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

SANTA ANA, CA 927
PM
4 JUN
1990

FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY , CA 92708

574-5133

(The Soaring) Society Column

President:	George Joy	(714) 556-6385
Vice Pres:	Rich Garner	(714) 526-6734
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Treasurer:	Frank Chasteler	(714) 545-2185
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General Dir:	Jared Stalls	(714) 722-1846
News Letter Ed:	Bob Sliff	(714) 895-1203

"The Oldest Chartered Soaring Club In the AMA"
Charter # 128

June 1990 Volume 27 Number 6

June Club Meeting: The June club meeting will be held on Wednesday, June 6, 1990, 7:30 pm at the Consolidated Water District Office, 1965 Placentia Ave., Costa Mesa, Ca. The Monthly club contest will be on June 10th, field conditions permitting.

July Club Meeting: The July club meeting will be held on Wednesday, July 4, 1990 at 7:30 pm at the Water District Office.

MINUTES HSS MAY 90 MEETING

The meeting was called to order by Pres. George Joy

New Faces:

Steve Ankenbauer was introduced to the club, he recently crashed his airplane.

Eron Netemyer was also introducedto the club, he's just getting started.

Curt Neahring was introduced last month, his name was misspelled in the newsletter. Morry Smith's name was also misspelled in the newsletter. We apologize for these mistakes.

The minutes from last month's meeting were read and approved as published.

The Treasurer's report, read by Frank Chasteler, was approved by members present.

Jared "Tip" Stalls discussed the contest task for the May club contest.

VP Rich Garner talked about the Fresno contest. Tony Martin took 3rd in 2-Meter and Dick Pantzar took 8th in Open.

Old Business:

1. Frank Chasteler discussed the SC2 contest that was hosted by ISS in April.
2. Frank also discussed field status. A request was made to cut the weeds; the Parks Dept. will look into getting the weeds cut.
3. Bob Sliff was asked to put the dates the field will be closed (due to the Amateur Radio use) in the newsletter.
4. C.C. Ross Thomas discussed the need for CD's.
5. Our carpeting was removed by the city and will not be allowed in the future.
6. Will Conrad reported that there was nothing new with the Boy Scout program.
7. New club policies were read by George Joy. They will be published in the newsletter next month and will be discussed at the next club meeting.
8. John Lupperger requested help with the Astro Champs.
9. Will Conrad talked about safety problems with low flying planes in the area. We have to watch out and reduce altitude.

New Business:

1. George Joy discussed when the club would like to hold a Sportsman F3B contest this year. More discussion will be held as to when a month would be available to hold the contest.
2. John Lupperger talked about some new plans he will be handling.

Rich Garner introduced Cliff Weirick as the guest speaker.

The meeting closed at 8:10 pm. and a five minute break was taken before the program was started.

Dave Nemecek
Secretary

THE HSS VIDEO LIBRARY

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, Fiberglass, Flight		4
First Flight		0
Monokote 1 & 2	Interesting	3
MIG Killers		3
Hook Down, Wheels Down	NAVY Aviation Hist	4
F3E USA Team Selection 1988	Elect flight	none
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. For information about the tapes ask at the next meeting. (ed.)

