

The Harbor Soaring Society Newsletter

OCTOBER 1992, VOL. 29 NO. 10



SEPTEMBER MONTHLY

FROM THE PREZ
by Ben Clerx

Well, it's that time of year again - elections! No, not the Bush-Clinton showdown - something much more important - HSS elections will be held at the November meeting with nominations at both the October and November meetings (get a verbal consent from whoever you plan to nominate so as not to put anyone "on the spot" at the meeting).

If you've ever wanted to get involved with running a club, now is your chance. It doesn't require any prior experience, just a little concern and a small amount of time. You'll also have plenty of help from ex-board members. Give it some thought.

September's HSS monthly contest was held on the 13th to deconflict with the F3B Finals on our normal contest date. The man-on-man format - with four planes launching at the same time - proved to be a lot of fun. Feedback was positive for this type of format, except for the slow pace. The problem was a large number of frequency conflicts in 2 Meter, and an occasional broken winch line causing the entire flight group to relaunch.

The weather was sunny and warm with great lift - most of
(continued, page 2)

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

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: Pete Young	(714) 892-3473

The Harbor Soaring Society newsletter is published monthly. Editorial comments and articles are welcomed. Please provide all material for consideration by the 15th of the month prior to publication. Wordprocessed material is appreciated (any major IBM compatible disk format and program). Handwritten material must be clear and legible. The editor reserves the right to edit all material. Submissions should be made to Pete Young in person or by mail to: 6592 Belgrave Ave., Garden Grove, CA 92645.

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Irvine, CA (714) 660-1150

September Monthly, continued

the time. With four planes in the air, there was a lot of strategy involved. You could follow the pack, share their fate be it lift or sink, and land close to their times with a decent score. Or you could strike off on your own and possibly "bury" the competition - or they could "bury" you!

When the dust finally settled, Advanced pilot Brett Young took home the gold with his Alcyone, placing first overall with a 2980 score out of a possible 3000. Advanced was won by Manny Tau and his Modi, Nick Buzolich topped the Sportsman fliers with his Spirit 100, and Roger Lackey won 2 Meter with his Falcon 600. The other scores are posted elsewhere in the newsletter. Thanks to everyone who helped with the contest!

- reported by Ben Clerx

SEPTEMBER MEETING MINUTES

The September meeting started at 7:55PM with Ben Clerx presiding. The minutes from the August meeting were accepted as written. A treasurer's report was given by Frank Chasteler and was accepted as read.

Ben Clerx discussed the club contest scheduled for September 13th. The Club Board has been de-emphasizing landings to discourage spot "crash-type" landings.

Steins and coffee mugs are on order as a replacement for the plaques awarded at monthly contests.

Nominations for club officers will be accepted at the Oct. and Nov. meetings, with final voting at the November meeting.

The guest speaker, John D'Amore from Futaba, was introduced to the club members by Ben Clerx. John gave a rundown on the

history of Futaba and its current products. At present Futaba ranks 56th among Japanese corporations, with America representing only a small percentage of Futaba's worldwide market. Some of Futaba's current products are industrial dyes and digital dashes for Chrysler motor vehicles.

Two new Futaba radio systems are coming out in the near future and prototypes were passed around for inspection. Futaba's new glider radio will be a seven channel, all programmable system with complete function-to-function mixing. The other radio is a more general purpose 9 channel system, also with complete function mixing. The 9 channel radio will be introduced with a frequency tunable receiver and will eventually have a frequency tunable transmitter. A unique feature of the 9 channel radio is that after trim settings are adjusted using TX trim levers as in present convention, the trim offsets are electronically retained by the flight system and the TX's trim levers can be returned to their center positions. The 9 channel will be out in about 2 to 3 months and the 7 channel will be available in about 8 months to a year.

John gave a talk on the operation of modern transmitters and receivers. Also discussed was antenna reception and transmission, proportional servo action, comparisons of "high tech" vs "low tech" radios, coreless and standard servos, and AM vs. FM radio systems. Finally, Futaba servos were passed out to all in attendance.

