

# The Harbor Soaring Society Newsletter

NOVEMBER 1993, VOL. 30 NO. 11



## HSS 1994 OFFICERS' NOMINATIONS

PRESIDENT: Steve Fink

VICE PRESIDENT: Sean Monahan

COMPETITION COORDINATOR: Mike Aguirre

GENERAL DIRECTOR: Ross Thomas

TREASURER: Del Marcussen

SECRETARY, EDITOR: Open

Further nominations are being accepted, and elections will be held at the November club meeting - attend and vote!

## MEETING LOCATION

Lakes at Seabridge Condos. On Adams Ave. in Huntington Beach. Turn right at the first traffic light heading East from Beach Boulevard. 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

## OCTOBER MEETING MINUTES

The October meeting came to order at 7:45PM with club President Andy Sanders as host. The minutes from the September meeting were accepted as written. Sid Sowell has been a club member for two weeks. Sid flies power aircraft and has decided to try gliders for a change of pace. His current glider is a HOB 2X6.

(continued, page 2)

## H.S.S. BOARD MEMBERS

President: Andy Sanders	(714)751-9235
Vice President: Pat Scheer	(714)744-3375
Secretary: Woody Grosvenor	(714)969-1524
Treasurer: Frank Chasteler	(714)545-2185
Contest Coord: Curt Nehring	(909)592-2105
General Dir: Ross Thomas	(714)638-0705
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.

## **OCTOBER MEETING MINUTES. cont.**

Frank Chasteler gave a Treasurer's report which was accepted as read.

Ross Thomas gave a report on Visalia Fall Festival. After two days of flying, the top ten fliers had a flyoff for an RnR Genesis - Roger Lackey came very close but was edged out by Joe Wurts. Steve Fink commented on the Visalia contest and told of the difficult landings caused by marginal lift and tailwinds for launch and landings. Several gliders tried to fly through power lines instead of over them. All the fliers were impressed with the organization of the host club, the Central Valley R/C club (CVRC).

Pete Young mentioned that he is still looking for guest speakers for club meetings. Please contact him if you have any suggestions or requests for return visits.

Frank Chasteler talked about the County's plans for a new park. The park will cover a portion of the lowlands and be all walk-in with no designated parking.

Nominations for 1994 club officers were requested and received. Nominations will be taken until the November meeting when the general elections will be held.

George Siposs brought in a box filled with lead weights. Anyone wanting free lead can contact George.

The club meeting closed at 9:00 and Andy introduced the guest speaker, Bob Sliff of Hobby Horn. Bob will be going to Australia next year to compete in the World Championships for electric powered sailplanes (now called F5B, not F3E). This is a very critical type of flying

which places numerous demands on the plane and the pilot.

Bob commented on the team selection finals, recently held in San Diego, and provided insights on the challenges of top level competition in electric gliders. There are a few commercial designs which are competitive, but are a year or two behind current state of the art aircraft. Bob, Steve Neu, and Jerry Bridgeman will make up the USA 1994 team, with Keith Finkenbinder recently named as the Team Manager. Brian Chan may be available for support assistance, although unfunded by the AMA. The 1994 team welcomes your financial donations to cover their expenses.

Electric flying of this caliber requires the very best batteries, motors, speed controls, and airframes. For some unknown reason, the best Sanyo batteries are manufactured in Mexico. Bob shared some of his tips for maintaining batteries for high performance. Storing batteries in a discharged state is superior to storage in a charged, or partially charged, condition. Bob has 4 to 5 year old battery packs which are still in top competitive condition, thanks to careful monitoring and charging. Bob and the other team members carefully sort and grade individual batteries to build matched packs, and Bob discussed how this is done.

Bob brought along his latest design which was immaculate in design and construction. The fuselage is made of Kevlar, carbon fiber, S-glass, and Rohacell and has a JR341 servo molded into the fin during layup. Using Computer-Aided Design (CAD), the fuselage is designed to "just fit" around

## OCTOBER MEETING MINUTES, cont.

the motor battery pack. The wings use hollow composite shell construction with long ailerons operating in a spoileron mode. Aileron gap is sealed top and bottom to reduce drag.

Bob talked about current design trends for aircraft and propellers. Propeller design is very much a "black art" and while airframes are commonly traded between competitors, propellers are carefully safeguarded. Bob talked about the finer points, learned by competitive experience, of flying these sophisticated high performance aircraft.

