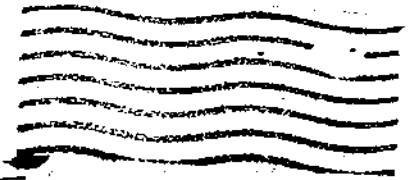


Harbor Soaring Society
P.O. Box 1673
Costa Mesa, CA 92626



FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708



**(The Soaring)
Society Column**

President:	George Joy	(714) 556-6385
Vice Pres:	Rich Garner	(714) 526-6734
Secretary:	Dave Nemecek	(714) 839-4317
Treasurer:	Frank Chasteler	(714) 545-2185
Contest Coord:	Ross Thomas	(714) 638-0705
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

August 1990

Volume 27 Number 8

August Club Meeting: The August club meeting will be held on Wednesday, August 1, 1990, 7:30 pm at the Consolidated Water District Office, 1965 Placentia Ave., Costa Mesa, Ca. The Monthly club contest will be on August 5th, field conditions permitting.

September Club Meeting: The September club meeting will be held on Wednesday, September 5, 1990 at 7:30 pm at the Water District Office.

MINUTES OF THE JULY 1990 MEETING

11 July 1990

The meeting was called to order by the president at 7:30 PM

New Faces: John Ostrowki, Robert Denison, Scott Smith, and Bill Duncan were introduced to the club.

The Minutes of the June Meeting were approved as published.

The treasurers report was given by Frank Chasteler and was approved as presented.

Ross Thomas, contest Coordinator, announced that all the positions for Club Contest CD's have now been filled.

Rich Garner announced the award for best on launch aerobatics at the field went to Brian Germaine.

Jared "Tip" Stalls reported on the recent International Slope Race at Davenport CA where he and Tony Martin came out respectively in 5th and 7th out of 58 contestants. They both did this without crashing.

Old Business: None

New Business:

Frank Chasteler informed the members present that the AMA had made an error in the publishing of approved 1991 Radios in the last issue of the AMA Magazine. Some of the listed radios did not really offer receivers that made the 1991 AMA guidelines. In discussing this with both Airtronics and Futaba, it was agreed that the single conversion Futaba receivers were not 1991 capable. He heard that AMA will be removing the entire list in the next AMA magazine, though it was not clear why.

Frank Chasteler requested that the club members present authorize the Board to consider the frequency situation that will come into effect in 1991. The Board will research the subject and come up with some alternatives for the Club to consider and and vote on at a future meeting. The proposals will be presented in a future news letter. A motion was made and seconded that the board pursue the proposals. It was approved by the member present.

The meeting was adjourned at 8:15 pm.

Jared Stalls
Acting Secretary

HSS 1990 CONTEST SCHEDULE

AUG 5	HSS CLUB CONTEST*
AUG 26	NCC SC2 CONTEST
SEP 9	HSS CLUB CONTEST*
SEP 30	HSS SC2 CONTEST
OCT 6-7	VISALIA/CVRC ANNUAL
OCT 7	ASTRO FLIGHT ELECTRIC (NO SOARING)
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*

FOR SALE:

100" Legionaire, \$50.00 or Best Offer

Call Pete -- 557-4782 (evenings) or (213) 922-0779 (days--work)

BGXL (Built by Larry Enger) has spoilers and flaps.

\$125.00 -- no servos

CONTACT BOB SLIFF (714) 893-8311

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.)

JULY OPEN CLASS CONTEST RESULTS

PLACE/NAME WINS/CLASS/SCORE/NORM/TROPHY

1. JOY, G	EXP	2801.0	1000.0	E-1
2. WHITE, L	EXP	2780.0	992.5	E-2
3. SLIFF, B	EXP	2594.0	926.1	E-3
4. RICHARDSON, P	EXP	2512.0	896.8	
5. FINK, S	EXP	2486.0	887.5	
6. LOWERY, R	TWO	ADV 2448.0	874.0	A-1
7. COLLINS, T	GST	2400.0	856.8	
8. LONG, D	NONE	ADV 2367.0	845.1	A-2
9. NEMECEK, D	EXP	2294.0	819.0	
10. THOMAS, R	EXP	2287.5	816.5	
11. DUNCAN, B	ONE	SPT 2275.0	812.2	S-1
12. PANTZAR, D	EXP	2256.0	805.4	
13. ANDERSON, V	NONE	SPT 2255.0	805.1	S-2
14. CHASTELER, F	EXP	2246.0	801.9	
15. SANDRONI, H	ONE	ADV 2218.0	791.9	
16. RITSCHKE, G	EXP	2127.0	759.4	
17. NEHRING, C	NONE	SPT 2102.0	750.4	
18. BONANNO, T	ONE	ADV 2030.0	724.7	
19. BUZOLICH, N	NONE	SPT 1888.0	674.0	
20. MILLS, A	NONE	SPT 1761.0	628.7	
21. PARSONS, J	TWO	SPT 1552.0	554.1	
22. FINK, D	GST	1409.0	503.0	
23. STOVALL, L	ONE	SPT 1161.0	414.5	
24. LAIR, D	NONE	SPT 948.0	338.5	
25. CHAMPERLIN, R	NONE	SPT 667.0	238.1	
26. ANKENBAUER, S	NONE	SPT 500.0	178.5	
27. LAWHEAD, G	NONE	SPT 0.0	0.0	