HARBOR SOARING SOCIETY

May Monthly Contest Results
Open Division

	Name	Actual Score	Normal Score	Class	Trophy
1	WHITE,L	2,904.0	1,000.0	E	E - 1
2	CHASTELER,F	2,860.0	984.8	E	E - 2
3	BONANNO,T	2,854.0	982.8	A	E - 3
4	FINK,S	2,830.0	974.5	A	A - 1
5	NEMECEK,D	2,786.0	959.4	E	
6	THOMAS,R	2,777.0	956.3	E	
7	GARNER,R	2,770.0	953.9	E	
8	GERMANE,B	2,753.0	948.0	S	A - 2
9	ZINK,D	2,738.0	942.8	E	
10	STALLS,J	2,703.0	930.8	A	
11	CRON,A	2,697.0	928.7	A	
12	LUPPERGER,J	2,674.0	920.8	E	
13	GIBBS,D	2,660.0	916.0	A	
14	SANDRONI,H	2,654.0	913.9	A	
15	SLIFF,B	2,587.0	890.8	E	
16	LONG,D	2,396.0	825.1	G	
17	RITSCHKE,G	2,297.0	791.0	E	
18	DURHAM,J	2,073.0	713.8	E	
19	MARTIN,T	2,037.0	701.4	E	
20	PANTZAR,D	2,028.0	698.3	E	
21	HENDRY,S	1,995.0	687.0	S	S - 1
22	JOY,G	1,934.0	666.0	E	
23	PARSONS,J	1,875.0	645.7	S	S - 2
24	ANDERSON,J	1,860.0	640.5	S	
25	BUZOLICK,N	1,851.0	637.4	S	
26	LOWERY,R	1,754.0	604.0	A	
27	WHITE,J	1,729.0	595.4	G	
28	PUCHCLSKI,M	1,669.0	574.7	G	
29	STOVALL,L	1,637.0	563.7	S	
30	KUTCH,N	1,611.0	554.8	A	
31	FINK,D	1,471.0	506.5	G	
32	DE ROCCO,C	954.0	328.5	S	
33	LAWHEAD,G	679.0	233.8	S	
34	ADDIS,S	0.0	0.0	E	

Yearly Standings - Open Division
Through May

	Name	Score	Average	Contests
1	ZINK,D	3,856.5	964.1	4
2	WHITE,L	3,795.8	949.0	4
3	NEMECEK,D	3,793.0	948.3	4
4	STALLS,J	3,685.1	921.3	4
5	THOMAS,R	3,578.7	894.7	4
6	HENDRY,S	3,547.2	886.8	4
7	GIBBS,D	3,395.6	848.9	4
8	KUTCH,N	3,250.9	812.7	4
9	JOY,G	3,225.3	806.3	4
10	GERMANE,B	2,929.9	732.5	4
11	GARNER,R	2,913.7	971.2	3
12	BUZOLICH,N	2,877.6	719.4	4
13	SANDRONI,H	2,853.8	951.3	3
14	SLIFF,B	2,837.2	945.7	3
15	FINK,S	2,826.4	942.1	3
16	CRON,A	2,783.8	927.9	3
17	PARSONS,J	2,783.1	695.8	4
18	STOVALL,L	2,705.1	676.3	4
19	HENDRY,M	2,692.5	897.5	3
20	CHASTELER,F	2,659.6	886.5	3
21	DURHAM,J	2,656.1	885.4	3
22	MARTIN,T	2,648.5	882.8	3
23	PANTZAR,D	2,589.4	863.1	3
24	ANDERSON,J	2,221.6	740.5	3
25	LUPPERGER,J	1,920.8	960.4	2
26	RICHARDSON,P	1,845.7	922.9	2
27	AMIES,J	1,802.5	901.3	2
28	RITSCHKE,G	1,789.3	894.7	2
29	COLLETT,M	1,706.6	853.3	2
30	JOY,B	1,631.3	815.7	2
31	LOWERY,R	1,148.4	574.2	2
32	BRATRUD,R	995.2	995.2	1
33	LAMPRECHT,D	993.2	993.2	1
34	GERBIN,R	984.3	984.3	1
35	BONANNO,T	982.8	982.8	1
36	BRANDT,D	939.6	939.6	1
37	MAHER,M	909.7	909.7	1
38	LAWHEAD,G	856.3	428.2	2
39	DE ROCCO,C	328.8	164.4	2
40	CONRAD,W	0.0	0.0	1
41	ADDIS,S	0.0	0.0	1