--- Woody Grosvenor, Secretary

### FYI

... the Astro Championships for electric aircraft are to be held at Mile Square in early November, check further on for events and details ... last year, HSSer Chuck Hollinger trounced the field in the electric Payload event... other HSSers in the news: did you see photos of Mike Aguirre, Jerry Bridgeman, Ben Clerx, Duane Gibbs, Ed Hawley, Jim Parsons, and Manny Tau in MA, MB, MAN? ... and Roger Lackey's competition tips reprinted in Byron Blakeslee's MA column... congrats to Sean Monahan and Jim Parsons for moving to SC2-Expert based on the SWSA tournament... high placings at SWSA from Roger Lackey (2nd), Don Edberg (5th), Dennis Brandt (6th), Ben Clerx (11th) and Manny Tau (14th).. Good Person Award to Jim Parsons for loaning his 2 meter ship to LVSer Steve Smith at Visalia for the full two days...

FLASH from the October SC2 season-ending tournament: HSS wins season club standings with strong performances by Ben Clerx, Ross Thomas, Mike Aguirre! More details next month!

### 1993 Masters of Soaring Tournament by Ben Clerx

The 1993 Masters of Soaring was held Sept 11 and 12 south of Detroit at the Weak Signals club field and CD'ed by Art Slagle (of the Greater Detroit Hiking and Soaring Association, I believe). The field itself was perfect: lots of short grass with a large clubhouse off to the side fully equipped with tables, bathroom, telephones, fireplace, BBQs, and a mini weather station. The facilities were put to good use on Friday's practice day to shelter the planes and pilots from the 40 mph winds. Mike Reagan from TOSS (the only other Southern Californian), Skip Miller (F3B 1977 World Champ and 1993 Team Manager), and myself were the only ones dumb enough to fly in winds that never dropped below 30 mph. We quit flying by noon when the winds were gusting over 45 mph. I didn't bring a backup plane and if I was going to bust up my plane in wind, I'll do it during the contest and not during practice. The rest of Friday was spent rigging up a ballast system to carry a pound of lead.

Saturday turned out extremely nice with light breezes. We flew 8 rounds of mostly 10 minute flights, man-on-man, 6 fliers at a time, with a 12 point runway landing added to a 1000 point maximum flight. The landing was exponential so that if you

## **1993 Masters of Soaring. cont.**

were more than 6 inches off, you were better off landing exactly on time. The contest was set up to be a flying contest with landing points to break ties, and that's exactly how it worked.

If you didn't outfly the other 5 members in your flight group, or max the flight, you'd get "buried" by your competitors. For example, if you flew for only three minutes and the group winner flew for six, you'd get half his 1000 points. If the group winner stayed aloft for 9 minutes, you'd get a third of his 1000 points. After two days of flying, only two pilots would complete all eleven rounds with perfect, or near perfect, flight scores!

The lift on Saturday was sometimes great and sometimes nonexistent. But it didn't matter - you only had to fly against those in your flight group. On one flight, I flew six and a half minutes out of a ten minute flight attempt, but that was several minutes more than the other 5 fliers. I had to leave a low altitude thermal in order to make it back upwind to the field (if you didn't land on the field, you got a zero). Having a good timer was critical, and having Skip Miller's assistance helped me a lot.

My most memorable flight was late on the first day, flying against Mike Reagan. We were both at 50 feet, working the same thermal with about 2 minutes remaining, the other 4 planes having already landed. We didn't fight it out - we simply shared the same thermal, flying wingtip to wingtip with Jim McCarthy calling the play-by-play over the PA system. We worked down to 15 feet, then made wide approaches

without flaps, S-turned on final approach to kill some more time - and we both made our flight times!

The winds returned on Sunday, 90 degrees to the field layout, but at only 20 mph. The winches were set up across the narrow part of the field, resulting in lower launches than the previous day. The outlook was bleak - low launches, wind and rain, no thermals. I was hoping they would cancel the rest of the contest since I had already established a lead and had no place to go but down in the standings. I decided to fly without ballast in order to improve the minimum sink rate of my Mako - I didn't need penetration as there were no thermals to chase.

We flew three rounds on Sunday, some of them in a light rain. Fortunately, a treeline just downwind provided adequate slope lift for the brave. It was quite a sight to see 6 planes sloping down a line of trees at 100 foot altitude, for seven minutes, without a single collision!

That's what is so great about flying at the Masters - the quality of the competitors' flying. There are no beginners here, not even Advanced fliers, nor Experts. The fliers are Masters in the true sense of the word, and everyone has either won a major 2 day contest, achieved LSF Level V, or set a world record. I don't think anyone had less than 10 years R/C soaring experience, most had over 20 years experience. As a result, with the man-on-man format, the worst pilot there could "kick your butt" if you made a mistake!

