



FROM THE PREZ

by Andy Sanders

Well, common sense seems to have taken a backseat to the self-centered, individualist, "I'll fly where and when I want to" pilot. To Hell with other flyers, and to Hell with the neighbors around our field, and their homes, and their cars, and their children!

If this sounds like the start of a lecture, you're right, it is! I'm tired of others jeopardizing my right to fly at our field. Unless we all start flying a little smarter we might as well start looking for another field to screw up. Strong language - you bet! I'm guilty of carelessness as well, fortunately it only cost me a Legend. I've learned my lesson, what is it going to take for you to learn yours? If property gets damaged, or even worse, a person gets injured, we are going to lose the privilege of flying at this site. Regardless of AMA insurance, a few complaints to the city of Costa Mesa, or a claim for damages, and WE'RE DEAD.

Losing a plane is bad enough, I do not want to lose this field for sailplane flying!

What can we do to protect our planes and those around us?

1. **FREQUENCY CONTROL!** Make sure your frequency is clear before turning on. Don't assume anything. Double check, don't be lazy.

2. **SAFE EQUIPMENT!** Fly an airplane with the parts in the right places and doing what they are supposed to do when they are supposed to do it. We've all seen the results of reversed elevators, rudders, or ailerons. Batteries charged? Receiver turned on?

3. **COMMON SENSE! FLY SAFE!** Allow for the unexpected. Even the best pilots can't always deal with elements outside their control. Avoid low level flying where people or property are put at risk. Is the launch area clear? Is the landing area clear, or are people standing

(continued, page 2)

CLUB OFFICERS

President: Andy Sanders	(714) 751-9235
Vice President: Pat Scheer	(714) 631-0482
General Director/ Secretary: Woody Grosvenor	(714) 969-1524
Treasurer: Frank Chasteler	(714) 545-2185
Contest Coord: Curt Nehring	(714) 592-2105
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.

MEETING LOCATION

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

FROM THE PREZ, cont.

where they shouldn't? Be aware of people on the bike trails.

4. COOPERATION! We all share equally in the right and the privilege to fly. We also share equally in the responsibility to maintain a safe flying environment. If you see a problem, speak up. I'm not saying we should cater to nit picky rule mongers, but common sense should prevail for the good of all, not just a few.

5. GOODWILL! Whenever possible, try to convey a positive image to the public around us. Certainly don't anger the neighbors or other persons using the park and trails. Remember, they have as much right as we to be there. We must share the space!

Well, enough said. The bottom line is we all must take responsibility for ourselves and each other. Fly safe, fly high, fly tomorrow!

FEBRUARY MEETING MINUTES

The February meeting started at 7:40 with President Andy Sanders presiding. Two new members, Jerry Briggs and Tom Rowe, were at the meeting. Both have been out to the field and look forward to flying with the club.

The January minutes were accepted as written. Frank Chasteler gave the treasurer's report which was accepted as read.

Curt Nehring asked if club members had written letters to the FCC regarding plans to allow non-modelling transmitters into the model aircraft frequencies. Will Conrad explained ways to write effective letters to the FCC, Congress, etc. Ross Thomas asked for all club members to write their Congresspersons ASAP.

Frank Chasteler brought up a proposal to change field rules to improve pin board use, and to relocate the winch lines depending on the winds. Flying over the school is not allowed when school is in session.

Dave Nemecek suggested not yelling at people near the winch lines, and in general trying for better relations with the non-modeling public.

Norm Kutch talked about safety problems

observed with electric models, and unsafe winch usage. Will Conrad noted that winch lines across the bike path should not be permitted. Other safety concerns were people flying hand launch in the landing area, and control of non-club members.

Frank Chasteler talked about the club purchasing hats and requested feedback. Interested club members should contact Frank or Roger Lackey.

Curt Nehring discussed a proposal to move Experts back to Advanced when their Expert qualifications have expired, since the Expert class is congested in comparison to other classes. Frank Chasteler and Norm Kutch suggested forming a higher level "Masters" class. Will Conrad suggested separating sailplanes into various categories. It was decided to draft up proposals and present them to the HSS Board for further review and discussion.