Woody Grosvenor, Secretary

FYI

...SPECIAL CONGRATULATIONS to the F3E electric team, managed by Bob Sliff for their finish at the 1992 World Championships held in the Netherlands...the USA team took 1st overall by a convincing margin...individually, Jerry Bridgeman was 2nd, Jason Perrin 3rd, and Steve Neu 7th...the USA was the only nation to place more than one flier in the top ten...Bob Sliff will recount highlights of the WCs at the October 7th HSS club meeting, don't miss it...at the F3B glider team finals held Labor Day Weekend at the SULA field, the top five placers were Joe Wurts, Larry Jolly, Randy Spencer, Daryl Perkins, and Steve Lewis, another all-California team!...all soaring enthusiasts should thank Steve Addis, SULA, and the many volunteers for hosting the team finals...It's Just Not True Dept: Ben Clerx absolutely did not use a carbon fiber segment from his racing bike to repair his Falcon 880 fuselage, a victim of flutteritis on tow...HSS had a light turnout for the August SC2 tournament at SWSA's Covina field, hosted by PSS...top 4 HSS placers were Roger Lackey, Frank Chasteler, Pete Young, and Manny Tau...HSS still leads SC2 overall team standings but strong HSS participation is needed for the remaining tournaments...the October 25th SC2 is hosted by SWSA at their Covina site, contest details are on page 9...new impressive machines seen at the field: Ben Clerx' Dazzle, Dennis Brandt's Excalibur...Mike Aguirre is organizing HSS' counterattack for the next Tri-Cities Challenge, let's give the toilet seat trophy back to either SULA or EDSF...build up a 2 meter ship and get ready for the next Challenge in December...

FOR SALE

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

- LJMP Cheetah - glass fuse, extended wings, spoilers and flaps. Price includes a wing bag. Ready to fly. With 7 servos - \$275. Without servos - \$175.

- contact Curt @ (714) 592-2105.

- Ace Thermal Sniffer, complete, \$30

- Kits new-in-box:
Airtronics Adante, Sagitta 600; Mark's Mirage, Ace Quasoar, Prodigy; Sig Citabria, Goldberg Super Chipmunk; LJMP Meteor and Pantera; Top Flite Nobler, Klingberg Wing. For prices, call Pete @ (714) 892-3473.

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

- Airtronics Legend, in perfect condition, a proven winner. \$350 OBO. Call Jim at (714) 840-6658.

- Unique Fal-'Ome, a 2 meter Gnome with a Falcon planform wing. Rudder, elevator, flaps and ailerons. STRONG wing with carbon fiber reinforced spars, fully sheeted upper surface. Just add radio gear and fly. \$75 OBO (radio gear not included).

- Goblin by Gold Coast Avionics, 60" hand launch or slope plane. Foam core wings with wood fuse. New, in box. \$65 OBO

- call John at (714) 847-4871.

PILOT OF THE MONTH

The Harbor Soaring Society's Pilot of the Month is Steve Fink - a superb builder and pilot who consistently provides his winch and retriever for other clubmembers' use. This month, Steve successfully completed a one hour flight for his LSF Level IV, a tremendous achievement. For more info about Steve, read on...



OCCUPATION: Sales representative, 16 years experience, in commercial and industrial lighting.

STARTED FLYING SAILPLANES: I started free flight towline sailplanes in 1958 with the JASCO Thermic series. My father built and flew ignition models in the 30s and taught me how to build and fly. I started radio control flying in 1972 with Kraft proportional radios.

REASON FOR INTEREST: My father's influence and my innate love for high aspect ratio sailplanes.

STRENGTHS: Thermalling ability, picking good air.