Of the 35 competitors, the top 6 finishers in order were the following:

## 1993 Masters of Soaring, cont.

- 1st: Ben Clerx (Mako/7037/Vision)
- 2nd: Rich Burnowski (original/7037 /Multiplex?)
- 3rd: Fred Weaver (Thermal Eagle/RG-15/Vision)
- 4th: Skip Miller (Thermal Eagle/RG-15/Infinity?)
- 5th: Dale Nutter (Super Vee/7037/?)
- 6th: Mike Reagan (Thermal Eagle/SD8000/Vision)

### **CHEATING** by Steve Fink

Our newsletter is a forum usually used to exchange information, share flying experiences, and advance our building and flying skills. Seldom is controversy found in its pages and rightfully so - RC soaring is our hobby and solace and should always remain fun. However the time has arrived to address a disturbing facet of flying on our field: cheating in a contest.

First off, how could anyone really enjoy a trophy or mug received through the ill-gotten method of falsifying a flight score? Having cheated to achieve it, the trophy can have no real value. Indeed it reflects the moral and ethical bankruptcy of any pilot low enough to cheat for points. A trophy acquired through cheating simply can't be appreciated, much less displayed at home. After all, trophies in club contests count only for bragging rights. Can someone truthfully brag that they lied just to get a first place plaque? This violates the spirit of why we compete: to honestly test our flying skills against the elements and other pilots' flying

skills.

Certain aspects of competition flying are taken as a given, no explanations required. If an aircraft sheds parts, other than a skid or rubber bands, landing points equal zero. An inverted landing also scores zero. ZIP! ZILCH! This is so elementary that there should be no need to specify these and other similar issues at every pilots' meeting. Contestants understand these elementary rules - no long debates are required!

At our July Monthly, a club member landed inverted and persuaded his novice timer to score the landing points. Fortunately, his actions were observed and the flight score adjusted by the CD. The offending pilot tried a pitiful protest and shallow explanation to no avail. This from an experienced pilot who is a long time competitor and fully understands the rules! The warped philosophy of "I'll do anything I want to, just try to catch me" comes to mind. Just ask Charles Keating, the man who financially ruined thousands of retirees for personal gain and is now serving jail time!

We all know it is next to impossible to change someone else's behavior unless he is willing to cooperate. But do we want the burden of constantly monitoring each other to maintain honesty and fairness? This is not within the spirit of our hobby and has no place on our field! No one wants to spend his hobby time "trapping" someone who is trying to cheat on purpose by any means possible! On the other hand, we should not tolerate unscrupulous cheaters who take advantage of other people's trust!

Taken in a logical progression,

## **CHEATING, cont.**

who really knows how far this lack of judgement extends? If cheating on the field is going on, how about club business and responsibilities to other club members? Questions have to arise as to whether such people should be allowed to have any responsibilities requiring trust and ethical behavior.

In the words of radio broadcaster Paul Harvey, self-government cannot exist without self-discipline and self-control. The time to address this ongoing problem is now. The time to take action is now. Behind the scenes, behind the back complaining will not bring change. Only a coordinated effort by all responsible club members will end unethical behavior. Our hobby and our club should have "zero tolerance" for purposeful cheating!

These are my views on cheating. What are yours?

## **STOLEN GLIDER - REWARD**

Dennis Brandt's scale glider, a 130" Minimoa with a distinctive gull wing, was stolen from his car in mid-October. The theft occurred in the Hollywood area and HSSers and other model club members are asked to keep on the lookout for it. The Minimoa is colored in red and white, fabric covered, with a red cross and "HB-282" on the rudder. Contact Dennis at (714) 821-4181 if you have any information.

## **1994 VISALIA FALL FESTIVAL by Pete Young**

The 1994 Visalia Fall Festival, hosted by CVRC, was well attended

with over 210 registered fliers. HSS had a good turnout with Al Cron, Roger Lackey, Steve Fink, Nick Buzolich, Dick Pantzar, Randy Bratrud, Dick Long, Dennis Brandt, David Nemecek, Norm Kutch, Manny Tau, and Tom Vincent. Several members brought their "better halves" along, and we had the pleasant company of Ross and Maxine Thomas, Steve and Meredith Hendry, Jim and My-ung Parsons, Curt and Nanette Nehring, and Ben Clerx and Connie.

Conditions were extremely hot both middays (100+ deg), and fliers serious about placing well at Visalia should practice downwind launches and landings - southerly winds are the norm in the Central Valley this time of year - remember this for next year!!

Compared to last year, there were some interesting trends in glider "brand name appeal." The following designs were popular: Thermal Eagles (30), Genesis (20), Super Vees (many), Saturns (about 12), and Makos (5).

When the flying ended, HSS' top fliers were Roger Lackey (9th), Don Edberg (12th), Randy Bratrud (43rd), and Ross Thomas (47th). Tom Vincent flew superbly on Saturday and ended the first day in 6th place! In the team results, HSS finished a respectable 4th out of 16.