May Monthly Contest Results
2 Meter Division

	Name	Actual Score	Normal Score
1	LUPPERGER,J	2,826.0	1,000.0
2	ADDIS,S	2,789.0	986.9
3	BONANNO,T	2,774.0	981.6
4	THOMAS,R	2,665.0	943.0
5	FINK,S	2,645.0	936.0
6	FINK,D	2,556.0	904.5
7	STOVALL,L	2,394.0	847.1
8	MARTIN,T	2,380.0	842.2
9	SLIFF,B	2,267.0	802.2
10	KUTCH,N	2,235.0	790.9
11	HENDRY,S	2,122.0	750.9
12	JOY,G	1,971.0	697.5
13	WHITE,L	1,930.0	682.9
14	PARSONS,J	1,842.0	651.8
15	ANDERSON,V	1,752.0	620.0
16	LONG,D	1,729.0	611.8
17	BUZOLICH,N	1,433.0	507.1
18	SANDRONI,H	676.0	239.2

Yearly Standings - 2 Meter Division
Through May

	Name	Score	Average	Contests
1	THOMAS,R	3,449.2	862.3	4
2	WHITE,L	3,419.3	854.8	4
3	STOVALL,L	3,264.4	816.1	4
4	PARSONS,J	3,220.8	805.2	4
5	JOY,G	3,211.4	802.9	4
6	ANDERSON,V	3,066.5	766.6	4
7	KUTCH,N	2,867.3	716.8	4
8	MARTIN,T	2,721.7	907.2	3
9	BUZOLICH,N	2,701.1	675.3	4
10	FINK,S	2,662.0	887.3	3
11	HENDRY,S	2,615.9	872.0	3
12	SLIFF,B	2,578.0	859.3	3
13	DURHAM,J	2,000.0	1,000.0	2
14	STALLS,J	1,947.0	973.5	2
15	LUPPERGER,J	1,889.8	944.9	2
16	RICHARDSON,P	1,865.5	932.8	2
17	HALL,H	1,856.7	928.4	2
18	COLLETT,M	1,738.1	869.1	2
19	JOY,B	1,485.3	742.7	2
20	BONANNO,T	981.6	981.6	1
21	LAMPRECHT,D	954.3	954.3	1
22	HENDRY,M	935.8	935.8	1
23	SANDRONI,H	239.2	239.2	1
24	ZINK,D	51.2	51.2	1

