

H.S.S. MEETING APRIL MINUTES

The meeting was brought to order at 7:45 pm, with Ben Clerx as president.

The minutes from the last meeting were accepted as read. New faces were, Fred Hartmann and Thomas Pils. Fred has been flying with the club and will be joining in the near future. Thomas was the guest speaker. Thomas Pils talked about his product and his shop.

Frank Chaseteler gave a report on the condition of the field. The lake was being pumped over the slope but pump problems were slowing progress. The field had a thick cover of weeds and was in need of clearing. Frank also commented on the dirt piles and the park system plans to move the piles sooner than expected.

Frank gave the treasurers report on expenses for retriever motor repairs, money status etc. The treasurers report was accepted as read.

Ross talked about the retriever motor repair service and detailed the work done with Frank's motor.

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

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Frank talked about the club charter and coverage.

John Lupperger commented that Ben Clerx article was published in Model Aviation magazine. Dave Nemecek asked if the club contest could be held even with the lake and tall weeds. Frank said it would depend on the amount of rain from now till then. A future SC² contest was discussed. A discussion was held concerning the polo field in Palm Springs and how it was vacuumed after every polo event. Ross told about an hour flight he made once that lasted over an hour and the only way he could get his plane down was to use crow and a dive. The guest flier of the month's identity was not revealed, but rumor has it he had a leg problem. John Ostrowski talked about the articles that are sent in to the club newsletter. John said he appreciates them and it would help to have them sent in by the 15th of the month. Sending these in on floppy disc is necessary for efficient editing of the articles.

John Lupperger talked about the upcoming Astro contest and the clean up and help needed for this event. John said he would

H.S.S. BOARD MEMBERS

President: Ben Clerx	(714) 721-8848
Vice President: Dick Johnson	(714) 673-7553
Secretary: Woody Grosvenor	(714) 969-1524
Treasurer: Frank Chasteler	(714) 545-2185
Contest Coord: Ross Thomas	(714) 638-0705
General Dir: Pete Richardson	(714) 557-4782
Newsletter Ed: John Ostrowski	(714) 847-4871
Assoc. 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 John Ostrowski in person or by mail to: 8902 Lawrence Ave, Westminster, CA 92683.

like to fly in the next one and not be contest director.

Frank talked about logos for shirts. Dick Pantzar is looking for a good way to get these done but wants to do a standard shirt or jacket rather than doing individual shirts and/or jackets on a custom basis. Will suggested using transfers and letting everyone do their own. Frank thought the club method of silkscreening lasts longer and is much cooler to wear. A vote was taken on what kind of shirt to use and what color. It was decided to use the same shirt (polo type) as the club has used in the past. Another survey was to be held at the club contest.

Dave talked about the city park clean up, and mentioned he thought it would be important for club members to show up for this. It was noted the clean up was to be held the same day as the Palm Springs contest.

Dave asked if the meeting could be adjourned. It was seconded and the meeting closed at 8:50 pm.

The guest speaker (Thomas Pils) took over and gave a talk on large scale gliders, planes, wings and carbon fiber items available from his company. Thomas explained the set up of his shop and business and brought a nice German kit to show. The wings for the kit plane were prebuilt and obachi covered. The ailerons were precut but flaps were optional. The name of his company is TPP products and it is advertised in Model Aviation magazine.

Woody Grosvenor, Secretary

MASTERS OF SOARING TOURNAMENT

Ben Clerx

In March, 36 Masters showed up for the 4th. annual Masters of Soaring Tournament despite the wind and rain that wound up cancelling 5 of the planned 16 rounds of flying during the weekend. The poor weather, however, didn't prevent the top fliers in the world (Ed: U.S.?) from making all their flight times, though 10 minutes can seem like a real long time when working light lift.

If you get a chance next year, this is a good contest to watch and learn from masters such as 1977 World Champion Skip Miller, 1991 World Champion Joe Wurts, the 1991 U.S. Soaring Team (Joe Wurts, Daryl Perkins and Larry Jolly) and many other big names in soaring. Since a pilot has to qualify just to enter the Masters Tournament, all 36 entrants have significant soaring accomplishments.

Most fliers flew with an aggressive style - knowing exactly

what they were going to do prior to launch. Even with the wind, not many hesitated to chase even the lightest lift a mile downwind. Of course, you have to be familiar with your plane and your own flying abilities and limitations before you try this. Most masters seemed to have no limitations. Watching Fred Weaver work gusts of wind and pieces of a shredded thermal for the last 5 minutes of a 7 minute flight, all below 100 ft. of altitude, demonstrated that some of these guys had almost magical abilities. The point is, you have to go out and find the lift, it won't come to you (even in the wind and drizzle there was lift).

This contest placed emphasis on flying. You could miss a few landings and still place in the top 5 provided you made your flight times. Most of the planes flown were equipped with ailerons and flaps, and controlled with computer radios. Stiff competition and poor weather is no time to be limited by your plane. Multi-function planes perform better over a wider range of weather conditions than do polyhedral planes. You need this performance if you plan on chasing thermals. What did they fly? Legends and Falcons with Airtronics Vision radios were most common.

All 36 pilots did a fine job of flying but only 5 took home the hardware: unbelievably perfect flying by Joe Wurts, followed by Daryl Perkins, Fred Weaver, Chris George, and Larry Jolly - names that are often seen at the top of most contest results. I placed way down the list at 10th. after failing to max a 7 minute flight - well, there's always next year.

VIDEO LIBRARY

RC Video Magazine (Vol. 7 - 1986)
Striking Back ****
Foam, Fiberglass, Flight ****
Tournament of Champions (1988)
Monokote 1&2 , Interesting *** (X)
MIG Killers ***
Hook Down, Wheels Down, Naval Aviation history ****
F3E Bridgeman's Plane
Electric Flight
Dawn Patrol, WWI movie ****
Thunderbolt, Fight for the Skys, WWI air combat *****
F3E USA Finals , June 22, 1988
The Quiet Challenge/Running on Empty (X)
B1 (X)
AMA Today - 1990
RC Park of Costa Mesa
Fighting Saber Jets

An (X) indicates the tape is currently missing.
Number of * indicates reviewer's opinion of the tape. More tapes are being added all the time. All tapes are VHS format. Tapes are available at the club meeting. All tapes may be kept for one month. See Dick Johnson for tapes.