George Sparr of Aerospace Composites, the guest speaker, was introduced by Andy Sanders. George passed out copies of his new catalog and an article from R/C Flyers Digest explaining wing bagging. He explained the differences between uni-directional and woven composites. George showed a new spar material and talked about using Rohacell with carbon fiber. Other products were shown such as Russian carbon fiber tubes, R/C helicopter frames, NASA projects, new uni-carbon sheet for wings, and woven carbon fiber tape.

Many items were passed around for inspection, then a complete vacuum bagging demonstration was given using different types of bagging equipment. Wax lined mixing cups should not be used to mix epoxy because of wax contamination.

Andy Sanders, Ben Clerx, and Roger Lackey each brought sailplanes to "show and tell". Andy's Open class Viper was made up using components from his shop; Andy said his Viper flies great! Ben and Roger showed Ben's new design, the Mako, an impressive composite ship that will be available in kit form.

- Woody Grosvenor, Secretary

FEBRUARY MONTHLY

by Pete Young

On a cool and blustery morning, CD Ross Thomas called out fliers to 1993's first HSS Monthly. Flying format was a standard 3/5/7 with carrier runway landings.

Field and weather conditions were less than optimal. A large pond in the winch area forced the winch lines to angle across the field, and soft mud holes in the landing areas were traps for the unwary. A gusty southerly cross wind from the houses made launches and landing approaches extremely tricky. Although thermal activity improved during the day, the gusty air and cross wind conditions forced many short flights and missed landings.

Ross kept the flight order moving along, and flying was complete shortly after 1PM. In Two Meter, Frank Chasteler topped the field with his Airtronics Whisper, with Sean Monahan and Steve Fink finishing second and third with flat-wing aileron Sagitta 600s.

Andy Sanders topped the sparse Sportsman field with his ply-skin Viper. Duane Gibbs won Advanced, with Sportsman Tom Vincent taking second with his Falcon 880.

In Expert, Advanced flier Sean Monahan took first place with his Sagitta 600, Roger Lackey seconded with his Mako, and Gordon Poulsen took third with his well-worn Gnome 3M.

Many thanks to Maxine Thomas for scorekeeping and to the HSS clubmembers providing winches, retrievers, and on-the-field support.

SOUTHWEST WINTER SOARING CONTEST

by Mike Aguirre

The 1993 SWSC was held February 6-7 in Gilbert, Arizona. Weather for both days was quite nice with some winds blowing through Saturday afternoon making the later rounds tricky.

Saturday's flying consisted of 3 minute Precision Duration in round 1. Rounds 2, 3, and 4 were Triathlon format which put heavy points value for landings on the even minute. Round 5 was a 5 minute Precision Duration. On Sunday, the flights were 3, 5, and 7 minute

Precision Duration in that order. Both days' flying moved right along without any significant problems.

When it was all over, Roger Lackey took a second place in Precision Duration with his new Mako, with Daryl Perkins winning first. Mike Reagan from TOSS won Grand Champion with great flying in both the Triathlon and Precision Duration events.

Other HSSers making the trek were Tom Vincent, Steve Fink, Sean Monahan, and myself. Personally I'm planning to return next year for more great flying with friends from near and far. I encourage more HSSers to venture into Arizona for great fun and flying! Once again, congratulations to Roger for his fine showing!

SPARKS AND HI STARTS

by Bob Walker

A belated congratulations to Chuck Hollinger and Tim Beegan for finishing first and third, respectively, in the November Astro Champs weight lifting event.

Chuck lofted 10 lbs 4 oz with his 98 inch span "Star Lifter" using a geared Astro 05 motor. Tim picked up 8 lbs 8 oz with his entry. Both pilots took off within 200 feet, as required, flew for one minute minimum, and landed in the 200 foot runway segment used for takeoff.