As usual, the traditional Visalia pleasantries were extra-ordinary: the organization, planning, raffle prizes, manufacturer's booths, some "real deals", and the chance to see old friends and make new ones. The grand raffle prize consisted of lessons to gain a full-scale glider rating, courtesy of Tom Stowers! What a deal!

Visalia - see you there next year!

## **COMMENTARY**

by Pete Young

Scores from the October Monthly are not available this month. There is a transition of scoring responsibilities and scores will be (hopefully) available next month.

HSS' Monthly competitions are an important aspect to our club's activities, and it therefore follows that scorekeeping responsibilities should be ethical, above board, and competely trustworthy.

As our regular competitors know full well, the Monthlies' format tends to change from month to month - rarely are they the same two months in a row. HSSers have several opportunities to read and review Monthly flying formats. Each Monthly's rules are 1) printed in the Newsletter, 2) discussed at the regular business meeting, and 3) briefed at the pilots' meeting. That's THREE opportunities - is my math correct? There should be little excuse for anyone to claim that he does not understand the rules in effect for the Monthly! If there are any comments, there is ample opportunity to voice them...

I am proposing that the following procedures be put into effect for the HSS Monthlies to clarify critical responsibilities.

1) ANY CHANGES TO THE MONTHLY FORMAT MUST BE ANNOUNCED PRIOR TO THE START OF OFFICIAL FLYING. ONCE FLYING STARTS, THE RULES BRIEFED AT THE PILOTS' MEETING ARE IN EFFECT.

2) THE CONTEST DIRECTOR AND THE SCOREKEEPER HAVE PRIMARY

RESPONSIBILITY FOR SCORING. THEY SHOULD ENSURE THAT, AS A MINIMUM, THE TOP WINNING SCORES ARE DOUBLE CHECKED FOR ACCURACY PRIOR TO AWARDS' PRESENTATION.

2) ONCE THE CONTEST IS COMPLETED AND TROPHIES AWARDED, SCORES ARE FINAL. IF ANY CHANGES ARE NECESSARY, THESE REQUIRE THE REVIEW AND APPROVAL OF THE CONTEST DIRECTOR, THE SCOREKEEPER(S), AND THE COMPETITION COORDINATOR.

3) ANY INTENTIONAL RULES VIOLATIONS DURING THE CONTEST WILL RESULT, AT THE CONTEST DIRECTOR'S DISCRETION, IN IMMEDIATE DISQUALIFICATION. FURTHER PENALTIES WILL BE AT THE DISCRETION OF THE HSS BOARD.

These proposals should evoke some comments. Please feel free to contact me if further details are necessary.