SOUTHERN CALIFORNIA SOARING CLUBS
RESULTS OF SULA (SC)2 05/27/90 CONTEST
CONTEST DIRECTOR - STEVE ADDIS

PL.	NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY
1	SPENCER,RANDY	SULA	EXPERT	2983.9	1000.0	E - 1
2	MARTIN,TONY	HSS	EXPERT	2963.4	933.1	E - 2
3	WURTS,JOE	TOSS	EXPERT	2958.9	991.6	E - 3
4	BRATRUD,RANDY	HSS	EXPERT	2949.2	988.4	E - 4
5	JOY,GEORGE	HSS	EXPERT	2943.1	986.3	E - 5
6	BURNS,RICHARD	PSS	EXPERT	2932.1	982.6	
7	DOUGLAS,IAN	SWSA	EXPERT	2922.7	979.5	
8	SHELBY,RICH	ISS	EXPERT	2920.7	978.8	
9	MATSUMOTO,BEN	PSS	EXPERT	2913.4	976.4	
10	RITTER,GEORGE	DUST	SPORTS	2893.2	969.6	S - 1
11	BONANNO,TONY	SULA	SPORTS	2859.0	958.1	S - 2
12	CHASTELER,FRANK	HSS	EXPERT	2854.2	956.5	
13	RAYMOND,KEN	NCC	EXPERT	2849.2	954.9	
14	VICKERS,DON	SULA	EXPERT	2847.4	954.3	
15	RATNER,MIKE	PSS	SPORTS	2845.9	953.8	S - 3
16	BARNHART,JIM	EDSF	SPORTS	2826.0	947.1	
17	RITTER,CHRIT	DUST	SPORTS	2807.4	940.8	
18	JENKINS,HARVEY	ISS	EXPERT	2798.0	937.7	
19	JOY,BRYAN	HSS	SPORTS	2793.7	936.3	
20	RITCHIE,TODD	PSS	SPORTS	2773.9	929.6	
21	HOLLEY,MARY	SWSA	EXPERT	2770.7	928.5	
22	HIGGINBOTHAM,MARC	ISS	EXPERT	2751.2	922.0	
23	WEISMAN,EDGAR	TOSS	SPORTS	2743.4	919.4	
24	BRUCE,JOHN	SULA	SPORTS	2742.7	919.2	
25	LONG,DICK	SULA	SPORTS	2723.4	912.7	
26	SANDRONI,HUGO	SULA	SPORTS	2711.1	908.6	
27	RODRIQUEZ,JOE	ISS	SPORTS	2692.2	902.2	
28	PETTEN,MICHAEL	ISS	SPORTS	2666.4	893.6	
29	ZINK,DON	HSS	EXPERT	2640.9	885.0	
30	FINK,STEVEN	SULA	SPORTS	2629.7	881.3	
31	BROWN,GARY	ISS	SPORTS	2608.7	874.3	
32	TILLMAN,NORM	NCC	EXPERT	2561.0	858.3	
33	BUTOVICH,DAVID	PSS	SPORTS	2553.1	855.6	
34	LARSEN,ORLA	DUST	SPORTS	2441.9	818.4	
35	GERMANE,BRIAN	HSS	SPORTS	2328.1	780.2	
36	THOMAS,ROSS	HSS	EXPERT	2202.2	738.0	
37	STALLS,JARED	HSS	EXPERT	2188.2	733.3	
38	DUNCAN,WILLIAM	SULA	SPORTS	2168.2	726.6	
39	OTHON,MIKE	ISS	SPORTS	1986.2	665.6	
40	CRON,AL	HSS	EXPERT	1932.2	647.5	
41	STOWERS,LEROY	SULA	EXPERT	1917.2	642.5	
42	CRANFORD,CARL	DUST	EXPERT	1916.0	642.1	
43	SHELBY,CLAUDETTE	ISS	SPORTS	1904.5	638.3	
44	FINK,DAN	SULA	EXPERT	1796.7	602.1	
45	DOIG,AL	NCC	EXPERT	1749.7	586.4	
46	HALL,DAVID	DUST	SPORTS	1744.4	584.6	
47	STOKER,PAT	SULA	EXPERT	1681.2	563.4	
48	HENDRY,STEVE	HSS	SPORTS	1441.7	483.2	
49	BITZBERGER,JOHN	SWSA	SPORTS	1247.0	417.9	
50	COLLINS,TAYLOR	SULA	SPORTS	1142.2	382.8	
51	GARNER,RICH	HSS	EXPERT	1137.0	381.0	
52	MORAN,MILES	TOSS	EXPERT	1125.7	377.3	
53	EDBERG,DON	SULA	EXPERT	1045.0	350.2	
54	CLIFTON,GLENN	SWSA	SPORTS	1037.2	347.6	
55	McCOLGAN,DON	SWSA	SPORTS	899.2	301.4	
56	HATCH,JOEY	DUST	SPORTS	830.2	278.2	
57	PARSONS,JIM	HSS	SPORTS	756.9	253.7	
58	PUCHALSKI,MARK	SULA	SPORTS	668.2	223.9	
59	PEETERS,BOB	EDSF	SPORTS	630.0	211.1	
60	GOLDSMITH,BOB	TOSS	SPORTS	578.2	193.8	
61	PROVIN	SULA	SPORTS	0.0	0.0	

TONY BONANNO and MIKE RATNER advance to EXPERT CLASS

(SC)2 TEAM SCORES

HSS 13	PSS 5	SULA 15	ISS 8	DUST 6	SWSA 5	TOSS 4	NCC 3	EDSF 2	TPG 0	MRCSS 0
993.1	982.6	1000.0	978.8	9696	979.5	991.6	954.9	947.1	0.0	0.0
988.4	976.4	958.1	937.7	940.8	928.5	919.4	858.3	211.1		
986.3	953.8	954.3	922.0	818.4	417.9	377.3	586.4			
956.5	929.6	919.2	902.2	642.1	347.6	193.8				
3924.3	3842.4	3831.6	3740.7	3370.9	2673.5	2482.1	2399.6	1158.2	0.0	0.0

