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The Society Column

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

JANUARY 1987

VOLUME 24 NUMBER 1

FEBRUARY CLUB MEETING

The February Club Meeting will be held on Wednesday, February 4, 1987 at 7:30 P.M. at the Consolidated Water District Office, 1965 Placentia Ave., Costa Mesa.

MARCH CLUB MEETING

The March Meeting will be held on Wednesday, March 4, 1987 at address above.

UPCOMING EVENT

- Feb. 8 ----- H.S.S. THERMAL CONTEST
Feb. 8 ----- SULA THERMAL CONTEST

FEBRUARY THERMAL CONTEST

1. Five flights of 1, 2, 3, 4, and 5 minutes each.
Called flight order and flight time.
2. Precision landing, all flights 100 landing points. Landing is to be within the standard 25-foot circle, as measured with the standard landing tapes.
3. Flight scoring (All flights 500 points maximum):

1 minute flight	-	10 points off/second over or under 1 minute
2 minute flight	-	8 points off/second over or under 2 minute
3 minute flight	-	6 points off/second over or under 3 minute
4 minute flight	-	4 points off/second over or under 4 minute
5 minute flight	-	2 points off/second over or under 5 minute
4. All launches must be by winch. Full winch launch is not required.
5. Contest director - Will Conrad.

EDITOR'S COLUMN

Are you an active member... The kind that would be missed?

Or are you just contented that your name is on the list?

Do you attend the meetings and mingle with the flock?

Or do you stay at home and criticize and knock?

Do you take an active part to help the work along?

Or are you satisfied to only just belong?

Do you work with your committee and get right in the mix?

Or leave the work to just a few and talk about the cliques?

Think this over Member--- You know right from wrong!!!

Are you an active member?

Or do you just belong?

Be PROUD of your club. If you work for it, it will work for you. This club is growing fast, but most importantly it is getting a very well deserved reputation and that my friends, is because of the work you as a member put into it.

SUMMARY OF THE JANUARY 7, 1987 HARBOR
SOARING SOCIETY MEETING

The meeting was called to order at 7:30 p.m. in the cramped quarters of the Consolidated Water District lunchnook. We were not able to meet in our usual place because another group was using the room that we normally meet in.

Outgoing secretary, Steve Dow, read the minutes of the December meeting and Don Manning, the outgoing treasurer, gave the treasurers report (HSS had a total of \$1257.58 in the bank as of the December '86 bookkeeping).

The new HSS president, Will Conrad, (WC) introduced the 1987 club officers and announced the fact that we now have a triumvirate of newsletter editors (Al Cron, Tony Lee, and Pete Richardson).

New, and semi-new faces in the crowd, Joel Quisenberry, Bob Short, and Ray (Roy?) Wilson were singled out and asked to introduce themselves.

Under the cover of ANNOUNCEMENTS, the upcoming IMS Show was mentioned. The AMA will be performing free transmitter checks again this year so those who take their TX-mitters will get a free scope-job. The subject of fire extinguishers was briefly touched upon, but aside from our electrified brethren, most in the room could not relate. Bob Sliff cracked open the lid of Pandora's Box when he mentioned that he had scheduled the 2-metre class to be run concurrently with the open class in the upcoming club contest; a spirited discussion from the ranks ensued. In the end most agreed to have a few goes at it to see if the interest was there. Some people felt that it would make the contest run twice as long, while others disagreed. We will see..... WC announced an upcoming bored (sp?) meeting (just teasing boss), Dick Panzer announced that he would raffle 4 IMS Show tickets at intermission tonight, and Tony announced that KCET was going to air the 1986 Nats on channel 28, Sunday, January 18.

In the realm of OLD BUSINESS, Will announced that he had obtained from the city an exclusive field use permit for our upcoming contest. No new news yet, however, on what they plan to do with our feild. WC then changed gears and read from the December 1985 HSS newsletter which addressed general field and transmitter impound rules. A small discussion followed. Morey announced that Dale Black was in the hospital for what he (Morey) described as an insulin adjustment. Felix reminded the group of his desire to get a group together to go to Wright Patterson(sp?) on a field trip to visit the museum. Felix is organizing the trip and needs to know by March 1 if you are interested in going.