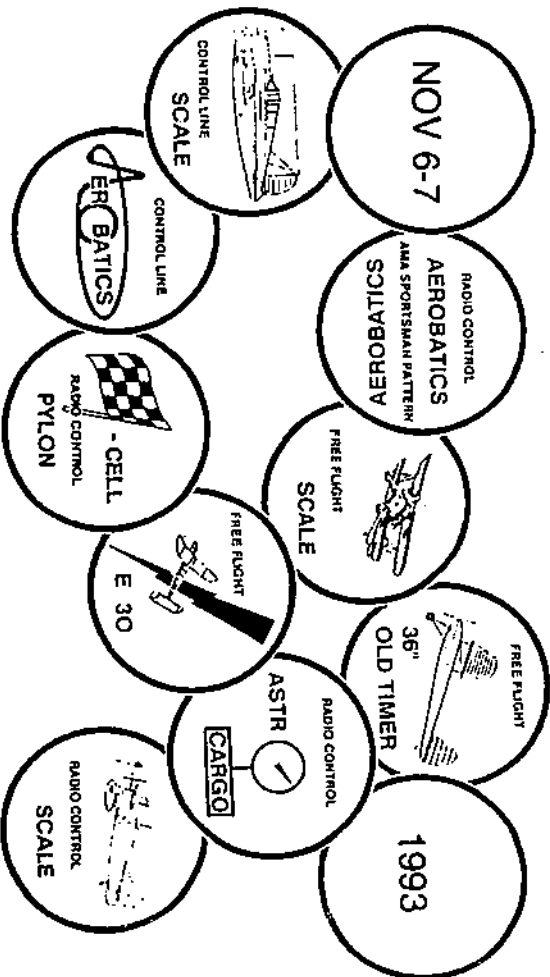
## FOR SALE

- Harbor Soaring Society hats, shirts, and vinyl patches - contact Frank Chasteler at (714) 545-2185
- Bob Martin Jaguar slope racer, NIB, \$75. P-51 Penetrator high performance slope ship, NIB, \$65. Kyosho scale Zero, ARF electric with 05 motor, battery, props, etc, still in box, \$130. Contact Pat Stoker, (310) 598-9029.
- "Tango 3," modified straight wing Falcon 880, SD3021 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, just add your receiver. Includes custom carrying box and spare stabs, \$675 firm. Call Steve Fink @ (h) 714 645-0459, (w) 714 261-2825, ext 229
- NSP Alcyone, ready to fly, with 6 141 servos, fiberglass fuse, extra wing kit; one of the best aileron trainers around, very docile yet capable of thermalling with the best, \$200. Handlaunch/slope Vertigo, T-tail, complete with all servos, RX, and Airtronics 6 channel Vanguard radio, \$165. Goblin slope kit, NIB, \$50. Unlimited class DCU Windstorm glass fuselage, nose cone, \$65. 2 meter Gnome, modified with aileron/flaps/Falcon style wing, \$30. Call John Ostrowski @ (714) 847-4871.
- 2 Agnew Banshees, 78" span, complete. Available with servos installed; or airframe only - @ \$300. Tekoa Shadow 118, less equipment, \$350. Call Don, (805) 526-3145.
- Airtronics Legend, ready-to-fly, immaculate condition, less equipment, \$350. LJMP Pantera kit, glass fuselage, polyhedral, rudder/ elevator/ spoilers, E-205 airfoil, new-in-box, \$110. Airtronics Legend kit, new-in-box, only \$180. Pierce Ridge Rat, fiberglass fuselage, ready to fly, \$75. Midwest Silent Squire, foam wing, NIB, \$30. Aquila Grande kit, new-in-box, \$125. Call Dave Nemecek at (714) 775-7196
- 2M Whisper, ready to fly, less radio, \$125. 2M Gnome, 4 channel Airtronics PCM, ready to fly, \$225. Call Bill Duncan, (714) 892-8665.
- Sealy Laser: S-3021 airfoil, fiberglass fuse, balsa/foam wing, 124" span, slip-on nosecone, kit new-in-box, \$140. Call Mike Aguirre at (714) 645-6419
- 2M Gnome, reduced to \$100 with servos and wing bag. LJMP Cheetah, reduced to \$175 with 6 servos, wing bag. Sealy Pulsar, reduced to \$200 with servos and wing bag. Will consider trading any of above for sailboat and/or 75 MHz radio or .40 sized power plane and engine. Two Airtronics Vanguard TXs, RXs (CH 28, 56). Contact Curt Nehring @ (909) 592-2105.
- Airtronics Adante, new-in-box, glass fuse, Quabeck airfoil, \$75. Call Pete Young @ (714) 892-3473.



# ASTRO CHAMPS '93

"A QUIET WEEKEND IN THE PARK"



MILES SQUARE PARK FOUNTAIN VALLEY, CA

AN ALL-ELECTRIC EXTRAVAGANZA  
SPONSORED BY THE HOBBY INDUSTRY  
9 COMPETITION EVENTS  
SPORT FLYING  
DEMONSTRATIONS OF FULL-SIZE ELECTRIC CARS

HOSTED BY  
SOUTHERN CALIFORNIA ELECTRIC FLYERS 1375 LOGAN AVE AL, COSTA MESA, CA 92626 (714) 992-4405  
OCRCRC P.O. BOX 127 MIDWAY CITY, CA 92655 (714) 571-5157  
BLACKSHEEP SQUADRON 2121 N. HOLLYWOOD WAY, BURBANK, CA 91505 (818) 642-5062

# 1993

## ASTRO CHAMPS

### EVENTS AND RULES

#### ASTRO CARGO

Power plant- 1 ASTRO stock production 05 motor. Battery pack- Maximum of 7 Ni-cad cells. Total projected area including fuselage, wing and stabilizer- 1200 square inches maximum. Model must have an internal cargo area measuring at least 2x3x5 inches.

All batteries and radio equipment must be carried internally.

Model must take off within a 200 ft marked area. Model must land within the same 200 ft marked area. Model must fly at least one minute after liftoff. Model must remain upright after landing.

No parts may be dropped in flight or upon takeoff or landing.

#### RADIO CONTROL SPORT SCALE

Any 10 maneuvers from the AMA R/C Scale Schedule.

#### RADIO CONTROL PRECISION AEROBATICS

AMA 1992 Sportsman pattern modified to hurraaround-style.

#### 7- CELL PYLON

Battery pack must be a maximum of 7 Ni-cad cells.

#### CONTROL LINE SPORT SCALE

AMA control line Sport Scale rules will apply.

#### FREE FLIGHT SCALE

AMA Free Flight Scale rules will apply.

#### FREE FLIGHT E-30

Model wingspan must be between 28 and 30 inches.