SOME NOTES ABOUT F3B

Manny Tau

So how about a little focus on F3B...well, it's 1992, and one of my goals this year is to try out for the US F3B Team in September (along with Don Edberg, another HSS member). It looks like the team trials might be held at the SULA site...what a great opportunity to track the chronology of our next US Team from the beginning. The US Team did phenomenally well at the World Champs at Terlet, Holland, making it now known that the US will be a competitive force to contend with in F3B.

I don't know what people know of F3B, so I'll assume that you have a general idea of the Distance, Duration, and Speed tasks. Ah yes, the Speed tasks...turn and burn, bank and yank, sphincters' a tightening....It is truly wild to beat the sticks of a ship with 2-4 lbs of lead, pinging off the winch with monofilament line and getting 500-700 feet of altitude, coming back to base A, rolling vertical, entering the course at who-knows-what speed, watching your wings flex as you hit the first turn, and praying to anyone who's listening, that the composites are going to hold up. I've been really fortunate to spend some time and learn from some outstanding and world-class pilots. Perkins and Wurts have been great coaches, along with the likes of Steve Lewis, Don Edberg, and of course the team manager, Randy Spencer. As you probably know, Joe and Daryl are flying F3B Eagles with 7003 and RG 15 airfoils. These are great ships and currently high in demand. Most likely, there are a number of you out there who are on that most dreaded limbo state...Mark Allen's waiting list. The Muller Comet 89T, though considered outdated by some, still is very competitive with its RG 15 airfoil. At the last F3B practice, I was able to get a respectable 18.8 seconds speed task with only 2 lbs. of ballast in my Comet...I could have used another pound. Pilots were getting times with a range of 17-25 seconds. Steve Lewis is another fellow contender, and flies a couple of unique ships. He utilizes a Muller fuse, and has various sets of wings for it. He has wings from a Synergy 91 (2048) and also wings from an Eagle (7003), and practicing with each to find that right combination.

I've just finished with the MODI 900 with the RG 15 wings (FYI-Rolf Gersberger), and I am able to place 3 lbs. of lead ballast into it...approximately 21 ozs/sq.ft. The RG 15 is a great airfoil that is fast and utilizes higher wingloadings very well. Energy retention on the MODI is outstanding. The MODI has only about 5 hours on it so far, but I was able to earn 6th place in Division I, at the first California Slope Racers race at Torrey Pines on March 14th & 15th. I know, a stupid thing to do...to fly a new plane in a slope race...there were about 40 competitors over the 2 day event, and over 12 midairs and the like...giving a 30% mortality rate...not too good...but the ship had to be given a good loosening up prior to the next F3B

practice. Anyway, enough for now. I'll submit a few more articles for the newsletter to keep the club updated on the F3B practices, since the formulation of the next US Team is happening right at our back door and involves 2 HSS members. Next time I'll write about some of the equipment used, a few stories from the field, and how about Joe's experimentation with circle towing...an outrageous technique with some interesting results. Come on out and watch, or lend a hand...we can always use some helpers. Practices are held at the SULA site at CS Dominguez Hills, starting noon. Tentative dates are: 4-12, 5-17, 6-14, 7-11, 8-8.

CONTEST CALENDAR

May 2 - 3	Astro-Flight Electric Champs HSS Host Club
May 17	HSS Club Contest CD: Curt Nehring
May 31	SC2 N.C.C.
June 7	I.S.S. Hand-Launch Contest
June 14	HSS Club Contest
June 28	SC2 T.P.G.
July 5	HSS Club Contest
July 26	SC2 H.S.S.
August 9	HSS Club Contest
August 16	SC2 P.S.S.
September 6	HSS Club Contest
September 27	SC2 I.S.S.
October 3- 4	Visalia Fall Soaring Fest.
October 11	HSS Club Contest
October 25	SC2 S.W.S.A.
November 8	HSS Club Contest
November 22	SC2 T.O.S.S.
December 6	HSS Club Contest

PILOT-OF-THE-MONTH



Curt Nehring

OCCUPATION: works for Pacific Bell

STARTED FLYING R/C SAILPLANES: While attending CSULB in the early '70's. My original introduction to R/C however, began in 1963 with a 1/2A Jr Falcon with escapement and a single channel (rudder only) Citizenship radio.

REASON FOR INTEREST: How far back do you want to go?!? My mom says one of my first words was 'l-ane' (airplane)... grammar school teachers complained that my drawings depicted too many airplanes., and by eighth grade my principal met with my parents and threatened suspension if I wrote another report about "anything" that flew. I wrote about Bernoulli instead. During college I flew full scale, but always thought R/C was more fun.

STRENGTH: Probably the ability to only compete against

myself and not worry about what the other guy is doing. I very seldom look at the scoreboard.

FAVORITE PART OF THE HOBBY: The camaraderie. The so-called 'male-bonding'; hanging out with the guys and talking airplanes. When it comes right down to the bottom line, this is a hobby - if you can't make money at it, you should at least be having fun. It seems simple enough, but I'm always amazed at how many guys pack it up after one bad round and head for home.

GOAL FOR 1992: To forego competing in 2M and concentrate on becoming more consistent in Open Class. In addition to this, I want to place higher in SC² and complete LSF Level Two.

FIRST R/C SAILPLANE: Windfree

CURRENT R/C SAILPLANES: Pantera, Cheetah, Vortex, Coyote, Gnome HLG, 2M Gnome, Lumina, an original electric, and half of what's left of the Spirit 100 that Ross blew up! (?!#%!??)

MAY CONTEST

C.D. - Ben Clerx

Assist. C.D. - Curt Nehring

Format - 30 minute Add-em-up. Fly 4 rounds, choosing the best 3

Minimum flight time - 5 minutes.

Maximum flight time - 17 minutes.

Whole minute scoring at 1 pt. per second.

Pilots must fly at least 3 flights

Landing - Runway center landing, in or out for 10 pts.

Schedule - Two meter will fly first.

Two meter pilot's meeting at 8:15 A.M.