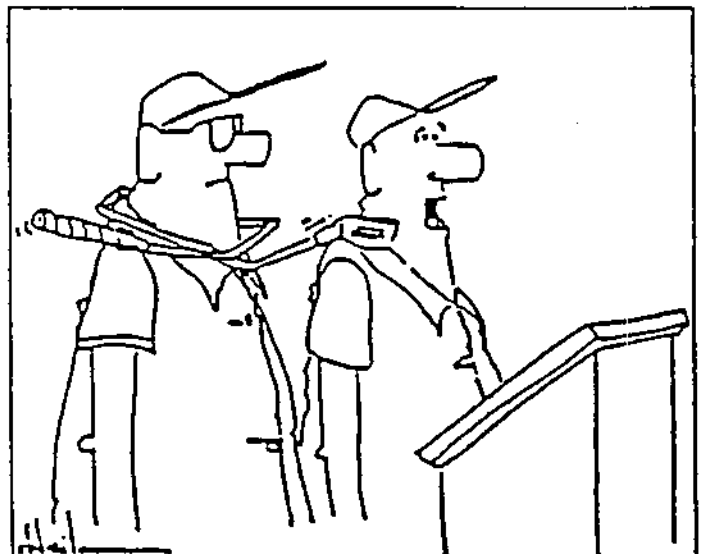
FAVORITE PARTS OF THE HOBBY: Using my hands and skills to build models, then flying the finished products.

GOALS FOR 1992 AND 1993: To achieve LSF Level V, finish in the top 5 of SC2 season standings, and complete a 1/5th scale DFS Reiher vintage sailplane.

CURRENT R/C SAILPLANES: Hobby Horn Sensoar (fourth built), Sagitta 600 (fourth built), SULA-BIRD (third built), Tango (modified Falcon 880), Southern Cross' Stinger, TEKOA Shadow.

FAVORITE R/C SAILPLANE: It's a tossup between two designs. The first is Mark's Model Windfree - I built 5 of these. It was one of the first sailplanes with double taper wing planforms and was a great flier. The second is the TEKOA Shadow - I have about 1 1/2 hours on the prototype and it's an impressive machine. It combines all the elements of modern design in an extremely competitive sailplane.

ADVICE FOR BEGINNERS: #1: Join the LSF to improve your piloting skills. #2: Set goals for every flying session. This could be as simple as landing on a predetermined spot or as ambitious as winning a maj contest. #3: Know the limitations of your airborne battery pack. #4: Final sand your new model, then sand it one more time.



"AND NOW, FRED HERE, WILL TELL US HIS FINDINGS ON USING THE LOCAL GOLF COURSES AS A POSSIBLE FLYING SITE!"

Mountainers, Stan Clark, Jeff Davis: Editors

Charleston, West Virginia

- From the AMA National Newsletter

THE NEW F3B BREED

by Manny Tau

I've just recently competed at the 1992 U.S. F3B Team Trials at the Soaring Union of Los Angeles site in Carson, CA. The results, from 1st to 22nd place: Wurts, Jolly, Spencer, Perkins, Lewis, Edberg, Miller, Dawson, Condon, Burnouski, Wyss, Scegiel, Sasson, Botha, Reagan, Renaud, McCarthy, Keer, Tau, Phelan, Gilbert, and Averill. It was an exhausting and grueling three days of competition. Carnage was minimal, the air somewhat cooperative though slow in general, but the overall atmosphere of the competition was particularly significant.

I've been practicing in Southern California with the 1991 U.S. F3B Team for the last 9 months. Being the info monger that I am, I have been exposed to stories, tales, myths, information, and disinformation about F3B, F3B pilots, and elitist and cutthroat attitudes that had been observed in the past. To quote Larry Jolly, "F3B brings out the best in planes and the worst in pilots." I've heard accounts from others (some first hand, others vicariously) about negative attitudes and opinions attributed to "the F3B crowd." But now I'm finding something different, much more to my liking.

Friday night before the Labor Day weekend, I was in the Ramada Inn (Team Trials HQ) in a small room filled with pilots and team managers, all processing their gliders and winches. The atmosphere was light and a general sense of camaraderie pervaded the group. It was a pleasure to meet the pilots whose names have been in various spotlights and publications related to F3B. I noticed how people were sharing stories,

showing off their equipment, and basically having a good time with one another. This was an overall tone that was observed by my fellow teammates as well, along with some of the other pilots in the crowd.

Throughout the three day competition, I found my fellow competitors to be quite friendly and most of all, very helpful. Information flowed fairly easily, along with helpful pointers, observations, and "tricks of the trade" strategies. Of particular note Bob Edson, the TM for the Colorado Team, and the Colorado pilots (Miller, Kerr, Sasson, and Wyss) were very friendly and a pleasure to be with. Burnouski, McCarthy, and Phelan of the Illinois Team were easygoing guys who didn't let the competitive pressure get to them.