During the 10 minute recess, Dick Panzer "raffled" (gave away) 4 IMS show tickets.

The meeting reconvened at 8:30 pm as Morey Smith was handing out wiring diagrams for those interested in electro-flight propulsion.

Under the heading of NEW BUSINESS Herman Hall was elected to the post of assistnat contest coordinator. F&lix Vivas announced has proposal for the club to host an F3E FAI contest at our field. After discussion, his proposal was passed by a unanimous vote of the club body. The contest is proposed to be held on August 15 and 16, this summer and will have a \$1000.00 cash prize. HSS contest dates for this upcoming year were presented to the body (please refer to your December Newsletter). The dates were voted on and passed. Bob Sliff introduced 5 new proposals to the club. The first two proposals delt with revised ideas on how a club competitor would advance from Sportsman to Advanced, and from Advanced to Expert class. The third proposal delt with the elimination of the Masters class (for competition) and making it an honorary class. Proposal four delt with changes in contest fees, and proposal five addresssed setting up a 2 meter competition class for the club. Please refer to your December newsletter for details. Due to the dwindling ranks of SC squared member clubs, Frank Chasteler suggested that each club run 2 contests this year instead of the usual 1. The Club agreed to abide by the decision of WC and Bob Sliff, at upcoming SC squared meetings, whether or not HSS would host a second contest this year.

--david lloyd



"DON'T FLY OVER THE PIT AREA"

COMMENTS ON THE JAN 1987 H.S.S. CLUB CONTEST

1. I first of all want to thank all of you members for the help and support in the first contest of the year. With the added 2 meter class, we had a rather large number of entries. But, we were still able to finish in a reasonable time, the last flight being completed by 1:15. With a schedule for rounds of 1 hour and 15 min, we were only over by 15 min on the last round.

2. Several members questioned a call I made regarding a re-fly of a contestant because of radio interference. Now, I am not sure if the questioning was because it was thought that there was no real interference, or that radio interference is not a basis for a re-fly. I have always assumed that interference is a proper basis for a re-fly, as I have seen this happen in other types of contests over the years. But, I have to admit that in looking closely at the AMA rule book, I do not find any mention of this except in the international rules section. Under FAI Thermal Soaring (F3B) para 1.5.1. Attempts, part b), it says that a ..."competitor is entitled to a new working time period at the end of the task if:....--In the case of an unexpected event, duly witnessed by the official judges or timekeepers, the flight has been hindered or aborted."

Now, this broad statement can cover among other things frequency interference, and while it is under international rules, it can be a guideline for actions in the USA.

In the case in point at the contest, it was my feeling that the condition was a legitimate case of interference that hindered the flight and in fact caused it to be aborted. Most every one at the contest witnessed the condition when the flyer ran toward his model to try to get into recapture range. Also, bear in mind that the radio that was being interfered with was a Futaba PCM, which reacts somewhat differently to interference than other radios. When it experiences interference to its transmit signal at the receiver, the receiver holds the servos in the position they were in at the time of the loss of a clean signal. This is just what was observed in the case, and as a result I ruled that a reflight was in order.

For the future, I realize that each Contest Director must rule in cases such as this, and he may so rule that frequency interference is not grounds for a reflight. But, if a CD does plan to rule thus, I think it is mandatory that he announce this prior to the contest, so that contestants who do not wish to fly under this rule may withdraw from the contest and a refund of entry be made to the person withdrawing.

My hope is that CDs will judiciously consider similar situations and rule in accordance with the facts of the case. That, if there is a clear case of interference that is reasonably obvious, then the interfered with flyer (provided he still has a model or a backup model) should be allowed a reflight.