FIRST ROUND AT 8:30 A.M.

APRIL HSS MONTHLY

For once, the weather gods smiled on a HSS Monthly, and a light turnout of fliers were greeted with sunny skies and light winds. The flight format was 3 rounds of 15 minutes add-em-up, 2 minutes min/9 minutes max per flight, land on the minute. Landings were 100 point'ers into standard landing circles. The goal was to provide more flexibility in flight scoring and to

deemphasize the need for "killer" landings.

With generally favorable flying conditions all day, the contest moved along rapidly despite only two winches - infamous Lake Fairview seems to be on the wane and did not cause any line breakage problems. Preferred flying strategy was to get a long flight early in the day, and fly a short max late in the day.

The big winner was Roger Lackey who took Open with his Eagle and 2M with a Falcon 600 - the Falcon was seen thermalling away for a sure 9 minute flight in the company of dozens of seagulls. Coming off an excellent 2nd overall at the SULA SC² the previous weekend, Roger is HOT!

In 2M, new club member and flier Mike Aguirre made it look easy, placing second to Roger with an Oly 650. In Sportsman, Curt Nehring took first with his newly acquired Pantera and moved to Advanced; second was taken by George Azvedo. In Advanced, first was won by Jim Boese with Brett Young taking second, moving up to Advanced from Sportsman, with his Ultima. Ben Clerx took second in Expert with his Falcon, with Robert Gerbin Jr. following in third.

A special thanks to all who helped out, and especially to Gordon Poulsen and the many club members who mowed the field for the contest.

FYI -

- Results from the SC² held at SULA: Roger Lackey 2nd overall flying his new Eagle, Bob Gerbin Jr 5th overall. SULA ran a well-conducted contest with the last two rounds - man-on-man - making for interesting spectating as the leaders had to fly against each other.
- The "Oh S..." award to Ross Thomas, for making that last downwind turn to landing with his 2M Gnome, at the April HSS monthly.
- Anyone have an industrial-strength supply of RAID handy? Swarms of Air-tics have been sighted on the local slopes.
- New stuff: Gordon Ritschke sporting a newly acquired Legend. John Ostrowski. with his new Sparrow. Nick Buzolich getting in lots of flying time with his Spirit 110 (easy on that launch, Nick!).
- John Lupperger needs volunteers to help with the Astros on May 2 - 3. Bring a stopwatch if you have one.
- What "Legend-ary" HSS pilot may have set a new record for shortest contest flight for an expert during the April contest?
- Next month's club meeting will feature an endless debate among Will Conrad, Dave Nemeck, and Frank Chasteler. Subject: How many angels can dance on the head of a t-pin. Sheesh, no wonder meeting attendance keeps dropping.
- Tapered trailing edge stock used as end-ribs will set up

perfectly matching dihedral angles for wing tips.

- Ask Norm Kutch why you don't pack electric motor batteries in foam in the fuse.

- Does Mike Aguirre really fill his Oly 650 with helium? Sure thermals like it.

- Safety tip: Before leaving for the field, always perform a brain-check. Your negligence may just ruin someone else's day.

SWAP SHOP

Oly II, ready to fly, \$175, Includes Futaba radio NOT 1991 but can be converted. Can be converted to electric flight. Ready to install Astro Flight 05 geared system. Bonsai, Aileron trainer. Install your radio and go. \$20. Call Brian Tinkler (714) 898-0167

14 ft. original -design sailplane, rudder/elevator/wingeron controlled, \$240. Complete, ready to fly with Futaba 4-channel Conquest TX (1991 gold), RCD receiver; \$150 less radio. Call Pete (714) 892-3473

WANTED: Used Pantera, Cumic + or Sagitta 900 (polyhedral version), less radios. FOR SALE OR TRADE: Partially built Bob Martin Coyote slope plane, \$50 or trade for used 2M Gnome or Sagitta 600. Call Curt (714) 592-2105

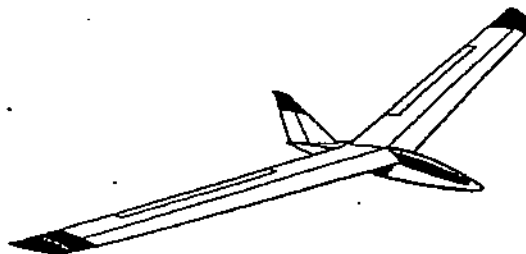
Swift 800 102" V Tail Slope Racer
Carbon Fiber over Blue Foam wing
Great Shape, No Crashes \$375
Call Roger 3-11 PM 660-1150

Paragon, covered & ready for radio, with plans. \$125. Call George Azvedo. (714) 832-7819

Cumic Plus needs to be finished. Wing with reinforced center section. Horizontal stab and rudder are completely assembled. Make an offer. Call Chuck, (714) 895-1534.

Falcon 600 kit. New-in-box. Pre-sheated balsa wings, servo wire tunnels, glass fuse, 3021 wings with 3014 tips. \$240 or trade for a winch. Call Manny (714) 778-5254

Place your ad in Swap Shop for the low, low price of FREE to H.S.S. members. Send your written ad to the editor at 8902 Lawrence Ave. Westminster, CA 92683 by the 15th. of the month. Ads must be renewed on a monthly basis.