HSS 1990 CONTEST SCHEDULE

JUNE 1-3	F3E TEAM SELECTION FINALS
JUNE 10	HSS CLUB CONTEST*
JUNE 17	PSS SC2 CONTEST
JULY 1	SC2 LEE RENAUD CONTEST
JULY 7 & 8	DAVENPORT SLOPE RACE
JULY 8	HSS CLUB CONTEST*
JULY 29	TOSS SC2 CONTEST
AUG 5	HSS CLUB CONTEST*
AUG 26	NCC SC2 CONTEST
SEP 9	HSS CLUB CONTEST*
SEP 30	HSS SC2 CONTEST
OCT 14	HSS CLUB CONTEST*
OCT 28	SWSA SC2 CONTEST
NOV 11	HSS CLUB CONTEST*
NOV 18	DUST SC2 CONTEST
DEC 2	TORREY PINES SC2 CONTEST
DEC 9	HSS CLUB CONTEST*

June Club Contest

CD: Ross Thomas

The contest will be a standard 3/ 5/ 7.

FIELD CLOSED

JUNE 22, 23, 24

HSS FIELD WILL BE CLOSED ON THE DATES LISTED

DUE TO AMATEUR RADIO GET-TOGETHER

COMPOSITE MOLDING TECHNIQUES FOR SAILPLANE FUSELAGES AND CONTROL SURFACE ACCESSORIES

by E.S. Popko & J.G. Smith

Extracted from Soar Tech No. 5, Jan 1986

Part 5

STEP 4 - JOINING THE FUSELAGE HALVES

JOINING FUSELAGE LAY UPS

The easiest way to join the fuselage halves is to join them outside the mold. Inspect the joining edge of both fuselage halves. Lightly block sand their edge to remove any irregularities. Remove as little fiberglass as possible. With coarse sandpaper, roughen a 1/2" wide area along the entire inside join-line and then wash the halves completely to get rid of the sanding dust. Wash off any remaining PVA that may have stuck to the lay up.

Position the halves together and tape them together from the outside by putting small lengths of masking tape across the joint every three to four inches. Tape the extreme ends of the fuselage first to insure alignment. Check the joint as you tape and make the butt as tight and smooth a transition as possible. Use a long, stiff piece of balsa or spruce to push the lay up from the inside out if the edges slip out of alignment. The tighter the fit - the better the joint.

When you have finished, sight down the length of the body to make sure that you haven't taped a twist. Re-tape if it looks out of alignment. When you are satisfied, apply thin CA to the joint at 3" or 4" intervals. When the CA cures, remove the masking tape strips. You can still correct minor twists at this time by slitting the CA'd joint apart if you have to.

Cut two strips of 1" wide fiberglass long enough to cover the top and bottom lengths of the join-line. Ten ounce fiberglass tape is even better than using cloth scraps. The edges are selvaged (woven) and the tape will not unravel while you are working with it. Stretch one strip at a time along the join-line. Apply thick CA to two or three places along the tape to hold it in position. Now make a long handled brush applicator for applying resin to the tape. Be sure it can reach all parts of the fuselage from either the canopy area or through the rear of the fuselage.

Catalyze about 1 ounce of resin. Use just enough MEK to insure a cure but try to get a long pot life. With the applicator, apply a thin coat of resin to the tape. Squeegee the resin completely through the tape and the joint. Apply only enough resin to insure coverage. You may want to add a little resin and chopped strand to high stress places like the nose and the stabilizer joints.

Place the fuselage somewhere where it can cure without overly stressing any part. Stand it on its nose and lean the tail against a wall. Put the nose on a piece of wax paper, if resin seeps out, you can sand it off when it cures. You should be able to apply stress to the fuselage in 6 to 8 hours without risk to the joints.