Bob Sliff,
HSS Contest Coordinator

SOMETHING NEW

There will be a classified section in the next newsletter. If you have something you want to sell or trade, please call the editors,

Pete Richardsons

Al Cron - 546-6649 After 6:00 P.M.

Tony Lee - 380-1542 After 6:00 P.M.

HSS JANUARY CONTEST RESULTS

NAME	CLASS	SCORE	NORMALIZED	TROPHY WON
RANDY SPENCER - GUEST	E	2923		1ST-MASTER
DENNIS BRANDT	E	2920	1000.0	1ST-EXPERT
ROBERT GERBIN	E-M	2895	991.4	
TONY MARTIN	E	2888	989.0	2ND-EXPERT
MORRY SMITH	E	2857	978.4	
HERMAN HALL	A	2848	975.3	1ST-ADVANCED
DIETER LAMPRECHT	A	2847	975.0	2ND-ADVANCED
BOB SLIFF	E	2839	972.3	
BOBBY GERBIN	E	2805	960.6	
DANIEL FINK	E	2743	939.4	
ROSS THOMAS	A	2729	934.6	
JACK DURHAM	E-M	2729	934.6	
KEN MEIENBERG	E	2724	932.9	
RICH GARNER	E	2702	925.3	
DON NIGG	A	2688	920.5	
TONY LEE	A	2646	906.2	
JOHN LUPPERGER	E	2646	906.2	
JOEL QUISENBERRY, JR.	S	2623	898.3	1ST-SPORTSMAN
AL CRON	A	2621	897.6	
JOHN AMIES	A	2620	897.3	
WILL CONRAD	A	2596	889.0	
LARRY ENGER	A	2570	880.1	
FRANK CHASTELER	E-M	2508	858.9	
GORDON POULSEN	E	2489	852.4	
JIM FRYE	E	2449	838.7	
ROY STOWERS - GUEST	E	2364	809.6	
FRED BIDDLE	E	2363	809.2	
GORDON RITSCHKE	E	2320	794.5	
PHIL HARRIS	E	2313	792.1	
STEVEN DOW	A	2308	790.4	
GEORGE JOY	A	2209	756.5	
DON MANNING	S	2158	739.0	
DICK PANTZER	E	2137	731.8	
TOM CHASTELER	E-M	2089	715.4	
BOB HOPE - GUEST	E	1812	620.5	
JIM ANDERSON	A	1695	580.5	
CHRIS HURLEY	S	1555	532.5	
2 - METER				
BOB SLIFF		2867	1000.0	1ST-2 METER
HERMAN HALL		2841	984.1	2ND-2 METER
GORDON POULSEN		2829	979.9	
FRED BIDDLE		2792	967.1	
ROBERT GERBIN		2780	962.9	
TOM CHASTELER		2779	962.6	
JOHN LUPPERGER		2722	942.8	
FRANK CHASTELER		2655	919.6	
AL CRON		2464	853.5	
LARRY ENGER		2455	850.4	
DIETER LAMPRECHT		2449	848.3	
KEN MEIENBERG		2414	836.2	
WILL CONRAD		2360	817.5	
TONY MARTIN		2285	791.5	
ROSS THOMAS		2264	784.2	
BOBBY GERBIN		1961	679.3	
DON NIGG		1832	634.6	
STEVEN DOW				SCRATCHED

RADIO IMPOUND RULES

1. Place transmitter, by frequency color or channel # in rows. Each transmitter will have a color flag for the old frequencies or Channel # for the new frequencies on the antenna or the top of the transmitter.
2. Your position in row of transmitters determines your turn to fly. Your transmitter coming to the front and the frequency pin coming back in, you may fly.
3. Never turn on your transmitter without a frequency pin.
4. As an extra precaution, always call out your frequency colors or channel numbers as you walk out to fly and as you turn on your transmitter.
5. Upon landing, be sure to collapse your antenna before you walk out to pick up your plane.
6. After flying, return the frequency pin to the pin board, make sure your transmitter is switched off, and return your transmitter, with the antenna collapsed, to impound behind the other transmitters in your row. Do not remove your transmitter from impound unless you are going to fly or are leaving for the day.
7. After flying of Electric models, make sure your airborne pack is turned off and make sure the motor arming switch is off or the airborne pack is disconnected.
8. Make double sure that your transmitter power switch is off.
9. It is suggested that you have your name on your transmitter so that other flyers will know who is up next.

