L	2,855.6	3	951.9
4 LAMPRECHT, D	2,846.4	3	948.8
5 MARTIN, T	2,820.1	3	940.0
6 RITSCHKE, G	2,729.3	3	909.8
7 LOWERY, R	2,677.7	3	892.6
8 HURLEY, C	2,671.6	3	890.5
9 POULSEN, G	2,664.8	3	888.3
10 HENDRY, S	2,662.2	3	887.4
11 SLIFF, B	2,658.5	3	886.2
12 PANTZAR, D	2,639.4	3	879.8
13 THOMAS, R	2,557.4	3	852.5
14 CONRAD, W	2,455.0	3	818.3
15 STOVALL, W	2,169.3	3	723.1
16 HARRIS, P	1,995.6	2	997.8
17 RICHARDSON, P	1,950.9	2	975.5
18 LUPPERGER, J	1,900.8	2	950.4
19 DANRICH, D	1,896.6	2	948.3
20 FINK, S	1,852.9	2	926.5
21 CRON, A	1,843.4	2	921.7
22 JOY, G	1,827.2	2	913.6
23 NEMECEK, D	1,826.8	2	913.4
24 RANDOLPH, W	1,761.5	2	880.8
25 STALLS, J	1,758.5	2	879.3
26 KUTCH, N	983.3	1	983.3
27 ENGER, L	951.2	1	951.2
28 DEE, M	943.8	1	943.8
29 HALL, H	909.5	1	909.5
30 SANDRONI, H	880.8	1	880.8
31 BELL, S	847.7	1	847.7
32 LEE, T	818.6	1	818.6
33 QUISENBERRY	689.2	1	689.2
34 EGOLF, D	686.8	1	686.8
35 CHASTELER, T	634.7	1	634.7
36 WEBSTER, D	599.2	1	599.2
37 WENTWORTH, C	552.4	1	552.4

2 Meter Division

Name	Score	#	Ave
1 LAMPRECHT, D	2,870.0	3	956.9
2 HURLEY, C	2,868.2	3	956.1
3 WHITE, L	2,834.9	3	945.0
4 THOMAS, R	2,822.3	3	940.8
5 POULSEN, G	2,813.6	3	937.9
6 CONRAD, W	2,798.9	3	933.0
7 SLIFF, B	2,751.3	3	917.1
8 LUPPERGER, J	1,809.9	2	905.0
9 LOWERY, R	1,672.3	2	836.2
10 JOY, G	1,586.8	2	793.4
11 FINK, S	1,487.1	2	743.6
12 HALL, H	912.8	1	912.8
13 KUTCH, N	875.3	1	875.3
14 QUISENBERRY	868.7	1	868.7
15 BELL, S	836.1	1	836.1

THE LEE RENAUD MEMORIAL SAILPLANE CONTEST

5 MARCH 1989

CONTEST DIRECTOR, FRANK CHASTELER

	NAME	CLASS	SCORE	TROPHY WINNERS
1	Joe Wurts	A	2976	1 - A
2	Phil Harris	A	2968	2 - A
3	Dan Danrich	N	2955	1 - N
4	Gary Anderson	N	2937	2 - N
5	Chuck Griswold	A	2936	3 - A
6	Bob Sliff	A	2928	
7	Roger Lowery	N	2866	
8	Tony Martin	A	2791	
9	Myles Moran	A	2779	
10	Pete Richardson	A	2778	
11	George Joy	A	2740	
12	Larry White	N	2724	3 - N
13	Herman Hall	N	2562	
14	Hugo Sandroni	N	2554	
15	Ross Thomas	A	2532	
16	Dick Patzar	A	2502	
17	Al Cron	A	2471	
18	Morris Smith	N	2462	
19	Will Conrad	N	2460	
20	Jared Stalls	A	2454	
21	Woody Randolph	N	2441	
22	Gordon Ritsche	A	2435	
23	Justin Sanders	J	2360	1 - J
24	Dennis Webster	N	2343	
25	Ralph SanGiovanni	N	2240	
26	Larry Enger	A	2194	
27	Dan Fink	A	2181	
28	Frank Chasteler	A	2134	
29	John Amies	N	2048	
30	Steve Fink	N	1968	
31	Bill Brahams	N	1707	
32	Gordon Poulson	A	1566	
33	Dave Nemecek	A	0000	
34	Tom Pastore	N	DNF	

(Note: A = advanced class, N = novice class, and J = junior class)

I want to thank all those club members who helped at the contest including Maxine Thomas. I also want thank all the club members who entered the contest. A special thanks goes to to Bob Sliff, Gary Anderson and Airtronics for the prizes they donated to the raffel.