HARBOR SOARING SOCIETY APRIL CONTEST
CONTEST DIRECTOR: PETE YOUNG
OPEN DIVISION

PLACE	NAME		CLASS	SCORE	NORMALIZED	TROPHY
1	LACKEY	ROGER	EXPERT	2963.0	1000.0	1ST. EXP.
2	CLERX	BEN	EXPERT	2949.0	995.3	2ND. EXP.
3	GERBIN	ROBERT Jr	EXPERT	2925.0	987.2	3RD. EXP.
4	CHASTELER	FRANK	EXPERT	2922.0	986.2	
5	KUTCH	NORM	EXPERT	2905.0	980.4	
6	PANTZAR	DICK	EXPERT	2856.0	963.9	
7	BOESE	JIM	ADVANCED	2831.0	955.5	1ST. ADV.
8	YOUNG	BRETT **	SPORTSMAN	2781.0	938.6	2ND. ADV.
9	CRON	AL	EXPERT	2755.0	929.8	
10	NEHRING	CURT **	SPORTSMAN	2746.0	926.8	1ST. SPTS
11	ZINK	DON	EXPERT	2720.0	918.0	
12	AZVEDO	GEORGE	SPORTSMAN	2718.0	917.3	2ND. SPTS
13	RITSCHKE	GORDON	EXPERT	2689.0	907.5	
14	DUNCAN	BILL	ADVANCED	2667.0	900.1	
15	WILHITE	CONNIE	GUEST	2577.0	869.7	
16	NEMECEK	DAVID	EXPERT	2574.0	868.7	
17	AGUIRRE	MIKE	SPORTSMAN	2490.0	840.4	
18	THOMAS	ROSS	EXPERT	2412.0	814.0	
19	POULSEN	GORDON	EXPERT	2246.0	758.0	
20	SCHEER	PAT	SPORTSMAN	2030.0	685.1	
21	HENDRY	STEVE	EXPERT	2000.0	675.0	
22	WHITE	LARRY	EXPERT	1955.0	659.8	
23	SCHOFRO	STEVE	SPORTSMAN	1761.0	594.3	
24	CLARKE	GEORGE	SPORTSMAN	1514.0	511.0	
25	BUZOLICH	NICK	SPORTSMAN	1396.0	471.1	

** Brett Young and Curt Nehring move to Advanced

TWO-METER DIVISION

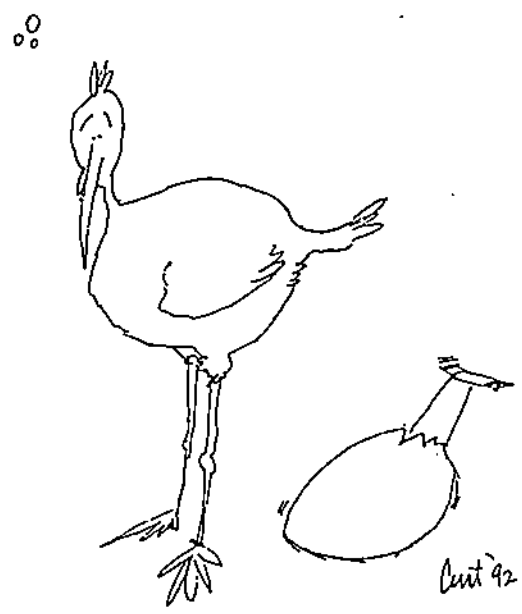
PLACE	NAME			SCORE	NORMALIZED	TROPHY
1	LACKEY	ROGER		2920.0	1000.0	1ST.
2	AGUIRRE	MIKE		2717.0	930.5	2ND.
3	KUTCH	NORM		2697.0	923.6	3RD.
4	DUNCAN	BILL		2619.0	896.9	
5	SCHOFRO	STEVE		2552.0	874.0	
6	WHITE	LARRY		2261.0	774.3	
7	NEHRING	CURT		2196.0	752.1	
8	THOMAS	ROSS		1474.0	504.8	