GENERAL FIELD RULES AND FIELD SAFETY RULES

1. Do not fly at low altitude over the pit area.
2. All winch launching shall be in a Westerly direction from the launch area. Electric powered models will be launched/ROG'd to the North of the winch launch area in a Westerly, Northerly, or Easterly direction.
EXCEPTIONS:
 - a. Relocation of the pits and launch area to the Western end of the field.
 - b. Electric powered models, in the event of South winds, may be launched to the South or East provided launching is not over the pit area and is clear of people.
3. All pilots shall fly standing in the area between the winches and the landing area, or to the North well clear of the winches, and not East of the landing area line. Pilots should not stand in tight groups in order to minimize intermodulation possibilities.
4. All intentional low level approaches to landing shall be from the North and East. All high speed approaches shall be to the North of the winch launch and pilot standing area and shall not carry into the launching or standing area.
5. All Electric power sport planes (planes other than soaring types) shall be flown only to the North of the launching and standing area when operating at low altitudes. A flight assistant should accompany the flyer during operation of the model for safety guidance.
6. Hand launching of models either for test gliding or for thermal hunting shall take place to the North of the winch launch and pilot standing area. (Obviously a pilot hand launching does not have to stand in the normal pilot standing area.)
7. Under most circumstances, launching models have right of way over sailplanes in flight. But, the bottom line is to maintain courtesy and consideration for others whether you are flying or launching. (Note: Right of way for launching models is an AMA rule for contest flying, where the intention is to keep flying sailplanes from holding up launches and thus delaying the operation of a contest.)
8. When other flyers are on your frequency, you should limit your flight(s) to 15 or 20 minutes. This courtesy time limit also applies to Electrics and Hand Launch thermal hunting, but is not intended to limit the number of launches made in search of thermals. Exceptions to this are if one is attempting to achieve an LSF goal or if prior arrangements have been made with the other flyers on one's frequency.
9. The AMA safety code requires that your model be identified with your name and address or AMA number on or in your model. (Note: For AMA sanctioned contests, all nonscale and non-indoor models "... shall be identified by the contestants AMA licence number permanently affixed to the upper side of the right hand lifting surface...[with the] height of the numerals...[being] at least one inch or 1/3 of the wing root chord, which ever is less.")
10. Visiting pilots from other clubs are welcome on a limited basis with proof of AMA insurance.
11. Beginner pilots are welcome, and we will offer help in learning to fly. Non AMA members should not be encouraged to fly on their own, nor allowed to do so (or use club members equipment) during normal club flying sessions. They must be supervised by a responsible member of the club until they obtain insurance and they become a member of the club.

PROPOSER, Bob Sliff, HSS Contest Coordinator

The following proposals are a modified version of those published in last month's HSS news letter. The modifications are based upon discussions in the Jan HSS general meeting and discussions in the HSS Steering committee meeting in January. The January Steering committee approved them as they are not written for presentation to the HSS club in the February meeting.

PROPOSAL #1.

It is proposed that the Sportsman Class progression be as follows:

1. When a new flyer comes into the club, he/she will be assessed for skill, and if it is so decided, he/she will be given the opportunity to compete in the Sportsman class.

2. The new flyer will then remain in the Sportsman class until he/she earns enough points (see below) to move up to the Advanced class. The point accumulation will be ongoing until sufficient points and placings are accumulated. At this time, he/she will move up to the Advanced class.

3. In recognition of this achievement, the flyer will be awarded a certificate of graduation that we hope he/she will display with pride along with his contest awards. Furthermore, the graduation certificates shall be presented biannually at the January and July Club meetings.