On January 22, Chuck brought out his "Star Lifter" with pontoons and treated us to touch and go's on our lake, you know, the one in the middle of our flying field. Chuck has another project going with Blair Hamilton. They plan on towing Blair's 2 meter sailplane with Chuck's "Star Lifter". Blair has designed a built in release mechanism that will be actuated at altitude.

The "Geritol Group", flying both electrics and gliders, is usually at the field on the mornings of Monday, Tuesday, Thursday, and Friday. COME JOIN US.

FYI

... rain showers have stimulated HSS building sessions, new planes seen at the field: Roger Lackey's Clerx-designed Mako, Norm Kutch's TEKOA Shadow 2M, Nick Buzolich's TEKOA Shadow, Dave Nemecek's Falcon 880, Andy Sanders' original Viper, Mac Kieltyka's original El Estrella, Fred Biddle's straight-wing LJMP Meteor, Don Zink's Tango, Al Cron's Ultra ... the March SC2 tournament is sponsored by the Pasadena Soaring Society, refer to contest notice on page 11 for details, note the 21 March contest date ... congrats to Roger Lackey and his new Mako for taking second place in Precision Duration at the Southwest Winter Soaring Contest in Gilbert, Arizona ... rumor is that El Dorado Silent Flyers may lose their field to developers, possibly this year, stay tuned ... R.I.P. (Rest In Pieces) to Andy Sanders' Legend, victim of a frequency conflict ... the on again, off again Tri-Cities Challenge (HSS vs SULA vs EDSF) has been reset to March 13 at Fairview Park, bring out your planes and fly for HSS in exciting head-to-head competition, let's flush the competition down the you-know-what ... "Better is the Enemy of Good Enough" Department from the February Monthly: well-known Expert flier demands reflight after a line break although launching high into good air; on subsequent reflight, he launches into the Mother of All Sink for a very short flight. "Geez, maybe I should have taken the first flight!"

MARCH MONTHLY CONTEST

CD: Pete Young

LOCATION: Fairview Park

DATE: Sunday, March 7th

EVENTS: Unlimited and 2M

FORMAT: 3 rounds, 20 minutes add-em-up; 3 minutes minimum, 8 minutes maximum per flight; land on the minute. Landings: 25 foot fixed tape, 50 points per landing "on or off" the tape.

START TIME: Pilots' meeting @ 8:30AM.

First flights by 8:45AM.

Flight order to be decided at the pilots' meeting.

**PROOF OF 1993 AMA MEMBERSHIP
WILL BE REQUIRED!**

FOR SALE

- Harbor Soaring Society shirts and vinyl patches - contact Frank Chasteler (714) 545-2185

- Weston WACO Magic, completely ready to fly, 6 servos, JR X347 radio system, \$700 OBO. Bob Sealy Javelin flying wing, ready to fly less equipment, \$40. Call Carl at (714) 537-8180.

- Sagitta 900, built by Hugo Sandroni, \$75 OBO. Contact Steve Hendry at (714) 996-6183.

- VOR-2500, 100" Italian sailplane, ready to fly. Includes two wing sets. \$80 OBO. Call George at 540-5452 (h).

- Flite Lite Composites Thermal Eagle, RG-15, a proven contest winner. Call Roger at (714) 636-3348.

- 2M (78" span) Sealy Lumina - glass fuse, T-tail, NEW polyhedral wing with fle
Buyer needs to cut out flaps and cover wing. Price includes a wing bag. \$125 - firm.

- LJMP Cheetah, ready to fly, less RX, includes wing bag. \$265 OBO

- Gnome 2M ready to fly, less RX, includes wing bag, \$100 OBO

- Gnome HLG, less radio, ready to fly, \$50 OBO

- LJMP Pantera ready to fly, less RX, includes wing bag, \$175 OBO

- 2 Airtronics Vanguard radio systems, less servos, includes TX bag, channels 28 and 56, each \$125 OBO.

- Airtronics Vanguard radio system, ch 56, less servos, includes

- NEW, never used: 5/16" wing rods, 8 3/4" long, 2 available

- contact Curt @ (714) 592-2105.