RODGER LOWERY MOVES TO EXPERT!!!!!!

JUNE 1990 2 METER CONTEST RESULTS

PLACENAME SCORE/NORM/TROPHY

1. JOY, G	2801.0	1000.0	.1
2. RICHARDSON, P	2498.0	937.0	.2
3. BONANNO, T	2420.0	907.7	.3
4. WHITE, L	2298.0	862.0	
5. STOVALL, L	2238.0	839.5	
6. THOMAS, R	2224.0	834.2	
7. SLIFF, B	1903.0	713.8	
8. LONG, D	1796.0	673.7	
9. PARSONS, J	1648.0	618.2	
10. FINK, D	1581.0	593.0	
11. LAIR, D	1546.0	579.9	
12. ANDERSON, V	1515.0	568.3	
13. BUZOLICH, N	1469.0	551.0	
14. FINK, S	1348.0	505.6	
15. CHAMBERLIN, R	560.0	210.1	
16. LAWHEAD, G	0.0	0.0	

ANNUAL STANDINGS OPEN CLASS

THROUGH JULY 1990

BEST FIVE OUT OF SIX

PLACE/NAME CLASS/SCORE/CONTESTS

1. WHITE, L	EXP	4867.0	.5
2. NEMECEK, D	EXP	4643.4	.5
3. STALLS, J	EXP	4627.0	.5
4. JOY, G	EXP	4588.2	.5
5. SANDRONI, H	ADV	4579.1	.5
6. THOMAS, R	EXP	4573.9	.5
7. FINK, S	EXP	4552.0	.5
8. CHASTELER, F	EXP	4385.3	.5
9. KUTCH, N	ADV	4186.4	.5
10. GARNER, R	EXP	3901.7	.4
11. ZINK, D	EXP	3856.5	.4
12. SLIFF, B	EXP	3763.3	.4
13. BUZOLICH, N	SPT	3691.2	.5
14. MARTIN, T	EXP	3648.5	.4
15. RICHARDSON, P	EXP	3629.5	.4
16. CRON, A	ADV	3601.1	.4
17. GERMAINE, B	SPT	3590.1	.5
18. HENDRY, S	ADV	3547.2	.4
19. PARSONS, J	SPT	3544.1	.5
20. STOVALL, L	SPT	3507.0	.5
21. GIBBS, D	ADV	3395.6	.4
22. PANTZAR, D	EXP	3394.8	.4
23. RITSCHKE, G	EXP	3351.0	.4
24. ANDERSON, V	SPT	2938.9	.4
25. DURHAM, J	EXP	2928.3	.4
26. HENDRY, M	ADV	2692.5	.3
27. LOWERY, R	EXP	2691.8	.4
28. LONG, D	ADV	2456.4	.3
29. BONANNO, T	ADV	2384.1	.3
30. LUPPERGER, J	EXP	1920.8	.2
31. AMIES, J	ADV	1802.5	.2
32. COLLETT, M	SPT	1706.6	.2
33. JOY, B	SPT	1631.3	.2
34. BRATRUD, R	EXP	1419.1	.2
35. MILLS, A	SPT	1371.2	.2
36. NEHRING, C	SPT	1189.6	.2
37. LAMPGECHT, D	EXP	993.2	.1
38. GERBIN, B	EXP	984.3	.1
39. BRANDT, D	EXP	939.6	.1
40. STOKER, P	EXP	915.6	.1
41. MAHER, M	SPT	909.7	.1
42. LAWHEAD, G	SPT	856.3	.3
43. DE ROCCO, C	SPT	853.2	.3
44. ANDERSON, J	ADV	824.8	.1
45. DUNCAN, B	SPT	812.1	.1
46. LAIR, D	SPT	338.5	.1
47. CHAMBERLIN, R	SPT	238.1	.1
48. ANKENBAUER, S	SPT	178.5	.1
49. CONRAD, W	ADV	0.1	.1