4. Point accumulation will be based on two aspects. First, one must win a first or second place in the Sportsman (or higher) class. Second, upon winning, point accumulation will be based upon the number of flyers one places above at one point per flyer. Third, in order to move up, he/she must have come in first in Sportsman (or placed in a higher class) at least three times.

5. The number of points required to move up from Sportsman to Advanced shall be 30.

Note: The above does not preclude a flyer voluntarily moving up in class at any time. But, moving down is not permitted.

PROPOSAL #3

It is proposed that the Masters class be made an honorary position. That is, the Masters trophy be deleted, and "Masters" flyers be allowed to compete for the Expert trophies.

A flyer will be recognized as a Master Flyer when he/she wins over all three times. Once a flyer gains recognition as a Master Flyer, he/she shall receive a certificate of recognition to be presented at one of the biannual (January and July) awards meetings.

My reason for proposing this is my feeling that the Expert first place trophy is really misnamed under the present format--it is really the Second place (or third or lower) trophy, and really doesn't signify a first in any proper sense.

PROPOSAL #3A

It is proposed that the expert and advanced class remain as they are, namely that they consist of those HSS members who have properly earned the right to be recognized as very proficient flyers. Further that moving back in class be according to procedure as follows. To move back from Expert to Advanced, three or more contestants in a lower class finish higher than you in three contests in a row. Then you may move back to Advanced if you so desire. To move back from Advanced to Sportsman, you must request this through the HSS Board of Directors, and they must approve this by majority vote of the board members present at a formal board meeting.

PROPOSAL #4

It is proposed that contest fees for 1987 remain as they were in 1986, namely, that a \$2.00 entry fee be charged (for each event, that is, for 2 Meter and for Open) to all HSS members, except junior class members who will be charged \$1.00 per event entered. Non HSS members wishing to compete in a HSS club contest shall pay \$4.00 per event if they wish to compete for a HSS trophy, or \$2.00 per event if they do not wish to compete for a trophy.

PROPOSAL #5

It is proposed that a 2 Meter class event be offered each month along with our normal Open class event. This event will be flown as a one class event, whereby there is no separation of pilots based upon flying proficiency. Details for this event are as follows:

1. A \$2.00 entry fee shall be charged to HSS Members (\$1.00 for junior members.) (Non HSS members shall pay \$4.00 if flying for a trophy or \$2.00 if not wishing to compete for a trophy.) Trophies will be awarded to 3rd place.