Motor must be MRC motor from the foam ready to fly or the VL HY-7D.

Batteries will be two 50 mah Ni-cads. Model must use commercially available plastic propeller.

#### FREE FLIGHT 36 inch OLD TIMER

Model must be a replica of a legitimate pre-1943 old timer. Wingspan must not exceed 36 inches.

Maximum of 7 Ni-cad cells. Motor run 20 seconds.

#### CONTROL PRECISION AEROBATICS

Contestant may choose any ten maneuvers from the AMA control line precision aerobatics schedule

Line length may be from 20 to 70 feet. All other AMA rules will apply

#### CONTROL LINE SPORT SCALE

AMA control line sport scale rules will apply.

ALL RADIO CONTROLLED MODELS MUST HAVE RADIO OPERATED MOTOR CONTROL

AMA MEMBERSHIP REQUIRED

ENTRY FEE \$10.00- INCLUDES 1 EVENT, \$5.00 EACH ADDITIONAL EVENT



**SOUTHERN CALIFORNIA SOARING CLUBS  
SEPTEMBER CONTEST, 1993**

**YEAR-TO-DATE STANDINGS  
BEST 6 OF 8 CONTESTS**

PLACE	NAME	CLUB	CLASS	SCORE	NORMALIZED	TROPHY
1	KINDRICK KEITH	PSS	EXPERT	2980.4	1000.0	1ST. EXP.
2	LACKEY ROGER	HSS	EXPERT	2976.6	998.7	2ND. EXP.
3	REAGAN MIKE	TOSS	EXPERT	2976.4	998.7	3RD. EXP.
4	MARKLE JIM	EDSF	EXPERT	2973.7	997.8	4TH. EXP.
5	EDBERG DON	HSS	EXPERT	2971.5	997.0	5TH. EXP.
6	BRANDT DENNIS	HSS	EXPERT	2970.8	996.8	
7	SAGE FRED	TPG	EXPERT	2968.6	996.0	
8	WEISMAN B J	TOSS	EXPERT	2968.1	995.9	
9	RODRIGUEZ JOE	ISS	EXPERT	2966.0	995.2	
10	VAN GUNDY DON	TPG	EXPERT	2963.6	994.4	
11	CLERY BEN	HSS	EXPERT	2962.6	994.0	
12	KLATSKIN BILL	EDSF	SPORTSMAN	2962.6	994.0	1ST. SPTS.
13	MILOVIC NOEL	PSS	EXPERT	2939.3	986.2	
14	TAU MANNY	HSS	EXPERT	2924.8	981.3	
15	JOY GEORGE	TPG	EXPERT	2917.0	978.7	
16	RODGERS JOHN	PSS	EXPERT	2913.9	977.7	
17	DOUGLAS IAN	SWSA	EXPERT	2912.9	977.4	
18	CONDON STEPHEN	TPG	EXPERT	2908.6	975.9	
19	MONAHAN SEAN XX	HSS	SPORTSMAN	2885.7	968.2	2ND. SPTS.
20	GATTI MARK	PSS	EXPERT	2885.5	968.2	
21	BIKLE JOHN	EDSF	EXPERT	2875.8	964.9	
22	CHASTELER FRANK	HSS	EXPERT	2872.4	963.8	
23	PARSONS JIM XX	HSS	SPORTSMAN	2853.3	960.7	3RD. SPTS.
24	SADOFF STAN	ISS	EXPERT	2850.7	959.8	
25	DECKMAN MIKE	SWSA	SPORTSMAN	2839.3	952.7	
26	FINK DAN	SULA	EXPERT	2829.7	949.4	
27	CONDON SCOTT	TPG	EXPERT	2827.0	948.5	