- Sealy Laser - kit new-in-box. For price, call Mike at (310) 439-4173

- Airtronics Module 7SP radio system, \$200 OBO. Call Ed Hawley at (714) 821-8768

Get out of the water! It's a ...
SHARK ATTACK!

MAKO

by Roger Lackey

Several months ago we were introduced to the Dazzle designed by Ben Clerx. This plane flew extremely well and served as a baseline for the Mako, an all-out thermal duration machine.

With a fiberglass fuselage and obechi over foam core wings, construction of this sailplane is straightforward and typical of current "high tech" gliders. Four wing-mounted micro servos operate flaps and ailerons while two standard servos control elevator and rudder from within the slip-on nose cone. Wing tips have been left flat in contrast to many current designs, and tips stalls are controlled by the triple taper wing planform and generous (5 degrees total) dihedral. The two piece wing, incorporating a spar system of spruce, balsa, Kevlar, carbon, and ply, is joined with a Dave Squires hardened steel rod. Foam core flying stabs sheeted with obechi and a built-up rudder round out the Mako's construction configuration.

While the Mako's construction is similar to other planes in its class, its flying is not! This is honestly the best plane I've ever flown! (P.S.: My Thermal Eagle is for sale.) The Mako is the sixth Open Class sailplane I've owned, the others being Falcons, a Pulsar, and a Thermal Eagle. All these planes fly very well but because of subtle differences engineered into the Mako, it outperforms them all!

One characteristic I had to get used to was that the Mako with its SD7037 airfoil doesn't penetrate like the Thermal Eagle with its RG15 airfoil, but what it loses in penetration the Mako makes up in landings. Even though my Mako's wing loading is about 2 oz/sq ft higher than the Thermal Eagle, the SD7037 allows it to come in much slower and is much better mannered when working flaps at slow speed near the spot. Another design feature that helps to improve landings is

the wing's flat wingtips. While "tips up" planes can experience a good amount of polyhedral effect while flying and landing, especially in a slight cross wind, the Mako's flat wings have very little tendency to wallow around and landings are very crisp and controlled. Some people may think that flat wings tip stall more, but this just doesn't happen with the Mako. A couple of times I have turned too tight at low speeds and all that has happened was that the plane "slipped" a little and then resumed flying. In fact, the plane is so gentle that on its third flight, the transmitter was placed on the ground, and the plane flew unassisted for about a minute before starting a gentle bank to the right.

Thermalling this plane is very nice, too. The wings signal lift extremely well even in light conditions and by feeding in a little camber, this plane really slows down and climbs. Although I gave up some penetration when switching from the Thermal Eagle, I still have no problem flying the plane to the limits of my vision in search of lift. A little trailing edge reflex helps penetration and while no speed demon, this plane can still move out when required. Having flaps and ailerons coupled slightly gives added roll authority and allows for nice, tight, aerobatics.

Now that you know what the plane is made of, how it flies and how it lands, the only thing left is - how does it launch? Nice, straight, and high! It doesn't want to drop a tip, stall, or do anything nasty, it just wants to go up! The strong spar construction provides the confidence to "go for it" on launch and get on top even in light downwind conditions. And after all, ultimate survival depends on being the guy "on top" in the food chain! Eat or be eaten! MAKO!

Editor's note: Ben's Mako is close to completion and will soon be joining Roger's. Based on results to date, this impressive machine is "the plane to watch" this year in Southern California! Kits will be available, details to follow.

HOBBY HORN

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

IMPORTANT NOTE:
For a current "monthly special" flyer, contact Hobby Horn. Due to HSS newsletter schedules, the prices listed may have changed. CALL FOR CURRENT PRICES.

MONTHLY SPECIALS ON RADIOS, PARTS AND ACCESSORIES

(Specials listed below are only good for the month of this special flyer.)