Anal retentive character styles were absent...yes, let the shoulders drop, loosen up the ol' sphincter, remember, we're having fun here. The attitudes of my teammates (Lo Cal F3B - Condon, Botha, and Tiltman) were to have a good time and learn as much as possible from the pilots with many more years of experience. It seemed as though a good time was had by all, and that just qualifying and competing on a national level was an accomplishment all in itself.

I believe that a new breed of F3B pilots is coming into the foreground and representing this contingent in a manner that positively promotes F3B interests. I have also noticed that an overall newer generation of pilots is coming into play as evidenced by my experiences at other aeromodelling competitions, i.e. slope racing and thermal duration. The gliders have changed as well, becoming more efficient and utilizing the latest in composite technology.

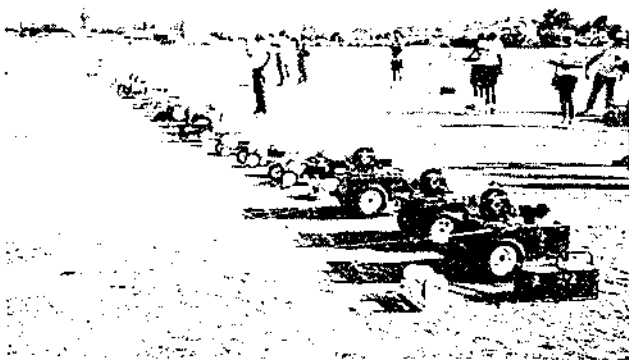
The New F3B Breed, cont.

These gliders are heavier, have a wider speed range, and their performance envelope has been stretched to a point that really allows a pilot to experiment and improve his/her flying style. Pilots overall are becoming more skillful with their flying abilities. They are no longer just floating around with gasbaggers waiting for the next thermal to arrive, but rather are penetrating and searching the skies in search of elusive thermals. Talk about lightweight balsa and low wingloadings have taken a backseat to discussions about full-house computer setups, composite construction techniques, and computer-designed airfoils.

I'm really pleased with the maturing glider technologies and greatly look forward to future developments in this great art of flying sailplanes. The arrival of the newer breed of F3B pilots

with their attitudes and skills is indicative of the changing atmosphere within our sport and our capability to have a great time no matter what level of flying we participate in.

A final note. I'd like to express my appreciation to the following people. Richard Tiltman of RnR Products travelled down from Northern California to coach our team - Rich provided invaluable assistance and good company that greatly enhanced our team's performance and overall 'fun'. Ann Aarhus, Aaron Valdes, and Al Valdes supplied invaluable team support and technical assistance - their energy was unending and allowed our team to compete smoothly without technical difficulties. And Greg Chun of Greco Technologies provided the Modi 900 F3B ship and the new Greco F3B winches - everything worked flawlessly! Until the next speed run...



Left: USA F3B Team Selections 1992. "An imposing sight - the F3B winch line-up." Right: Team Lo Cal - Rich Tiltman, Gavin Botha, Al Valdes, Steve Condon, Ann Aarhus, Aaron Valdes, and Manny Tau with their modified Eagle, Synergy III, and Modi.

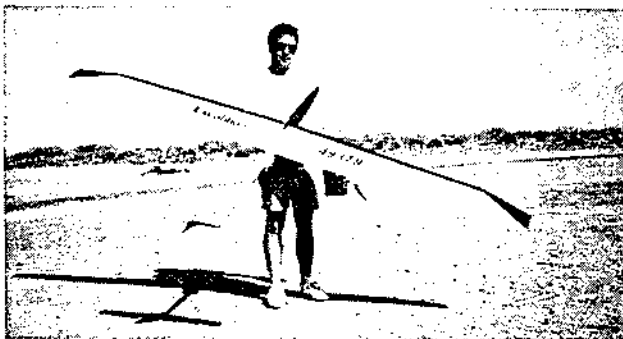
VIDEO LIBRARY

F3E WORLD CHAMPIONSHIPS

You've seen all those speedy little electric ships buzzing around our field - that was the US team getting ready for the World Championships held August 19-22 in the Netherlands. Jerry Bridgeman, Jason Perrin, Steve Neu, and team manager Bob Sliff put on a world-class performance, placing 2nd, 3rd, and 7th respectively and taking home the 1st place team trophy. Austrin Rudi Freudenthaler took first overall (as he did at the last World Champs), by only 4 points out of several thousand.