..... Frank

RADIO CONTROL TEST SHEET FOR 3IM AND ADJACENT CHANNEL REJECTION

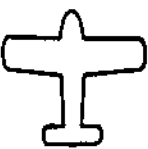
TEST **(A)**

DISTANCE IN FEET

0 10' 20' 30' 40' 50' 60' 70' 80' 90' 100'

MODEL IN CONTROL

ADJACENT CHANNEL TEST FOR 40 KHz SPACING



EXCELLENT 1991 SPEC ZONE

OK FOR NOW

GETS BY BUT NOT GOOD

VERY POOR ZONE

DON'T FLY

CONTROLLING TRANSMITTER TO MODEL

INSTRUCTION

- (1) PLACE MODEL 100' APART FROM CONTROLLING TRANSMITTER
- (2) WALK ADJACENT CHANNEL TRANSMITTER TOWARD MODEL AND RECORD POINT THAT CONTROLLING TRANSMITTER LOSES CONTROL IN THE _____ IN FEET
- (4) FILL OUT DATE, NAME, ETC.
- (5) DON'T BLOCK LINE OF SITE WHEN WALKING BETWEEN THE TWO TRANSMITTERS
- (6) BETWEEN 10 AND 20 IS AVERAGE RADIO RANGE THAT'S OK FOR 40 KHz SPACING BUT NOT AT 20 KHz FOR 1991 CHANNELS

DATE _____

NAME _____

R/C EQUIP _____

AM OR FM _____ FREQ _____

TESTING FOR 3IM RECEIVER REJECTION

TEST **(B)**

0 10' 20' 30' 40' 50' 60' 70' 80' 90' 100'

CONTROLLING TRANSMITTER UNDER TEST



(1) PLACE CONTROLLING TRANSMITTER 20 FT. FROM MODEL

(2) TAKE A TRANSMITTER ON THE SAME CHANNEL AS THE CONTROLLING TRANSMITTER AND START AT 100 FT. DISTANCE WALKING TOWARDS CONTROLLING TX

(3) RECORD DISTANCE THAT INTERFERING TRANSMITTER STARTS TO BOTHER THE CONTROLLING TRANSMITTER

EXCELLENT REJECTION

AVERAGE AM

DON'T FLY



NORTH COUNTY CLOUDS

CONTEST ANNOUNCEMENT

WHERE: Northwest Corner of Via Vera Cruz and Linda Vista Dr., San Marcos.

When: April 23, 1989 at 9:00 A.M. Sign-up begins at 8:00 A.M.

EVENT: SC2 Class A Open Unlimited Thermal Sanctioned Contest.

Round 1: Three-minute Precision. 900 flight points scored on Bell Curve. 100 point landing on a 25' tape. Open launch order.

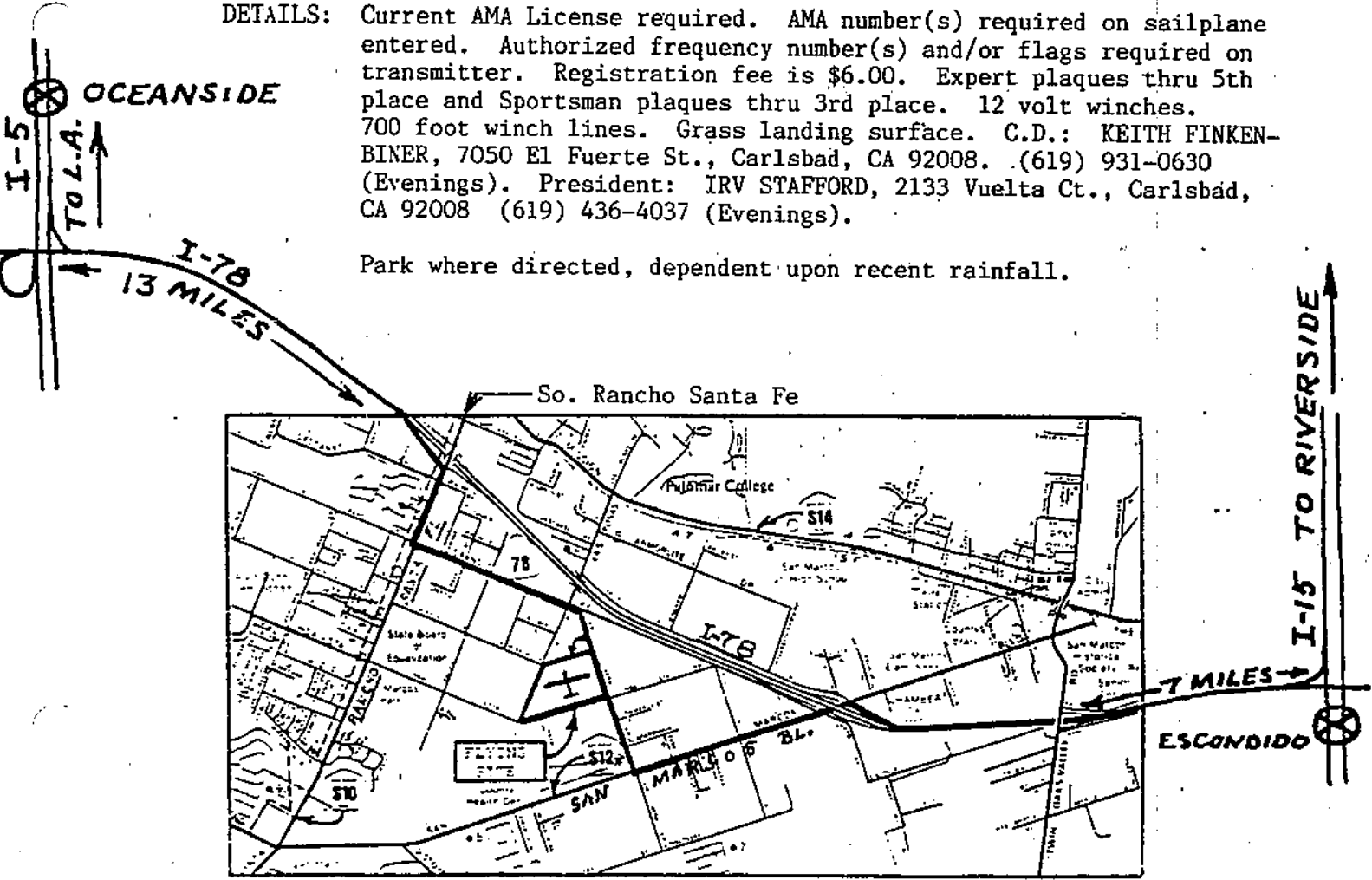
Round 2: Seven-minute Precision Duration, 900 flight points. Man-on-man scoring. Called flight order. 100 point landing on a 25' tape.