28	LEPPLA FRANK	PSS	EXPERT	2786.8	935.0	
29	SWET BOB	TOSS	EXPERT	2777.4	931.9	
30	AGUIRRE MIKE	HSS	EXPERT	2737.3	918.4	
31	SKINNER JIM	EDSF	EXPERT	2728.5	914.8	
32	FINKENBINER KEITH	NCC	EXPERT	2722.9	913.6	
33	HALLFORD PHILIP	PSS	EXPERT	2722.5	913.5	
34	McNAMEE DON	TOSS	EXPERT	2645.6	887.7	
35	CARRICO MIKE	HSS	SPORTSMAN	2643.0	886.8	
36	THOMAS ROSS	HSS	EXPERT	2636.7	884.7	
37	LEVOE MARK	PSS	EXPERT	2610.0	875.7	
38	MORTON RICHARD	TPG	EXPERT	2609.0	875.4	
39	RICHARDSON PETE	HSS	EXPERT	2608.3	875.2	
40	AVESON DAVID	SWSA	EXPERT	2606.3	874.5	
41	BAGGERLY GREG	ISS	EXPERT	2587.3	868.1	
42	MOHAN MYLES	TOSS	EXPERT	2583.7	866.9	
43	SPITZER GEORGE	PSS	EXPERT	2582.8	866.6	
44	STAIRS PETER XX	SFVF	SPORTSMAN	2574.9	863.9	
45	MARKIEWICZ ARTHUR	TPG	EXPERT	2573.6	863.5	
46	JOLLY LARRY	SULA	EXPERT	2565.5	860.8	
47	ZIASKAS MIKE XX	TPG	SPORTSMAN	2556.0	857.6	
48	MATSUMOTO BEN	PSS	EXPERT	2553.3	856.7	
49	STARK TONI	PSS	EXPERT	2502.0	839.5	
50	NEHRING CURT	HSS	SPORTSMAN	2500.9	839.1	
51	VAN GUNDY SUE	TPG	SPORTSMAN	2481.8	832.7	
52	NORENBERG LOWELL	SFVF	EXPERT	2480.6	832.3	
53	DUNCAN BILL XX	EDSF	SPORTSMAN	2479.1	831.8	
54	SLOBOD ED	SFVF	EXPERT	2472.6	829.7	
55	JOLLY ROBERT XX	SULA	SPORTSMAN	2458.1	824.1	
56	IKONA PAUL	SWSA	SPORTSMAN	2438.0	818.0	
57	PHIPPS DAN	EDSF	SPORTSMAN	2382.8	799.5	
58	SMITH STEVE	LVSC	SPORTSMAN	2378.2	797.9	
59	WILLIAMS JIM	SWSA	SPORTSMAN	2377.3	797.6	
60	WEISMAN EDGAR	TOSS	EXPERT	2319.2	778.2	
61	ADAMS RON	SWSA	SPORTSMAN	2303.1	772.7	
62	OLSEN PETER	SWSA	EXPERT	2290.7	768.6	
63	RATNER MIKE	PSS	EXPERT	2197.9	737.5	
64	WILSON DAN	EDSF	EXPERT	2185.8	736.7	
65	YEE JOHN	SWSA	SPORTSMAN	2182.5	725.6	
66	AKERS THOMAS	TOSS	EXPERT	2091.1	701.6	
67	BUZOLICH NICK	HSS	SPORTSMAN	2087.9	700.5	
68	FAULKENHAM RON	ISS	EXPERT	2069.0	694.2	
69	HAMMERS MICHAEL	SWSA	SPORTSMAN	1981.9	665.0	
70	STROBEL RICH	TPG	EXPERT	1966.3	658.7	
71	DEVLIN ED	PSS	SPORTSMAN	1933.3	648.7	
72	FINK STEVEN	HSS	EXPERT	1821.4	611.1	
73	CORSARO FRANK	SWSA	SPORTSMAN	1784.6	602.2	
74	SGHARCK RON XX	TPG	SPORTSMAN	1483.8	497.9	
75	OLSEN ROBIN	SWSA	EXPERT	1077.3	361.5	
76	BONANNO TONY	SULA	EXPERT	972.4	326.3	
77	McNAMEE ART	TOSS	EXPERT	701.3	235.3	
78	STOKER PAT	EDSF	EXPERT	0.1	0.0	