I had the opportunity to watch the first couple of days of competition while visiting relatives nearby, and was treated to a well-run contest, saw some great flying, and even got rained on a bit. All the planes have evolved to a point where they all look alike - same weight, same wing area, and T-tails. All were of composite construction and made in molds. Craftsmanship was superb. Pilot skill was clearly the winning edge. The best part was being able to BS with modelers from other countries. I'll put a copy of the video I filmed in the HSS library since pictures are worth a thousand words.

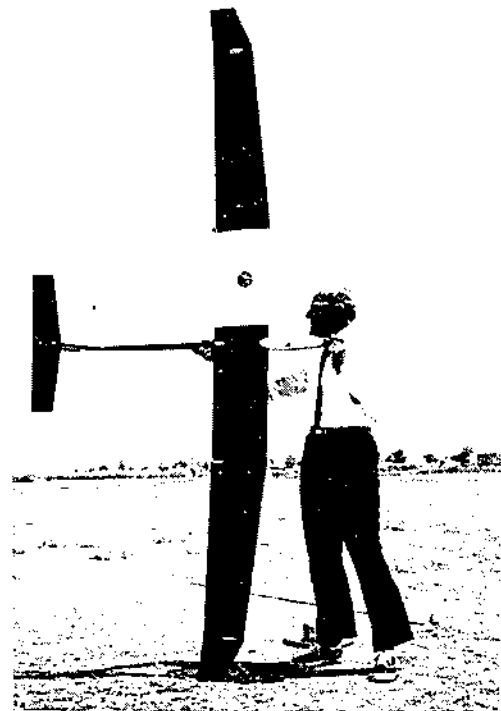
- reported by roving reporter Ben Clerx



Dennis Brandt and Excalibur

NEW: 1992 F3E World Champs
Soaring in England, visit
to the ASW factory ****
RC Video Magazine
Striking Back - Byron Air Show
Foam, Fiberglass, Flight ****
Tournament of Champions, 1988
How to Monokote, parts 1 & 2
MIG Killers ****
Hook Down, Wheels Down, NavAir
history ****
F3E - Bridgeman's airplane
Electric Flight
Dawn Patrol - WWI movie ****
Thunderbolt, Fight for the Skies
1988 F3E USA Team Finals
The Quiet Challenge/Running on
Empty
B1
AMA Today - 1990
R/C Park of Costa Mesa
Fighting Sabre Jets

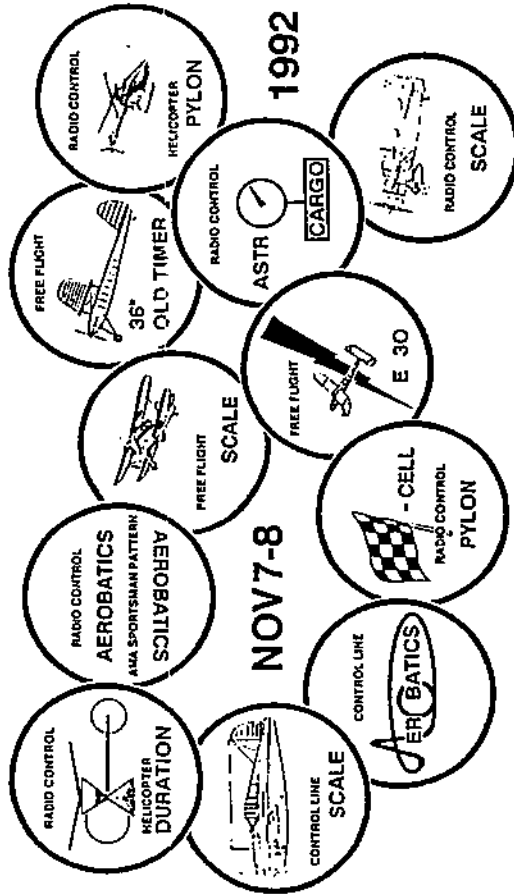
Number of *'s indicates a
reviewer's opinion.
All tapes are VHS format.
Contact Dick Johnson for tapes.