Round 3: Five-minute Precision Duration. 900 flight points. Man-on-man scoring. Called flight order. 100 point landing on a 25' tape.

NOTE: AMA RC Sailplane Rule 5.d., page 87 is waived. Up to 2 pilots per sailplane is permitted.

DETAILS: Current AMA License required. AMA number(s) required on sailplane entered. Authorized frequency number(s) and/or flags required on transmitter. Registration fee is \$6.00. Expert plaques thru 5th place and Sportsman plaques thru 3rd place. 12 volt winches. 700 foot winch lines. Grass landing surface. C.D.: KEITH FINKENBINER, 7050 El Fuerte St., Carlsbad, CA 92008. (619) 931-0630 (Evenings). President: IRV STAFFORD, 2133 Vuelta Ct., Carlsbad, CA 92008 (619) 436-4037 (Evenings).

Park where directed, dependent upon recent rainfall.



2ND BI-ANNUAL SPORTSMAN/NOVICE 7 CELL F3E FAI CONTEST

****\$2,000 CASH PRIZES****

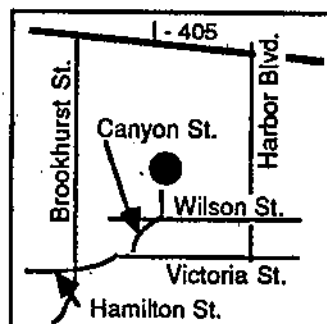
\$1,000.00	FIRST PLACE
\$600.00	SECOND PLACE
\$250.00	THIRD PLACE
\$150.00	FORTH PLACE

**THIS IS A SEVEN CELL
ELECTRIC SAILPLANE CONTEST,**

HOSTED BY THE HARBOR SOARING SOCIETY.

LOCATION: THE HARBOR SOARING SOCIETY FLYING
SITE, MAC FREED MEMORIAL FIELD, FAIRVIEW REGIONAL PARK
(BEHIND ESTANCIA HIGH SCHOOL) COSTA MESA CA.

DATE: AUGUST 19 AND 20, 1989



AMA SANCTIONED, CLASS C (LIMITED ENTRY) CONTEST.

QUALIFICATIONS FOR ENTRY: IT IS OPEN TO U.S. RESIDENT AMA MEMBERS, WITH THE FOLLOWING EXCEPTIONS. IT IS NOT OPEN TO INDIVIDUALS WHO HAVE OFFICIALLY QUALIFIED FOR ANY U.S. AMA FAI F3E TEAM SELECTION OR HAVE MADE THE TEAM, OR WHO PLACED FIRST OR SECOND AT THE FIRST BI-ANNUAL 7 CELL F3E CONTEST HELD IN AUGUST, 1987. THIS IS TO STIMULATE NEWER PEOPLE TO ENTER F3E FLYING AND TO INSURE THAT ONLY BEGINNERS/NOVICES HAVE THE OPORTUNITY TO WIN THE CASH PRIZES.

ENTRY FEE: \$25.00

SPECIFICATIONS: SEVEN 1.2 AH CAPACITY OR SMALLER NI-CD CELLS FOR THE BATTERY PACK. ANY SIZE MODEL SAILPLANE POWERED BY ANY SIZE ELECTRIC MOTOR. WINNING PLANES WILL BE MEASURED AND WEIGHED TO ASSURE THEY ARE WITHIN FAI F3E RULES. IN ADDITION ALL FLYING WILL BE WITHIN GUIDLINES LAID OUR IN THE 1989 FAI SPORTING CODE AND THE AMA SAFETY CODE. (NOTE: THE COURSE TO BE FLOWN IN THE DISTANCE PORTION WILL BE THE 150 METER COURSE.)

SEND FOR ENTRY FORMS OR ADDRESS INQUIRIES TO:

FELIX VIVAS

1800 16TH STREET H-310

NEWPORT BEACH, CA 92663 // (714) 645-3263