2. Flight tasks will be the same as that being flown in the Open class event.

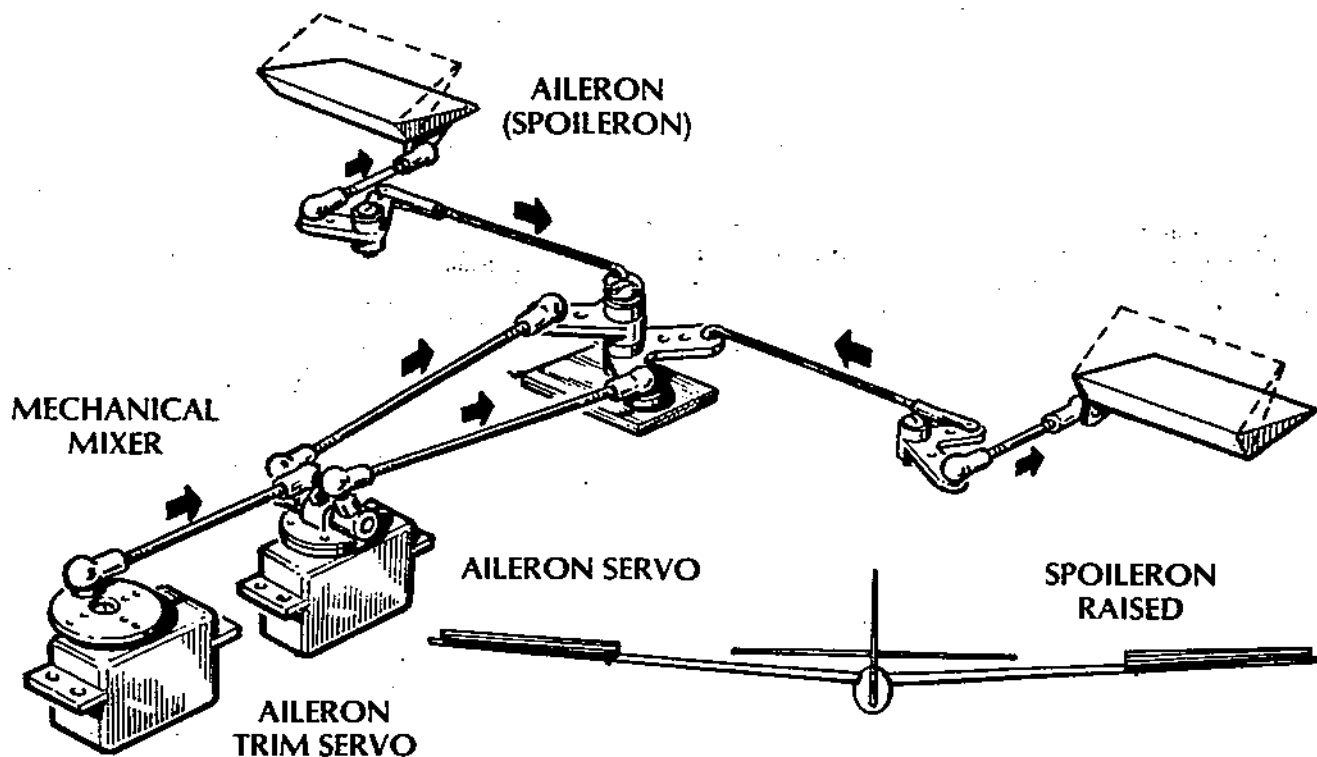
3. At the descretion of the CD, with open or called flight order, 2 Meter entries may fly along with the Open class entries. If Man-on-Man is the format, then 2 Meter entries must be flown against other 2 Meter entries.

4. Points will accumulate for end-of-year standing--the best point accumulation in a maximum of eight contest will determine the top finishers. Trophies will be awarded to the top three finishers at the end of the year at the annual awards presentation meeting.

PROPOSAL #6

It is proposed that trophies be awarded as follows:

1. That a first, second and third place trophy be awarded for the expert class. That a first and second place trophy be awarded for the advanced class, and that a first and second place trophy be awarded for the Sportsman class. However, if there are only 4, or less, flyers in a class, then only one trophy will be awarded.



CASH PRIZES:

\$1,000.00	1ST PLACE
\$ 600.00	2ND PLACE
\$ 250.00	3RD PLACE
\$ 150.00	4TH PLACE

7 CELL F3E FA1 CONTEST

CONTEST HELD IN COSTA MESA, CALIFORNIA

AUGUST 15, 16, 1987

HOSTED BY HARBOR SOARING SOCIETY

OPEN TO U. S. RESIDENT AMA MEMBERS ONLY

ANY U.S. 1986 F3E FA1 TEAM MEMBER OR ANYONE WHO QUALIFIED FOR THE TEAM SELECTION MAY NOT ENTER OR COMPETE.

ENTRY FEE: \$25.00

SEVEN 1.2 M.A.H. OR SMALLER BATTERIES, ANY SIZE ELECTRIC MOTOR, ANY SIZE GLIDER. WINNING PLANES WILL BE WEIGHED AND MEASURED TO ASSURE THEY'RE WITHIN FA1 (AMA) F3E RULES.

SEND FOR ENTRY OR INQUIRIES TO:

**7 CELL F3E CONTEST
1825 WESTCLIFF DRIVE
SUITE 121
NEWPORT BEACH, CA 92660**

MANY THANKS TO HOUSE OF BATTERIES, COSTA MESA, CALIFORNIA, FOR CASH PRIZE, AND ASTRO MOTORS FOR PRIZES.