Col Bob Thacker and his Legend

ASTRO CHAMPS II

"A QUIET WEEKEND IN THE PARK"



NOV 7-8

1992

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100 DB AT 3 METER NOISE RULE WILL BE STRICTLY ENFORCED

ASTRO CHAMPS 92-2

EVENTS AND RULES

ASTRO CARGO

Powerplant is one stock production ASTRO .05 motor
 Battery pack is a maximum of 7 acids
 Maximum wingspan - 100 inches
 Total projected area including fuselage, wing and stabilizer-1200 square inches maximum
 Model must have an internal cargo area measuring at least 2x3x5 inches
 All batteries and radio equipment must be carried internally
 Model must take off within a marked 200 foot area
 Model must land and stop within the same marked 200 foot area
 Model must fly at least one minute after liftoff
 Model must remain upright after landing

HELICOPTER DURATION

Helicopter may be any size with any electric powerplant
 All batteries must be carried aloft by the helicopter

HELICOPTER PYLON

Pylon course to be decided
 Maximum number of cells is 30

CONTROL LINE PRECISION AEROBATICS AMA Event 608

Contestant may choose any 10 maneuvers from the AMA control line precision aerobatics schedule
 Line length may be from 20 feet to 70 feet
 All other AMA rules will apply

CONTROL LINE SPORT SCALE AMA Event 509

AMA control line sport scale rules will apply

FREE FLIGHT SCALE AMA Event 504

Per AMA rules

FREE FLIGHT 36 INCH OLD TIMER

Model must be a replica of a legitimate pre-1943 old timer
 Wingspan must not exceed 36 inches
 Maximum of 7 cells
 Motor run-20 sec.

FREE FLIGHT E-30

Model wingspan must be between 28 and 30 inches
 Motor must be MRC motor from the form ready to fly or VL HY-70
 Batteries will be two 50 mah nicads
 Commercially available plastic propeller
 Minimum weight is 50 grams

T-CELL PYLON AMA Event 614

RADIO CONTROL SPORT SCALE AMA Event 511

Any 10 maneuvers from the AMA R/C scale schedule

RADIO CONTROL PRECISION AEROBATICS

AMA Sportsman pattern

All R/C models must have radio operated motor control

AMA membership required

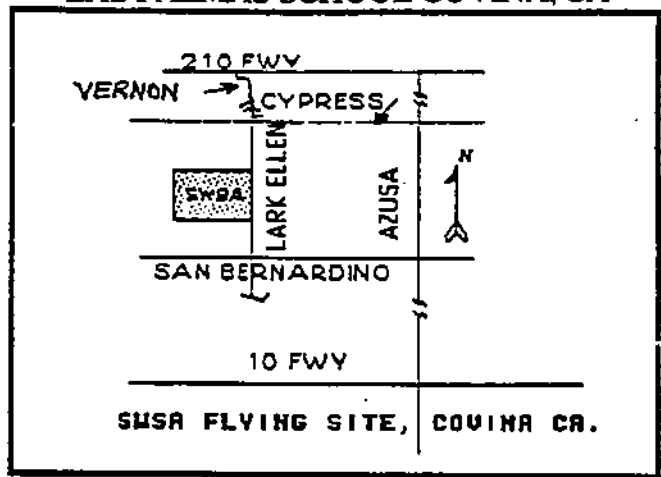
ENTRY FEE- 10.00 Price includes 1 event \$5.00 each additional event



**SILENT WINGS
SOARING ASSOCIATION**

INVITES YOU TO FLY
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DATE OCTOBER 25, 1992
 TIME Pilot's Meeting 9 AM
 CD IAN DOUGLAS (714) 621-2522
 Club Pres. PETE OLSEN (714) 597-2095
 LOCATION LAS PALMAS SCHOOL COVINA, CA



ENTRY FEE
\$6.00

EVENTS Three rounds Precision Duration Pilots Choice****
 SC ² Supplemental Rules apply.
 3 Min. Scored 700 flight/300 landing points
 5 Min. Scored 800 flight/200 landing points
 7 Min. Scored 900 flight/100 landing points
 **** At least one flight must be scored as a 7 Min. round
 and no three the same. (i.e. go for 7-7-5)

LANDINGS Carrier Style; 25 Foot Runway; Deduct one percent per
 inch from centerline. Grass surface

WINCHES 12 Volt Approximately 600 feet to turnaround.
 Mechanical retrievers will be provided.