The HARBOR SOARING SOCIETY

CONTEST RESULTS

ANNUAL STANDINGS 2 METER CLASS

THROUGH JULY 1990

BEST FIVE OF SIX

PLACENAME SCORE .CONTESTS

1. JOY, G	4628.5	.5
2. WHITE, L	4581.5	.5
3. THOMAS, R	4554.4	.5
4. STOVALL, L	4103.9	.5
5. FINK, S	3935.9	.5
6. PARSONS, J	3871.7	.5
7. MARTIN, T	3721.7	.4
8. RICHARDSON, P	3715.8	.4
9. KUTCH, N	3578.3	.5
10. HENDRY, S	3551.7	.4
11. ANDERSON, V	3479.5	.5
12. BUZOLICH, N	3319.6	.5

13. SLIFF, B	3291.8	.4
14. BONANNO, T	2447.3	.3
15. DURHAM, J	2321.5	.3
16. LONG, D	2162.9	.3
17. STALLS, J	1947.0	.2
18. LUPPERGER, J	1889.8	.2
19. HALL, H	1856.7	.2
20. COLLETT, M	1738.1	.2
21. JOY, B	1483.3	.2
22. LAMPRECHT, D	954.3	.1
23. CONRAD, W	801.5	.1
24. LTOKER, P	775.6	.1
25. LAIR, D	579.9	.1
26. DUNCAN, B	577.7	.1
27. SANDRONI, H	239.2	.1

International Slope Race Report

Held July 7-8th 1990

At: Davenport, Calif.

By Jared Stalls

The recent Intl. Slope Race was a great success. There hasn't been an ISR at Davenport in a few years, mainly due to lack of local support. But, with the recently formed California Slope Racers Club, it has been re-started. A hearty Thanks is in order to the Contest Director, Ray Kuntz and his assistant Darrel Perkins (both from Southern Calif.) for organizing the event. Also, the many other officials, timers, flag men and helpers were outstanding. After the trophies were awarded, they were rewarded via raffle all of the merchandise that had been donated.

Tony Martin and yours truly left Costa Mesa on Thursday morning, and a mere 8 hours later we arrived at Davenport (Which, by the way is approx. 20 miles north of Santa Cruz.) We chose to camp out Thursday and Friday evening. On Saturday, we opted for a motel, as we couldn't find a ready supply of clothes-pins (enough for the rest of the flyers.) On Friday, practice day, the lift was great. In fact, by lunch we were fully loaded up with lead, and just screaming back and forth. While Tony and I did fine, some other flyers had bad luck, completely destroying their ships that day. In addition, the prevalence of poison oak on the face of the bluff made retrieval fun.

Saturday, the first day of the race, had great lift, and we were able to complete three full rounds with over 60 flyers. I was very pleased with the performance of my new Swift 800. It was very fast and will turn on a dime while giving 9 cents change. Saturday was also good for spectators and kit manufacturers as several mid-air occurred at the near, (downwind) turn. We call the regular type of mid-air the "T" Bone, because it occurs when one plane is in the turn, while the other comes screaming straight through. Still, at least one thing is for certain--the all Glass planes hold up better than the wood ones.

Sunday had no lift at all, but we stood around and talked for a while so as not to waste our morning shower. Finally, at 3:00 PM trophies were handed out. Awards were to 10th Place with additional awards for fastest time and the best looking plane.

Before going into the placings, let me give you a rundown on the on the character of the racing. First, there are the planes. The models varied a great deal, but the serious race model is usually a full composite ship, using materials such as "S" glass, Kevlar, and Carbon in the wings and fuselages.

Airfoils are quite thin, usually under 8 % thick, while the fuselages are barely large enough for the equipment and lead ballast. A model can be ballasted up to a max wing loading of 24.57 oz. per sq. ft.; or if the model is big enough, up to the FAI max weight of 11 pounds.

In the course of the racing, each heat has up to 4 ships on the course at one time. There are flagmen at each end of the course to signify turns (and call cuts). The flyer must identify his model for the flagmen (so they know when to drop the flags.) Then the models are launched, one at a time, in order to come around and get altitude for the start. A one minute (recorded) count down proceeds toward zero, at which time (but not before "ZERO") all the models must cross the start/finish line and begin the race. After "Nailing" the start, eight complete laps must be flown. Here is the simple part. All you have to do to win is go faster than the other ships, avoid other planes, miss the ground, don't cut any pylons, and fly smooth as glass. Of course, you do have a helper to call the turns, as watching your plane, the other ships, and your flagman all at the same time can be a little fiddley. Besides, if anything goes wrong, you can always blame your caller, especially if he sneezes when he is supposed to call that last turn, or if you had a midair because he failed to tell you about that offending ship.