JOINING IN THE MOLD.

An alternative method is to join the fuselage halves together while they are in the mold. There is no better way to assure proper alignment and warp-free joinery but it is more difficult than the method we have already described.

Trim the lay up flush with the molding lip as before and wait till the resin is almost completely cured. Remove the lay ups, wash the PVA off and rewax the mold, lip and pins. Now re-insert the lay ups. Mate the two mold halves and remove the completed fuselage.

There is yet another variation of joining in the mold. You can eliminate the joinery tape by simply leaving a bit of extra un-resined cloth on one of the lay ups when you trim them. Leave about one inch overlap and this can be tucked into the other fuselage half when the molds are mated.

RETOUCHING THE LAY UP.

If you did your joints well, you will have minimum retouching to do. If you need to fill in any spots, lightly scratch up the area with 220 grit sandpaper and apply a mixture of resin and Cab-O-Sil. Use as little of this filler as possible. Although it spreads on like soft butter, it cures rock hard and you will be sanding and shaping for quite a while if you plaster it on. The Sears Craftsman Kromedge files are very good for this kind of finishing and they are inexpensive.

Although the procedure we have described should prevent warps from occurring, occasionally they happen. If the fuselage comes out curved or twisted it can be straightened by heating it and holding it in position while it cools.

MAINTAINING YOUR MOLD.

You mold is your most important fiberglassing tool. Find a good storage area for it where it will not bet knocked over or bumped into. During each lay up session, keep the outer surfaces free of resin drips. When you remove your lay up, wipe the dried PVA out with a soft damp cloth and rewax it. Be sure to wipe any resin spills that have clogged the alignment pin holes. Once the resin cures, its very hard to get it off. If you inadvertently chip small pieces of Gel-coat off the mold, glue them back with thin CA and polish the edges with rubbing compound to restore the molding surface.

To be continued next month!

****(Next month--Attaching Control & RC Fixtures.)****

FIFTY WAYS TO WIN AT GLIDERS

by Randy Reynolds
NSS 81-3024
Extracted from Sailplane Jul-Aug-Sep 89

When I first started down the road to competitive glider flying, I couldn't make the connection. I had always been pretty good at most things, but this business of gliding had me baffled....and hooked. I read Thornburg's Rules and lots of other stuff. I talked to all of the local gurus. Yet, I still made every mistake possible. Today I am a wiser man, significantly better, but not the best that has ever been. You can learn a lot from me because I proved every one of the following truisms...the hard way. Just a word of warning, there is not a lot of room for supporting arguments. Some are self-evident. Some are cryptic. Many are borrowed and all are perceptions. Go thou and do likewise.

THE GLIDER:

- Pick any reasonably competitive proven design and don't chase theory or "Demon Tweaks" excessively.
- Make a commitment to fly this ship until you reach your competition objectives over several seasons.
- Build it straight, flat, and clean. Be a fanatic about this.
- Use quality radio gear, especially servos.
- Get to know your batteries; they are your glider's best friend.
- Flying surfaces should always return to precise neutral.
- Be knowledgeable about C/G and towhook location. Talk in percent of wing chord, not "two thumbs behind the left spar."
- Develop a checklist for finding problems in the workshop. Inspect before every flying session.

THE PRACTICE SESSION:

- Fly with a purpose...set objectives.
- Fly with someone timing you as though in a contest.
- Always use a landing tape and practice right and left patterns.
- Participate in LSF, it will help you. Help others, it will also help you.
- Try to fly twice per week during contest season.