\*\*SEAN MONAHAN AND JIM PARSONS MOVE TO EXPERT

**TEAM SCORES**

HSS 15	3,936.5
TPG 11	3,845.0
PSS 12	3,832.1
EDSF 8	3,371.5
TOSS 8	3,814.2
SWSA 11	3,622.6
ISS 4	3,517.3
SULA 4	2,860.8
SFVF 3	2,525.9
NCC 1	913.6

PLACE	NAME	STATUS	SCORE	CONTESTS	CLUB
1	SAGE FRED	EXPERT	5,962.4	6	TPG
2	LACKEY ROGER	EXPERT	5,956.2	6	HSS
3	EDBERG DON	EXPERT	5,950.4	6	HSS
4	REAGAN MIKE	EXPERT	5,933.7	6	TOSS
5	CLERY BEN	EXPERT	5,914.8	6	HSS
6	SADOFF STAN	EXPERT	5,910.5	6	ISS
7	RODRIGUEZ JOE	EXPERT	5,888.4	6	ISS
8	JOY GEORGE	EXPERT	5,871.2	6	TPG
9	MARKLE JIM	EXPERT	5,840.3	6	EDSF
10	VAN GUNDY DON	EXPERT	5,831.8	6	TPG
11	WEISMAN B J	EXPERT	5,824.6	6	TOSS
12	MARKIEWICZ ARTHUR	EXPERT	5,778.6	6	TPG
13	BIKLE JOHN	EXPERT	5,767.5	6	EDSF
14	SKINNER JIM	EXPERT	5,721.7	6	EDSF
15	HALLFORD PHILIP	EXPERT	5,714.1	6	PSS
16	McNAMEE DON	EXPERT	5,709.1	6	TOSS
17	LEVOE MARK	EXPERT	5,697.2	6	PSS
18	WEISMAN EDGAR	EXPERT	5,684.8	6	TOSS
19	MORTON RICHARD	EXPERT	5,617.2	6	TPG
20	BAGGERLY GREG	EXPERT	5,590.1	6	ISS
21	AGUIRRE MIKE	EXPERT	5,534.7	6	HSS
22	RODGERS JOHN	EXPERT	5,491.3	6	PSS
23	TAU MANNY	EXPERT	5,470.7	6	HSS
24	SWET BOB	EXPERT	5,464.5	6	TOSS
25	POPE BOB	EXPERT	5,455.5	6	EDSF
28	RICHARDSON PETE	EXPERT	5,340.3	6	HSS
29	THOMAS ROSS	EXPERT	5,338.2	6	HSS
30	SLIFF BOB	EXPERT	5,318.6	6	HSS
31	NEHRING CURT	SPORTSMAN	5,279.6	6	HSS
35	PARSONS JIM XX	SPORTSMAN	5,187.1	6	HSS
39	CHASTELER FRANK	EXPERT	5,101.5	6	HSS
53	KUTCH NORM	EXPERT	3,881.8	5	HSS
55	BUZOLICH NICK	SPORTSMAN	3,866.6	6	HSS
58	CRON AL	EXPERT	3,382.3	4	HSS
59	VINCENT TOM	SPORTSMAN	3,314.3	4	HSS
68	CARRICO MIKE	SPORTSMAN	2,604.6	3	HSS
69	BRANDT DENNIS	EXPERT	2,507.3	3	HSS
76	FINK STEVEN	EXPERT	2,232.4	3	HSS
86	ATWELL BLAIR	EXPERT	1,895.0	2	HSS
88	GIBBS DUANE	EXPERT	1,886.6	2	HSS
95	HENDRY STEVE	EXPERT	1,732.3	2	HSS
101	YOUNG PETER	SPORTSMAN	1,618.4	2	HSS
116	MONAHAN SEAN XX	SPORTSMAN	968.2	1	HSS
121	SMITH MORRY	EXPERT	942.9	1	HSS
124	PANTZAR DICK	EXPERT	922.0	1	HSS
138	RITSCHKE GORDON XX	SPORTSMAN	851.5	1	HSS
140	ANDERSON VAN	SPORTSMAN	842.7	1	HSS
143	POULSEN GORDON	EXPERT	829.8	1	HSS
146	SANDERS ANDY	SPORTSMAN	822.8	1	HSS
148	HAWLEY ED	SPORTSMAN	821.4	1	HSS
160	BRATHUD RANDY	EXPERT	766.3	1	HSS
164	NEMEZEK DAVID	EXPERT	725.2	1	HSS
186	LONG DICK	SPORTSMAN	699.9	1	HSS

**TEAM STANDINGS**

TPG	31,379.8
HSS	31,351.7
PSS	31,278.3
TOSS	30,609.3
EDSF	30,484.8
ISS	29,748.8
NCC	20,187.5
SULA	13,542.3
SFVF	11,952.1
SWSA	10,793.0
DUST	908.4

**HSS NOVEMBER MONTHLY**

DATE: Sunday, November 7  
 LOCATION: Fairview Park  
 CONTEST DIRECTOR: Roger Lackey  
 EVENTS: Unlimited, 2 Meter  
 FORMAT: 3 rounds, pilots' choice of 4" or 8" precision duration, pilots can fly any number of each. 25' graduated landing tapes.  
 SCORING (flight/landing):  
 800/200 for 4", 900/100 for 8". 5:59 and below counts for the 4", 6:00 and above counts for the 8".  
 START TIME: Pilots' meeting @ 8:45AM, first flights by 9:00AM



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



Charter # 128

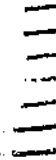
**NOVEMBER HSS MEETING**

DATE: Wednesday, November 3, 7:30PM

LOCATION: Refer to page 1 for  
instructions.

SHOW & TELL: Bring in your latest  
projects!

GENERAL ELECTIONS FOR 1994 CLUB  
OFFICERS! ATTEND AND VOTE!



P.O. Box 1673  
Costa Mesa, CA 92628



**FIRST CLASS MAIL**

WILL CONRAD  
9359 SHRIKE AVE  
FOUNTAIN VALLEY, CA 92708