FEBRUARY, 1993

JR RADIOS

	LIST PRICE	HH PRICE
X-347 FM W/4-507 SERVOS	\$529.95	\$339.95
X-347 FM W/4-517 SERVOS	\$589.95	\$377.95
X-347 PCM W/4-507 SERVOS	\$619.95	\$389.95
X-347 PCM W/4-517 SERVOS	\$659.95	\$418.95
MAX 4 AM W/3 507 SERVOS	\$199.95	\$119.95
MAX 4 AM GLIDER W/2-341s, 270 PK	\$249.95	\$159.95
MAX 4 FM W/3-507 SERVOS	\$249.95	\$139.95*
MAX 6 FM W/4-507 SERVOS	\$319.95	\$179.95*

(* \$10.00 EXTRA FOR #226 "Credit Card" RX)

JR SERVOS

507 SERVO	\$29.95	\$15.95
517 SERVO	\$39.95	\$24.95
901 SERVO	\$59.95	\$34.95
321 SERVO	\$59.95	\$34.95
341 SERVO	\$59.95	\$34.95
3021 SERVO	\$79.95	\$47.95
3025 SERVO	\$79.95	\$47.95
9021 SERVO	\$79.95	\$47.95
4131 SERVO	\$89.95	\$50.95
3321 SERVO	\$89.95	\$52.95
4721 SERVO	\$99.95	\$54.95
4735 SERVO	\$99.95	\$54.95
605 SERVO	\$109.95	\$64.95
7005 SERVO	\$109.95	\$64.95

JR ACCESSORIES

001 DELUXE SWITCH HARNESS, GOLD	\$12.95	\$11.66
002 STANDARD SW HARNESS, SILVER	\$10.95	\$9.86
003 SMALL SW HARNESS	\$8.95	\$8.06
004 CHARGE SWITCH HARNESS	\$19.95	\$16.75
100 AILERON EXTENSION 12", GOLD	\$7.95	\$7.16
270 RX 270 MAH PACK	\$19.95	\$17.96
5001 RX 550 MAH SQ PACK	\$19.95	\$17.96
PCM RF PACK:910 RX AND TX MOD.	\$259.95	\$164.95
FM RF PACK:357 RX AND TX MODULE	\$169.95	\$112.95

JR RECEIVERS

327 FM RX, 7 CH 50/53/72 MHZ	\$129.95	\$89.95
529 FM RX, 9 CH 50/53/72 MHZ	\$144.95	\$89.95
627Z PCM RX, 7 CH 50/53/72 MHZ	\$179.95	\$79.95
910 PCM RX, 10 CH 50/53/72 MHZ	\$199.95	\$129.95
226 FM RX ("Credit Card") 6 CH/72 MHZ	\$189.95	\$119.95

JR SERVO GUIDE (28 PAGE GUIDE TO ALL JR SERVOS, GIVES FULL DETAILS ON ALL JR SERVOS, WITH MANY PICTURES AND ALL DATA.) FREE WITH ORDER IF YOU REQUEST ONE, OR SEND \$.50 TO COVER POSTAGE.

AIRTRONICS:

	LIST PRICE	HH PRICE
VG4R VANGUARD FM 4 CH W/3 102s	\$249.95	\$129.95
VG6DR VANGUARD FM 6 CH W/4 102s	\$319.95	\$179.95
1150F INFINITY 600 FM W/4 102s	\$599.95	\$359.95
1150P INFINITY 600 PCM W/4 102s	\$649.95	\$384.95
160F INFINITY 660 FM W/4 102s	\$679.95	\$369.95
160P INFINITY 660 PCM W/4 102s	\$729.95	\$401.95
VS8SP VISION FM**, 72 MHZ	\$999.95	\$599.95
VS8SP VISION PCM**, 72 MHZ	\$1049.95	\$606.95
102 STANDARD SERVO	\$34.95	\$15.95
831 MINI SERVO	\$49.95	\$27.95
141 MINI METAL GEAR SERVO	\$79.95	\$41.95
745 FM MICRO 4 CH RX	\$99.95	\$75.95
765 FM STD RX 6 CH	\$89.95	\$69.95
985 PCM RX 8 CH	\$189.95	\$133.95