SOUTHERN CALIFORNIA SOARING CLUBS
 RESULTS OF S.U.L.A. CONTEST OF MARCH 29, 1997
 CONTEST DIRECTOR: ED KENNEDY

TFAM SCORES

PLACE	NAME	CLUB	CLASS	SCORE	NORMALIZED	TROPHY
1	REAGAN MIKE	TOSS	EXPERT	2959.0	1000.0	1ST. EXP.
2	LACKEY ROGER	HSS	EXPERT	2958.0	999.7	2ND. EXP.
3	SPENCER RANDY	EDSF	EXPERT	2955.0	998.6	3RD. EXP.
4	MARKLE JIM XX	SULA	SPORTSMAN	2950.0	997.0	4TH. EXP.
Tie 5	GERBIN Jr ROBERT	HSS	EXPERT	2942.0	994.3	6TH. EXP.
Tie 5	JOY GEORGE	TPG	EXPERT	2942.0	994.3	5TH. EXP.
7	ATWELL BLAIR	SULA	EXPERT	2940.0	993.6	
8	ANDERSON GARY	TPG	EXPERT	2933.0	991.2	
9	DOIG AL	NCC	EXPERT	2933.0	991.2	
Tie 10	EDBERG DON	HSS	EXPERT	2931.0	990.5	
Tie 10	FOXGORD CRAIG		EXPERT	2931.0	990.5	
12	SLIFF BOB	HSS	EXPERT	2925.0	988.5	
13	FINK ** STEVEN XX	SULA	SPORTSMAN	2920.0	986.8	1ST. SPTS
14	SAGE FRED	NCC	EXPERT	2909.0	983.1	
15	NORENBERG LOWELL	SFVF	EXPERT	2907.0	982.4	
16	CLERX BEN	HSS	EXPERT	2892.0	977.4	
17	WILSON DAN	EDSF	SPORTSMAN	2889.0	969.6	2ND. SPTS
18	THOMAS ROSS	HSS	EXPERT	2860.0	966.5	
19	RODRIGUEZ JOE	ISS	EXPERT	2858.0	965.9	
20	RICHARDSON DAVID	SULA	SPORTSMAN	2854.0	964.5	3RD. SPTS
21	VICKERS DON	ISS	EXPERT	2850.0	963.2	
22	FINK DAN	SULA	EXPERT	2847.0	962.1	
23	SPITZER GEORGE	PSS	SPORTSMAN	2823.0	954.0	
24	BOSS GEORGE	SULA	SPORTSMAN	2822.0	953.7	
25	LEVOE MARK	PSS	EXPERT	2820.0	953.0	
26	AKERS THOMAS	TOSS	EXPERT	2816.0	951.7	
27	BONANNO TONY	SULA	EXPERT	2816.0	951.7	
28	RAYMOND KEN	NCC	EXPERT	2810.0	949.6	
29	HALLFORD PHILIP	PSS	SPORTSMAN	2803.0	947.3	
30	MacKENZIE SCOTT	SFVF	EXPERT	2800.0	946.3	
Tie 31	VALDES AARON	TPG	EXPERT	2797.0	945.3	
Tie 31	ZINK DON	HSS	EXPERT	2797.0	945.3	
33	GATTI MARK	PSS	SPORTSMAN	2777.0	938.5	
34	RICHARDS DAVE	SULA	SPORTSMAN	2766.0	934.8	
35	STOWERS ROY	SULA	EXPERT	2757.0	931.7	
36	STROBEL RICH XX	TPG	SPORTSMAN	2755.0	931.1	
37	RATNER MIKE	PSS	EXPERT	2752.0	930.0	
38	CHASTELER FRANK	HSS	EXPERT	2745.0	927.7	
39	KINDRICK KEITH	PSS	EXPERT	2741.0	926.3	
40	BOESE JIM	HSS	SPORTSMAN	2723.0	920.2	
41	FINKENBINER KEITH	NCC	EXPERT	2717.0	918.2	
42	POPE BOB	EDSF	SPORTSMAN	2710.0	915.8	
43	MONAHAN SEAN	HSS	SPORTSMAN	2703.0	913.5	
44	PUCHALSKI MARK	SULA	EXPERT	2702.0	913.1	
45	AVESON BRUCE	SWSA	SPORTSMAN	2697.0	911.5	
46	SHELBY RICK	NCC	SPORTSMAN	2680.0	905.7	
47	DOUGLAS IAN	SWSA	EXPERT	2676.0	905.0	
48	KUTCH NORM	HSS	EXPERT	2668.0	901.7	
49	JENKINS HARVEY	ISS	EXPERT	2655.0	897.3	
50	SHORT HOWARD	SULA	EXPERT	2654.0	896.9	
51	WISEMAN JIM		EXPERT	2624.0	886.8	
52	NEHRING CURT	HSS	SPORTSMAN	2620.0	885.4	
Tie 53	CONWAY PATRICK XX	TPG	SPORTSMAN	2606.0	880.7	
Tie 53	YOUNG BRETT	HSS	SPORTSMAN	2606.0	880.7	
55	VAN GUNDY DON	TPG	EXPERT	2573.0	869.6	
56	SCHAT DAVID	SULA	SPORTSMAN	2564.0	866.5	
57	SMITH STEVE	DUST	SPORTSMAN	2520.0	851.6	
58	WAGER MARVIN	TPG	SPORTSMAN	2515.0	849.9	
59	NIGG DON	SULA	EXPERT	2514.0	849.6	
60	EICKENHORST EMMETT	SULA	SPORTSMAN	2506.0	846.9	
61	BARON MICKEY	SULA	SPORTSMAN	2490.0	841.5	
62	TAU MANNY	HSS	SPORTSMAN	2445.0	826.3	
63	CRON AL	HSS	EXPERT	2410.0	814.5	
64	MEININGER FRED XX	PSS	SPORTSMAN	2373.0	802.0	
65	BLAKKOLB B	PSS	SPORTSMAN	2311.0	781.0	
66	STAFFORD IRV	NCC	EXPERT	2302.0	778.0	
67	OTHON MIKE XX	ISS	SPORTSMAN	2270.0	767.2	
68	ANDERSON KEVIN	SULA	SPORTSMAN	2243.0	758.0	
69	SWANSON		SPORTSMAN	2209.0	746.5	
70	KLATSKIN BILL	SULA	SPORTSMAN	2145.0	724.9	
71	GABRIEL PINA	PSS	SPORTSMAN	2090.0	706.3	
72	MEIENBERG KEN	NCC	EXPERT	1944.0	657.0	
73	SADORF STAN XX	ISS	SPORTSMAN	1933.0	653.3	
74	JULIEN HERBERT	MRCS	SPORTSMAN	1903.0	643.1	
75	THOMAS JIM		SPORTSMAN	1829.0	618.1	
76	KARP BILL	MRCS	SPORTSMAN	1719.0	580.9	
77	KIELTYKA MAC	HSS	SPORTSMAN	1663.0	562.0	
78	WILSON DENNIS	EDSF	SPORTSMAN	1459.0	493.1	
79	AVESON DAVID	SWSA	EXPERT	1190.0	402.2	
80	SMITH JAMES	SULA	EXPERT	1121.0	378.8	
81	ADDIS STEVE	EDSF	EXPERT	935.0	316.0	
82	MORTON JEFF	MRCS	SPORTSMAN	720.0	243.3	
83	DEVLIN ED	PSS	SPORTSMAN	0.1	0.0	
84	FOSTER WILLIAM	MRCS	SPORTSMAN	0.1	0.0	

HSS 16	SULA 18	TPG 7
999.7	997.0	994.3
994.3	993.6	991.2
990.5	986.8	945.3
988.5	964.5	931.1
3973.0	3941.9	3861.9
NCC 7	PSS 9	ISS 5
991.2	954.0	965.9
983.1	953.0	963.2
949.6	947.3	897.3
918.2	938.5	767.2
3842.1	3792.8	3593.6
EDSF 5	SWSA 3	TOSS 2
996.6	911.5	1000.0
969.6	905.0	951.7
915.8	402.2	
493.1		
3377.1	2218.7	1951.7
SFVF 2	MRCS 3	DUST 1
982.4	643.1	851.6
946.3	580.9	
	243.3	
1926.7	1467.3	851.6