THE LAUNCH:

- File a mental flight plan.
- Before launching... think "*PPSS*" which means "*Pin* for my frequency", "*Plane* OK?", *Settings* in trim?", "*Stick* moves the flying surface?".
- Planes launched with radios off are caused by an abnormal happening while you are preparing to launch. Repeat "*PPSS*."
- First 1/3 of launch for height. Go nearly vertical at medium winch speed. Now aren't you glad you know where your CG is?
- Second 1/3 of launch is to build speed and direction to flight plan area.
- Final 1/3 of launch is for a mild zoom. Save some of the zoom for L/D towards the search area.
- Flying through lift on the launch can be identified by the high tension in the line. Continue launch and return to the lift.
- Practice downwind launches. Tip: Go fast!
- The best launchers in wind--win.
- Don't release early. Try to finish the launch over the turnaround, as it will give you more time to fly a

thermal downwind. Get help.

THE THERMAL:

- Thermal search at a medium/high speed, hopefully at your best L/D.
- Since you determine when your ship is in good air by visual indications, it follows that a minimum of commands from you will help avoid "stick lift."
- Don't turn immediately upon detecting a thermal; explore it instead.
- Thermals drift with the wind. Keep that in mind if you lose the lift. Try searching down wind from where you lost it.
- Watch which side of the circle has the strongest lift...go there.
- Thermals exist in wind. Be aggressive with ballast and technique.
- Don't sell yourself a thermal your glider won't buy.
- Wind shifts go toward the thermal.
- Ask the local expert what the thermal patterns are. Also ask why.

THE LANDING:

- Communicate to the timer about countdown, watching others, and tape direction. Make him part of your team through participation.
- Get to the landing circle at least two minutes before landing.
- Attain desired checkpoint positions at one minute (75' altitude) and again at 30 seconds (30' altitude).
- At 30 seconds, you should be entering a set "U" shaped landing pattern at about 30' altitude with medium-slow airspeed. The sailplane should be flown very close to you at this point to establish a landing "sense." The airplane should be very stable. Time the altitude and speed properly so that you feel in control, not rocketing about the sky at too high an altitude.
- At 30 seconds, stop thinking, visualize the landing and DO IT!
- Most bad landings are caused by improper altitude control against the time slope. Practice with a familiar airplane is the cure.
- Any competitive glider is a good landing machine, provided it has medium weight, glide path control and landing spikes (Shark's Teeth).

THE CONTEST:

- Make sure of tune. No changes since the last practice flight.
- Know the task rules and pay attention at the pilot's meeting.
- Consider the important aspects of the tasks, site and weather.
- If possible, find a buddy to team up with for timing and line retrieval. This is good for moral support.
- Evaluate the thermal search possibilities. Watch where other gliders locate lift.
- Monitor one or two competitors in an effort to learn technique.
- During the contest, try to preserve some perspective by utilizing some periodic quiet time to relax and observe.
- Take care of yourself and you'll do a better job. Avoid dehydration during hot weather. Use sunscreen and protect your eyes with good UV sunglasses.
- Set some attainable goals during a contest...it will help your self-esteem. Off to a bad start? Reset your goals for the day.
- Don't give up. When you are a victim of bad luck or your own "no brainer" or even if you are in a comfortable lead...don't lose your concentration. Do your best on every flight. If you "tank" the remnants of a poor contest effort, you will feel even worse later.

Bobby Fischer said that "Chess is life." Flying R/C Sailplanes is a sport that can be as compelling to some of us as Chess was to the former American World Champion, but it probably shouldn't be. Remember your perspective when bad luck bites...this is for fun!

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PASADENE SOARING SOCIETY SC2 JUNE 17,1990

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THIS IS A AMA SECTIONED EVENT AND ALL SC2 RULES WILL APPLY !!!!!!!!!!!

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LOCATION: PASADENA ROSEBOWL BROOKSIDE PARK AREA H

TIME: 8:30 am. PILOTS MEETING 9;00 am. FIRST FLIGHT

CLASSES: EXPERT AND SPORTSMAN

TASK: ROUND 1,2 AND 3 FLIERS CHOICE

3 MIN. PERCISION 700 FLIGHT POINTS, 300 LANDING POINTS
3.89 POINTS PER SECOND

5 MIN. PERCISION 800 FLIGHT POINTS, 200 LANDING POINTS
2.67 POINTS PER SECOND

7 MIN. PERCISION 900 FLIGHT POINTS, 100 LANDING POINTS
2.14 POINTS PER SECOND

PENALTY POINTS IF OVER TARGET TIME (5XPOINTS PER SECOND) !!!!!!