FUTABA

4NLB AM 4 CH W/3 148 SERVOS	\$244.95	\$116.95
4NLB AM 4 CH ELECTRIC W/ 1 S-133 AND SPD CONTROL	\$299.95	\$181.95
7UGFS FM SAILPLANE COMPUTER SYS W/2 S-133 SERVOS**	\$799.95	\$479.95
S-148 STD SERVO	\$39.95	\$15.95
S-133 MICRO SERVO	\$59.95	\$29.95

GENERAL

SERVO SAVERS (FOR YOUR FLAPS)

FOR FUTABA SERVOS	\$3.00	\$2.25
FOR AIRTRONICS OR JR SERVOS	\$3.00	\$2.25
HOBBY HORN SUPER DUTY TOW HOOK		\$2.50
HOBBY HORN WING SERVO FAIRINGS (4)		\$4.00
HOBBY DYNAMICS DIGITAL MINI TACH	\$49.95	\$30.95
HD EXPANDED SCALE VOLT METER	\$19.95	\$14.95

NOTE: WHILE I CARRY SOME OF THE ITEMS ABOVE IN STOCK, MANY (ESPECIALLY THE FREQUENCY DEPENDENT ITEMS SUCH AS RADIOS AND RECEIVERS) REQUIRE SPECIAL ORDER (SINCE IT IS IMPOSSIBLE TO CARRY ALL POSSIBLE FREQUENCIES.) WHILE AVAILABILITY CAN BE DEPENDENT ON STOCK AT OUR SUPPLIER, MOST OF THE ITEMS ARE OBTAINABLE WITH ONLY ONE OR TWO DAYS DELIVERY (TO OUR SHOP.) JUST GIVE US A CALL WITH YOUR DESIRE, AND WE CAN CHECK AND CALL YOU BACK WITH AVAILABILITY AND DELIVERY TIME. (DELIVERY ON FUTABA AND ON SOME AIRTRONICS IS NORMALLY 7 DAYS.) WHEN APPROPRIATE, PLEASE SPECIFY DESIRED FREQUENCY. (GIVE ME SOME ALTERNATES IF YOU CAN.)

AS THE PRICES FROM OUR SUPPLIER ARE BASED UPON HIS SPECIALS, WHICH CHANGE MONTHLY, OUR PRICES ON THE ABOVE ITEMS MAY NOT BE VALID OUTSIDE OF THE MONTH OF THIS FLYER. IF YOU DO NOT HAVE A CURRENT MONTH FLYER, CALL FOR CURRENT PRICES.

THANKS, BOB SLUFF, K0BYVZ

P.S., FOR YOU HAM FLYERS, I CAN GET JR RADIOS ON 8 METERS.

** NOTE: NOT YET AVAILABLE, BUT COMING SOON.

CONTEST LISTINGS

<u>Date/Location</u>	<u>Event</u>	<u>Point of Contact</u>	
3/7 El Dorado	EDSF Monthly Unl/2M	M. Childs	310 866-2257
3/7 Costa Mesa	HSS Monthly	C. Nehring	714 592-2105
3/7 San Diego	Gwartney 2M Contest	A. Orona	619 571-0358
3/13 Costa Mesa	Tri-Cities Challenge	M. Aguirre	310 439-4173
3/13 Torrey Pines	Calif Slope Racers	S. Condon	619 565-4361
3/14 Carson	SULA Monthly, Unl.	S. Addis	310 618-0511
3/14 Poway	TPG Monthly	S. Condon	619 565-4361
3/20 El Dorado	EDSF Novice	M. Childs	310 866-2257
3/21 Carson	SULA 2M contest	J. Stevens	310 547-1952
3/21 Pasadena	PSS SC2, Unl.	B. Matsumoto	818 798-1662
3/20-21 Lompoc	Calif Slope Racers	S. Condon	619 565-4361
4/4 San Diego	Thomas 2M Contest	R. Anderson	619 286-8366
4/10-11 Fresno	Fresno Classic	G. Meyers	209 449-0216
5/1-2 Pasadena	12th Annual Rose Bowl Soaring Festival	R. Burns	818 812-0491
5/2 San Diego	Merrifield 2M Contest	A. Orona	619 571-0358
5/15-16	California Valley F3H Cross Country	M. Hadley	805 922-5147
5/29-30	Costa Mesa Astro Champs	R. Thomas	714 638-0705

Note: for detailed information, contact the individuals listed.
 Not responsible for accuracy, changes or cancellations. For any
 clarifications, contact Pete Young.