** STEVEN FINK MOVES TO EXPERT

HARBOR SOARING SOCIETY WORD-SEARCH

BY CURT NEHRING
all rights reserved

	0		1		2		3																											
	1	2	3	4	5	6	7	8	9	0	1	2	3	4																				
a	I	B	N	O	V	E	L	E	G	D	E	G	N	I	D	A	E	L	O	A	D	I	M	C	G	N	I	C	A	D	N	D	E	X
b	G	N	E	P	P	U	K	R	E	S	S	A	W	A	T	A	D	R	A	L	O	P	O	D	C	A	B	O	L	T	U	F	L	T
c	O	Y	C	W	J	I	R	E	Y	N	O	L	D	S	D	U	O	L	C	V	H	S	E	G	D	I	R	E	A	R	F	G	E	A
d	A	X	A	I	R	F	O	I	L	R	E	F	L	E	X	K	R	L	R	Q	K	S	P	T	S	M	I	D	A	I	R	E	G	L
e	L	O	U	N	D	D	3	T	S	B	Y	Q	W	R	D	C	H	E	Q	N	P	B	T	S	A	F	N	T	L	E	M	M	E	
f	A	P	V	C	K	E	R	B	W	M	E	E	X	A	S	N	S	T	I	K	O	L	Z	A	P	Q	I	Y	I	E	I	P	N	A
g	N	E	H	H	C	T	N	O	Z	I	L	R	T	D	S	Z	U	L	A	R	D	E	H	Y	L	O	P	T	F	R	N	E	D	N
h	D	G	I	L	E	S	O	C	H	L	L	F	C	U	M	H	P	O	O	V	X	E	M	O	N	L	P	U	T	T	I	N	B	N
i	R	D	S	I	A	I	E	O	E	C	A	R	E	A	H	I	O	N	R	D	F	R	T	F	A	E	R	O	T	O	W	N	S	E
j	E	P	T	N	U	N	N	M	L	H	V	L	E	3	K	C	C	U	J	A	D	I	K	S	I	C	L	D	F	H	G	A	K	C
k	T	Q	A	E	Q	K	G	I	S	W	I	V	E	L	S	R	A	R	T	D	N	U	O	P	M	I	O	E	Z	F	B	G	C	N
l	U	R	R	X	V	N	B	W	A	E	I	P	I	R	T	S	E	R	O	T	O	R	U	A	P	T	O	I	T	A	S	E	U	A
m	R	E	T	P	I	W	O	X	S	F	T	I	P	K	C	O	C	I	A	F	H	L	U	R	Y	R	P	K	T	S	P	Z	B	L
n	N	M	I	D	G	R	O	K	3	N	C	A	N	O	P	Y	N	N	E	P	L	A	F	T	T	O	P	S	3	U	E	D	G	A
o	P	R	A	Q	R	E	M	O	O	B	O	C	R	A	S	H	A	G	P	X	G	R	H	S	E	V	E	N	E	P	O	X	I	B
p	T	O	H	A	M	B	A	N	D	O	T	R	2	L	Z	L	T	M	O	O	Z	D	O	Y	S	A	E	N	P	R	R	2	B	M
q	L	F	V	S	O	A	R	T	E	C	H	A	E	G	A	S	S	A	L	G	R	E	B	I	F	G	O	L	G	E	O	W	H	I
r	B	L	A	K	E	S	L	E	E	L	V	W	L	P	A	U	I	F	S	R	A	H	B	Y	N	C	E	N	L	X	F	C	E	G
s	K	C	A	C	A	N	H	C	N	I	W	I	O	I	A	S	D	R	I	K	D	I	Y	I	E	R	I	C	A	E	I	W	A	L
t	W	R	F	U	N	F	L	Y	G	V	D	N	S	T	P	L	P	A	I	F	S	D	H	S	F	W	S	E	E	T	N	I	T	U
u	A	E	H	M	S	L	L	I	H	E	Y	U	J	I	F	H	F	A	L	B	E	T	O	C	O	N	N	M	B	K	A	N	G	E
v	H	B	O	U	P	C	N	M	R	D	H	K	T	H	O	R	A	O	L	T	D	N	R	L	S	L	O	W	D	B	H	D	U	A
w	T	I	E	L	A	M	R	E	H	T	A	S	S	H	A	N	A	T	F	F	I	E	N	U	F	T	O	R	E	C	Q	T	N	S
x	E	F	N	U	N	Z	T	O	N	S	R	3	A	U	M	T	E	L	I	W	V	T	X	A	W	O	T	W	N	N	Y	U	E	P
y	E	N	A	S	F	E	H	E	W	U	T	D	L	C	E	A	Y	R	V	C	E	I	U	B	D	L	R	U	Y	L	P	N	P	
z	T	O	L	H	M	I	G	M	J	D	C	K	L	R	L	P	A	D	I	E	M	H	N	D	L	E	A	R	O	Z	D	N	Y	C
aa	S	B	P	2	Q	N	A	T	S	3	E	L	A	C	S	L	L	U	F	W	K	P	P	U	E	L	O	P	E	N	O	E	T	
bb	K	R	L	S	I	A	I	L	A	S	I	V	B	C	T	E	C	U	R	P	S	A	G	H	V	D	S	X	W	Y	N	L	O	R
cc	R	A	I	R	T	R	O	N	I	C	S	Z	S	Y	A	H	R	E	M	I	T	R	S	T	E	L	G	N	I	W	O	R	T	
dd	A	C	A	B	L	E	D	O	M	C	R	Q	D	F	K	I	R	J	G	N	I	G	G	A	B	M	U	U	C	A	V	T	O	T
ee	H	O	S	U	N	T	I	R	G	Y	T	H	G	I	E	L	K	E	D	O	R	K	L	A	N	D	I	N	G	M	A	M	R	I
ff	S	C	H	E	U	M	A	N	N	Q	R	E	B	M	A	C	K	C	E	B	A	U	Q	O	B	E	C	H	I	P	N	X	P	
gg	N	O	C	L	A	F	R	E	S	I	N	R	N	O	R	I	S	G	N	O	M	E	E	P	O	D	D	N	A	K	L	I	S	T

	0		1		2		3																	
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4

GROUND RULES:

1. Words run in straight lines on horizontals, verticals, and diagonals.
2. No "double booking". Example: "WINCH" does not include "WIN".
3. In listings below, spaces are inserted for readability.
4. Notation "N times" indicates that the word occurs N times.