Here's the placings, as you can see, Joe Wurts got both 1st & fastest time.

1. Joe Wurts
2. Rick Spicer
3. Ron Van
4. Jerry Arama
5. Jared Stalls
6. Mark Grand
7. Tony Martin
8. Ray Kuntz
9. Warren German
10. Norm Tinbs

Fastest Time -- Joe Wurts

Tony and I really enjoyed ourselves. I find it extremely fun and challenging. While it does help to be one of the greatest flyers in the world, the three magic "P's" can help. (Oh! You don't know them!) they are Practice, Practice and Practice!

May the good winds of fortune flow laminar for you,
Jared

P.S. If you want to talk SLOPE just give me a call at home.

In accordance with the club wishes, the board met to discuss the direction we might wish to go in regards to frequency allocation in 1991.

The board came up with the following possibilities:
(Discussion of these possibilities will be at the next 2 club meetings, before any votes will be taken.)

1. Use of even numbered channels only for one year, silver or gold stickered radios.

PRO's:

- A. Allows most radios presently being used.
- B. Very little need for anyone to check transmitters, which means, no one will have to play policeman.

CON's:

- A. Loss of the use of the odd freq's.
- B. possibility of losing the odd freq's to another service (ie. pagers).
- C. We could lose the participation of new flyers (new members) to our club.
- D. Silvered stickered radios still not be allowed at any AMA sanctioned contest.

2. Full implimentation of AMA freq's, all numbers useable.

PRO's:

- A. Provides the safest flying conditions for all pilots and planes.
- B. Reduces freq. pile-ups
- C. All freq's available, therefore allowing for new members with new equipment to join our ranks.

CON's:

- A. Only gold stickered radios allowed.
- B. All of us will have to be policeman.

3. Allow all number freq's from 11 thru 34, even numbers only between 38 and 56.

PRO's:

- A. Gold radios only on lower freq's, but allows silver or gold stickered radios on upper freq's.

CON's:

- A. No new flyers if they buy odd freq's on the upper section.
- B. Single conversion recievers could be hit by 3rd order intermodulation from the lower freq's, as stated by Airtronics and futaba.

AUGUST CONTEST: CD GEORGE JOY

ROUNDS 1 & 2 -- Ten minute add-em-up, no flight over 7 min.
3 points per second, landing will be in or out for 100 points each round.

ROUND 3 ----- 3 min. precision, bell curve, standard landing tape. 30 seconds either side of 3 min. will yield zero flight points.

NORTH COUNTY CLOUDS (NCC)

SC2 CONTEST ANNOUNCEMENT

WHEN: AUGUST 26TH 1990 AT 9:00 AM

SIGN UP BEGINS AT 8:00 AM

EVENT: AMA SANCTIONED CLASS A OPEN UNLIMITED THERMAL CONTEST

CONTEST DIRECTOR: KEITH FINKENBINER (619) 931-0630 (AFTER AUGUST 18TH)

STANDARD CONTEST: SC2 3, 5, OR 7 CONTEST WITH 300, 200, AND 100 LANDING POINTS.

FLIGHT SCORE WILL BE STRAIGHT LINE WITH 0 POINTS AT 0 SECONDS

FLIGHT ORDER WILL BE OPEN FOR ALL ROUNDS.

NORMAL SC2 RULE DEVIATIONS WILL APPLY.

DETAILS: CURRENT AMA LICENCE REQUIRED. AMA NUMBERS REQUIRED ON THE MODEL. AUTHORIZED FREQUENCY NUMBER AND FLAG REQUIRED ON THE TRANSMITTER. REGISTRATION FEE IS \$6.00. THERE WILL BE 12 VOLT WINCHES WITH 700 FOOT WINCH LINES.

DIRECTIONS TO THE FIELD:

TAKE INTERSTATE 5 SOUTH TO I-78 (JUST SOUTH OF OCEAN SIDE).

TAKE I-78 EAST TO RANCHO SANTA FE RD (ABOUT 13 MILES)

TURN RIGHT ONTO RANCHO SANTA FE RD AND GO TO VIA VERA CRUSE (THE SECOND LIGHT)

TURN LEFT AND FOLLOW VIA VERA CRUZ TO LINDA VISA DR (LINDA VISTA IS THE STREET AFTER THE FIRST LIGHT).

TURN RIGHT ONTO LINDA VISTA AND YOU ARE THERE (THE FIELD IS ON THE RIGHT.)