Roger Lackey and Mako





THE HARBOR SOARING SOCIETY
PRESENTS
THE SECOND
TRI-CITIES CHALLENGE



RESCHEDULED TO:

SATURDAY MARCH 13, 1993

FEATURING TEAMS FROM

SOARING UNION OF LOS ANGELES

EL DORADO SILENT FLIERS

HARBOR SOARING SOCIETY



LOCATION: FAIRVIEW PARK, COSTA MESA

FORMAT:

ROUND 1: 2 MINUTE DEAD RECKONING - NO TIMING ASSISTANCE - PLUS LANDING POINTS

ROUND 2: BUDDY CONTROL - 1 MINUTE ALLOWED FOR TRIMMING. 2 MINUTE OFFICIAL FLIGHT, FLYING ONLY BY TIMER'S VOICE COMMANDS. MAX THE FLIGHT AND YOU GET TO GO FOR BONUS LANDING POINTS

ROUND 3: TO BE ANNOUNCED AT THE FIELD!!

CONTEST DIRECTOR: MIKE AGUIRRE

PILOT'S MEETING: 9:00AM

ENTRY FEE: \$3

HSS PILOTS NEEDED! LET'S FLUSH AWAY THE TOILET SEAT TROPHY !!

**Harbor Soaring Society
February Contest
Open Division**

PLACE	NAME	CLASS	SCORE	NORMALIZED	TROPHY
1	MONAHAN SEAN	ADVANCED	2756.0	1000.0	1ST. EXP.
2	LACKEY ROGER	EXPERT	2747.0	996.7	2ND. EXP.
3	POULSEN GORDON	EXPERT	2742.0	994.9	3RD. EXP.
4	WHITE LARRY	EXPERT	2677.0	971.3	
5	FINK STEVE	EXPERT	2666.0	967.3	
6	GIBBS DUANE	ADVANCED	2611.0	947.4	1ST. ADV.
7	VINCENT TOM	SPORTSMAN	2538.0	920.9	2ND ADV.
8	DUNCAN BILL	EXPERT	2521.0	914.7	
9	CHASTELER FRANK	EXPERT	2492.0	904.2	
10	NEMECEK DAVID	EXPERT	2464.0	894.0	
11	NEHRING CURT	ADVANCED	2375.0	861.8	
12	AGUIRRE MIKE	ADVANCED	2328.0	844.7	
13	HENDRY STEVE	EXPERT	2328.0	844.7	
14	SANDERS ANDY	SPORTSMAN	2274.0	825.1	1ST. SPTS
15	POPE BOB	GUEST	2264.0	821.5	
16	SLIFF BOB	EXPERT	2210.0	801.9	
17	BOESE JIM	EXPERT	2138.0	775.8	
18	KUTCH NORM	EXPERT	2116.0	767.8	
19	YOUNG PETE	ADVANCED	1926.0	698.8	
20	THOMAS ROSS	EXPERT	1881.0	682.5	
21	CRON AL	EXPERT	1843.0	668.7	
22	KIELTYKA MAC	SPORTSMAN	1684.0	611.0	
23	YOUNG BRETT	EXPERT	1616.0	586.4	
24	CONRAD WILL	ADVANCED	1393.0	505.4	
25	BIDDLE FRED	EXPERT	488.0	177.1	