2 METER
ACE
ADV
AEROTOW
AIR
AIRFOIL
AIRTRONICS
ALIPHATIC
ALTITUDE
AMBER
ANTENNA
AREA
ARF (2 times)
ARROWSHAFT
ASPECT RATIO
BAG
BALANCE
BALLAST
BEVEL
BIG BUCKS
BLAKESLEE
BOLT
BOOM
BOOMER
BORON
CABLE
CAMBER
CANOPY
CARBON FIBER
CASH
CG
CHORD
CLERX
CLIMB
CLOUDS
COCKPIT
CORES
CRASH
CROW
CUMULUS
DAP
DIHEDRAL
DISTANCE
DIVE
DONOVAN
DORK LANDING
DOT
DRAG
DUAL RATES
DURATION
DUST DEVIL
EASY
EIGHTY GRIT
ELEVON
EMPENNAGE
EPOXY
EPPLER
EXP
EYE
F3B
FAA
FAI
FALCON
FARM
FAST
FEET
FIBERGLASS
FIELD
FIN
FIT

FIVE
FLAPERONS
FLAPS
FLOATER
FLY
FOAM
FORMER
FORREY
FREQ FLAG
FULL SCALE
FUN (2 times)
FUN FLYt
GIMBAL
GLIDER
GLUE
GNOME
GOAL- AND- RETURN
GRAPHITE
GULL
HAM BAND
HAT (2 times)
HAWK
HEAT GUN
HELP
HILLS
HINGE
HI START
HIT(2 times)
HLG
HOBBY HORN
HOT
HSS
IMPOUND
INCIDENCE
IRON
KEVLAR
KITS
LAP(3 times)
LAUNCH
LD
LEADING EDGE
LEGEND
LIFT
LINE
LIST
LINKS
LOAD(2 times)
LOADING
LOOP
LOW
LSF
MAN
MHZ
MICRO
MIDAIR
MINI
MIX
NACA
NATS(2 times)
NEON
NICAD
NOMEX
NOSECONE
NYROD
OBECHI
OPEN
PARACHUTE
PARTS
PEG

PILOT
PIN(2 times)
PITS
PLY
POD(2 times)
POLAR DATA
POLY
POLYHEDRAL
POPOFF
PROTOTYPE
PULL
PUSHROD
QUABECK
RATIO
RC
RC MODEL
RCSD
REAR
REEL
REFLEX
RESIN
REYNOLDS
RIB
RIDGE
RING
ROTOR
ROUND
ROWS
RTC
RTF
SAG
SAILPLANE
SAW
SCHEUMANN
SCSQ
SELIG
SERVO
SEVEN
SHARKS TEETH
SHEERWEB
SILK AND DOPE
SINK
SKID
SKIED OUT
SKY
SLEW
SLOPE
SLOW
SOARING ENTHUSIAST
SOARTECH
SOARTOONS
SPAN
SPAR
SPECTRA
SPOT
SPRUCE
SPTS
STAB
STAKE
STALL
STRAP
STRIP
SUN(2 times)
SWIVELS
TAB
TAP
TASKS
THERMAL
THOR
THREE

TIE(3 times)
TIMER
TINT(2 times)
TLAR
TOOL
TOWHOOK
TOY
TREE
TRIM
TRIP
TUNNEL
TURNAROUND
USA
VACUUM BAGGING
VALLEY
VISALIA
VISION
VORTICE
WASHOUT
WASSERKUPPE
WAX
WIN(3 times)
WINCH
WINCHLINE
WIND TUNNEL
WINGLET
WING ROD
WIRE
WOOD(2 times)
WURTS
XMTR
XTAL
ZAP
ZOOM



NORTH COUNTY CLOUDS

CONTEST ANNOUNCEMENT

SC2

WHERE: SAN MARCOS, CA. ON VIA VERA CRUZ BETWEEN GRAND AVE.
AND LINDA VISTA DRIVE

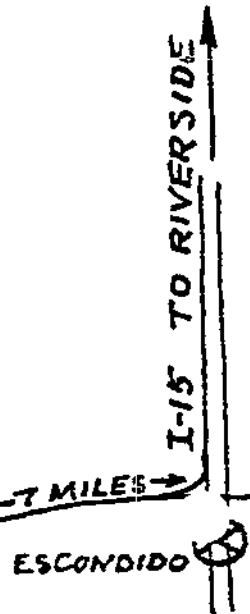
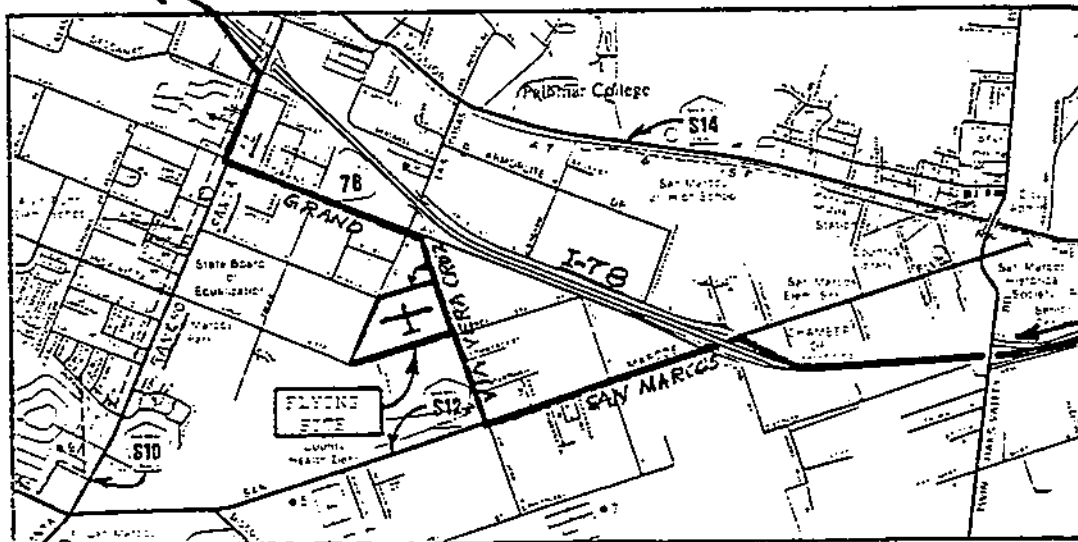
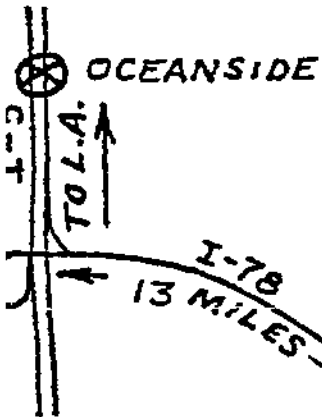
WHEN: 31 MAY 1992. SIGN UP AT 8:00 A.M. PILOTS BRIEF-
ING AT 9:00 A.M.