LANDINGS: STD. 25 FT. CIRCLE

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CONTEST DIRECTOR: BEN MATSUMOTO

GRASS FIELD 12 VOLT WINCHES WITH RETRIVERS

!!!!!!!!!!!!!!!!!!!!! NO CHANNEL 12 AT FIELD !!!!!!!!!!!!!!!!!!!!!!!

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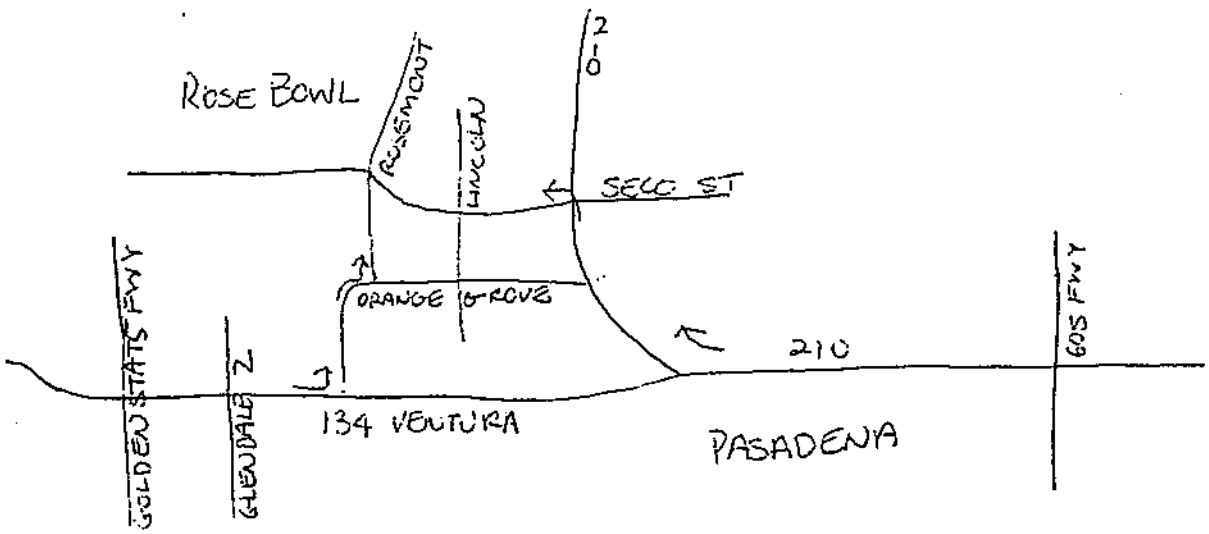

HARBOR SOARING SOCIETY CLUB POLICY

Developed, May 1990

ARTICLE I (Changes)

Changes to the club policies will require a two thirds majority vote of members present at any regular monthly club meeting.

ARTICLE II (Commendation/Award Criteria)

The club hereby establishes the policy of awards & commendations to members who are deserving.

Reccomendations must be submitted, in writing and signed with justification, to any board member. The board will then take the recomendation under consideration and confer with the submitter.

ARTICLE III (Advancement)

Advancement in classification, (Sportman, Advanced, and Expert), shall be as follows:

SPORTMAN to ADVANCED - Three wins in class or above with a total of 30 points.

Note: points will accrue by the number of fliers who place below you who fly all rounds in the contest.

ADVANCED to EXPERT - Three wins in class or above.

EXPERT back to ADVANCED - Three consecutive contests that three lower classified contestants place above you.

This Club Policy statement is submitted to the club members for your consideration. It will be discussed at the June meeting and hopefully voted into existance.

RESPECTFULLY SUBMITTED

GEORGE J. JOY
PRESIDENT