Two-Meter

PLACE	NAME	SCORE	NORMALIZED	TROPHY
1	CHASTELER FRANK	2833.0	1000.0	1ST.
2	MONAHAN SEAN	2592.0	914.9	2ND.
3	FINK STEVE	2575.0	908.9	3RD.
4	THOMAS ROSS	2548.0	899.4	
5	SLIFF BOB	2487.0	877.9	
6	WHITE LARRY	2423.0	855.3	
7	LACKEY ROGER	2415.0	852.5	
8	KUTCH NORM	2409.0	850.3	
9	VINCENT TOM	2315.0	817.2	
10	YOUNG PETER	2299.0	811.5	
11	CONRAD WILL	1958.0	691.1	
12	AGUIRRE MIKE	1487.0	524.9	
13	DUNCAN BILL	1352.0	477.2	

PASADENA SOARING SOCIETY SC2 MARCH 21ST 1993

PILOTS MEETING 8:45 AM
1ST FLIGHT 9:00AM

3 ROUNDS TO MAKE 20 MINUTES

NO 1 ROUND OVER 10 MINUTES

MUST FLY ALL 3 ROUNDS

10 POINT PER SECOND PENELTY FOR ANY
TIME OVER 10 MINUTES IN ANY ONE ROUND

10 POINT PER SECOND ADDITIONAL PENELTY
FOR ANY TIME OVER 20 MINUTES

LANDINGS: MODIFIED RUNWAY. MAX. 50 PTS

ALL SC2 RULES APPLY.
FLYING SITE: PASADENA ROSE BOWL
CD: BEN MATSUMOTO (818) 798-1662
ENTRY FEE: \$6.00
OPEN TO ALL AMA MEMBERS

TWELFTH ANNUAL P.O. - BOWL SOARING FESTIVAL
MAY 1 & 2, 1993

SPONSORED BY THE PASADENA SOARING SOCIETY

This is an AMA sanctioned event and all AMA rules apply; radio equipment must comply to 1991 specifications.

LOCATION: Pasadena's Brookside Park Rose Bowl soaring field with seventeen acres of manicured grass.

CLASSES: Unlimited and Two Meter

TASKS: SATURDAY - MAY 1 SUNDAY - MAY 2

Round 1 - 3-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
Round 5 - 3-minute precision duration
Round 6 - 4th flight of add-em-up
Round 7 - 8-minute precision duration

The add-em-up rounds will consist of four flights to make 22 minutes with no flight over 7 minutes. The landing area will be near the center of the field away from the trees and available for inspection prior to the contest. Scoring emphasis will be placed on thermal duration, penalty of 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 7:45 a.m. each day / First Flight 8:00 a.m. each day

RAFFLE: Grand Raffle following last round.

Information: RICHARD BURNS (818) 812-0491 Scoring: AL ZIMMERMAN (818) 508-9019

Entry Fee: First Class Entry: \$20.00 Second Class Entry: \$10.00

OVERNIGHT R.V. PARKING FREE - FRIDAY, APRIL 30, SATURDAY MAY 1 - AT THE FIELD (no hook-ups)

Entry forms will be accepted on a first-come, first-served basis. The earliest acceptable postmark is March 1, 1993, and entries must be postmarked no later than March 15, 1993.

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

Name: _____

Address: _____

City, State, Zip: _____

Phone Number: () _____ AMA Number: _____

Team Declaration: (Must be declared in advance) _____

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

NOTICE: CHANNEL 12 IS NOT USEABLE AT THIS FIELD

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

Require RV Parking? Yes No

T-Shirts @ \$12.50	
M	\$
L	\$
XL	\$
XXL	\$
Entry Fee	\$
Total Enclosed	\$



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



Charter # 128

MARCH MEETING

DATE: Wednesday, March 3,
1993, at 7:30PM

LOCATION: Clubhouse at Lakes
at Seabridge condos. Refer to
instructions on page 1.

SHOW AND TELL: Bring in and
show off your latest projects, kits,
components!

GUEST SPEAKER: Mike Taibi,
Superior Balsa



P.O. Box 1673
Costa Mesa, CA 92628



FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708