WHAT: THREE ROUNDS OF MODIFIED TRIATHELON WITH LANDING
ON A GRADUATED RUNWAY

DETAILS: ALL 3 rounds will be 4 or 7 minutes Modified Triathlon,
pilot's choice while airborne. NCC scoring table will be
used. 700 and 900 flight points. Landings scored 300
and 100 points respectively on a graduated 25' runway.
Penalty points are 3 points per inch abeam the centerline
for flights thru 5' 29", 1 point per inch over 5' 29".
12 Volt winches with retrievers. Grass and dirt landing
surface. 700' lines. All legal frequencies usable.
Entry fee \$6.00.

C.D. KEITH FINKENBINER (619) 931-0630 (H)

PRES. HUGH WAGNER (619) 727-1671 anytime



ASTRO FLIGHT CHAMPIONSHIPS

THE HARBOR SOARING SOCIETY WOULD LIKE TO INVITE YOU TO THE ...

18TH ANNUAL ELECTRIC FLIGHT R/C CHAMPIONSHIPS

The 18th Annual Astro Flight Electric Champs will be held on Saturday and Sunday, May the 2nd and 3rd, 1992 at Fairview Regional Park, Costa Mesa CA. The events will be 7-cell Sailplane and Old Timer, Unlimited Sailplane and Old Timer, and 7 Cell Pylon.

SAILPLANE and **OLD TIMER** rounds one, two and three will be limited motor run with thermal duration and runway landings, and will be scored man-on-man. The motor run, duration, and landings will be as follows:

ROUND 1	.....	<u>7-Cell Sailplane</u>	.....	<u>7-Cell Old Timer</u>	.....	<u>Unlimited Sailplane</u>	.....	<u>Unlimited Old Timer</u>
Motor run	.....	20 seconds	.....	30 seconds	.....	10 seconds	.....	20 seconds
Duration	.....	3 minutes	.....	3 minutes	.....	3 minutes	.....	3 minutes
Landing	.....	100 points	.....	10 points	.....	100 points	.....	10 points

ROUND 2	.....	40 seconds	.....	50 seconds	.....	20 seconds	.....	30 seconds
Motor run	.....	7 minutes	.....	7 minutes	.....	7 minutes	.....	7 minutes
Duration	.....	100 points	.....	10 points	.....	100 points	.....	10 points
Landing	.....	100 points	.....	10 points	.....	100 points	.....	10 points

ROUND 3	.....	30 seconds	.....	40 seconds	.....	15 seconds	.....	25 seconds
Motor run	.....	5 minutes	.....	5 minutes	.....	5 minutes	.....	5 minutes
Duration	.....	100 points	.....	10 points	.....	100 points	.....	10 points
Landing	.....	100 points	.....	10 points	.....	100 points	.....	10 points

ROUND 4
Round four will be a 5 minute penalty-duration with the same landings as the previous rounds. Time will start when the model becomes airborne. A second timer will keep track of the motor run which will be subtracted from the total flight time. Motor run is unlimited but for one run only at the discretion of the pilot. Scoring will be straight points per second with all classes flying the same task.

7 CELL PYLON RACING: Saturday and Sunday. (ONE HEAT ON SAT // TWO HEATS ON SUN // 10 LAPS PER HEAT) (Contestants must have two battery packs for continuous flying on Sunday--You must be ready to fly whenever called.) Course and rules will be per the 1990 AMA rule book. (Additional heats will be flown if time permits.)

YES! I WANT TO ENTER!

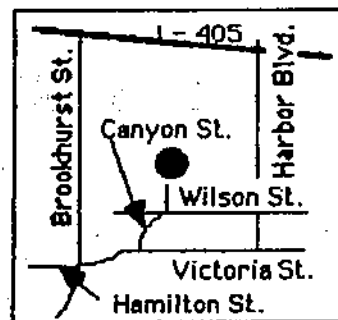
NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE# _____
AMA# _____

.. 7 CELL SAILPLANE [CH # _____]
 .. 7 CELL OLDTIMER [CH # _____]
 .. UNLIMITED SAILPLANE [CH # _____]
 .. UNLIMITED OLDTIMER [CH # _____]
 .. 7 CELL PYLON [CH # _____]

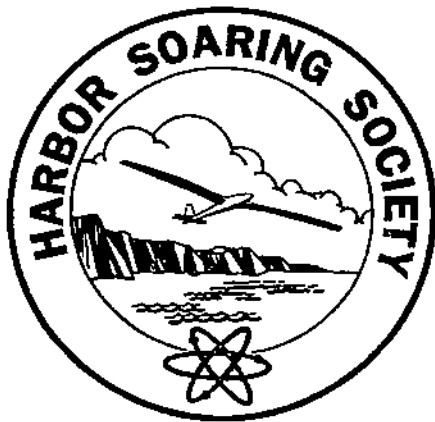
NUMBER OF ENTRIES [] _____
TOTAL \$ ENCLOSED [\$ _____]
ENTRY FEE: \$10.00/FIRST EVENT, \$5.00
FOR EACH ADDITIONAL EVENT
SEND ENTRIES TO J. Lupperger (CD)
947 Joann St. Costa Mesa, CA 92627
(714) 646 5316 (After 6 pm.)

AMA SANCTIONED
AMA LICENSE REQD.
MAY 2nd and 3rd, 1992
Fairview Regional Park
Registration 8:00 AM
First Round 9:00 AM

Trophies will be awarded to third place in each class. There will be a pilots/workers drawing for valuable merchandise prizes donated by Astro Flight and several other manufacturers.



JOIN
The ELECTRIC
AEROMODELING
ASSOCIATION



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



Charter # 128

APRIL MEETING

DATE: Wednesday, May 6,
1992 at 7:30 P.M.

LOCATION: Clubhouse at
LAKES AT SEABRIDGE
condos. See **INSTRUC-**
TIONS inside.

Larry Renger Engineering
Chief at **COX** and former
Model Builder columnist
will discuss new innovations
and technologies.



P.O. Box 1673
Costa Mesa, CA 92628



FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708