Harbor Soaring Society
September Contest, 1992
Open Division

PLACE	NAME	CLASS	SCORE	NORMALIZE	TROPHY
1	YOUNG BRETT	ADVANCED	2880.0	1000.0	1ST. EXP.
2	CHASTELER FRANK	EXPERT	2973.0	997.7	2ND. EXP.
3	LACKEY ROGER	EXPERT	2960.0	993.3	3RD. EXP.
4	TAU MANNY	ADVANCED	2956.0	991.9	1ST. ADV.
5	DUNCAN BILL	ADVANCED	2855.0	952.4	2ND. ADV.
6	FOULSEN GORDON	EXPERT	2884.0	961.1	
7	CLEFX BEN	EXPERT	2821.0	946.6	
8	SLIFF BOB	EXPERT	2766.0	928.2	
9	BOESE JIM	ADVANCED	2759.0	925.8	
10	EDBERG DON	EXPERT	2748.0	922.1	
11	PARSONS JIM	ADVANCED	2745.0	921.1	
12	KUTCH NORM	EXPERT	2626.0	881.2	
13	RITSCHKE GORDON	EXPERT	2581.0	866.1	
14	BUZOLICH NICK	SPORTSMAN	2544.0	853.7	1ST. SPTS.
15	THOMAS ROSS	EXPERT	2496.0	837.6	
16	WILHITE CONNIE	SPORTSMAN	2495.0	837.2	2ND. SPTS.
17	CHON AL	EXPERT	2489.0	835.2	
18	CLARKE GEORGE	SPORTSMAN	2480.0	825.5	
19	NEHRING CURT	ADVANCED	2416.0	810.7	
20	MARTIN TONY	EXPERT	2376.0	797.3	
21	YOUNG PETE	SPORTSMAN	2332.0	782.6	
22	AGUIRRE MIKE	ADVANCED	2175.0	729.9	
23	HARRIS PHIL	GUEST	2080.0	698.0	
24	SANDERS ANDY	SPORTSMAN	2018.0	677.2	
25	WHITE LARRY	EXPERT	1822.0	611.4	
26	VINCENT TOM	GUEST	1064.0	357.0	
27	FINK STEVE	EXPERT	799.0	268.1	
28	LONG DICK	ADVANCE	748.0	251.0	
29	SMITH MORFY	ADVANCED	739.0	248.0	
30	HAWLEY ED	SPORTSMAN	642.0	215.4	
31	KIELTYKA MAC	SPORTSMAN	0.1	0.0	
32	PANTZAR DICK	EXPERT	0.1	0.0	

Two-Meter Division

PLACE	NAME	SCORE	NORMALIZE	TROPHY
1	LACKEY ROGER	2971.0	1000.0	1ST.
2	THOMAS ROSS	2948.0	992.3	2ND.
3	AGUIRRE MIKE	2883.0	970.4	3RD.
4	DUNCAN BILL	2657.0	894.8	
5	MARTIN TONY	2625.0	883.5	
6	BUZOLICH NICK	2316.0	779.5	
7	KUTCH NORM	1990.0	659.8	
8	WHITE LARRY	1893.0	633.8	
9	PARSONS JIM	1758.0	591.7	
10	LONG DICK	1194.0	401.9	
11	MONAHAN SEAN	863.0	324.1	

Two-Meter Division

Year-to-Date Standings

PLACE	NAME	SCORE	CONTESTS
1	LACKEY ROGER	5509.5	6
2	THOMAS ROSS	5554.9	6
3	DUNCAN BILL	5278.3	6
4	WHITE LARRY	5184.7	6
5	AGUIRRE MIKE	5027.7	8
6	KUTCH NORM	4346.0	5
7	MONAHAN SEAN	3152.0	5
8	MARTIN TONY	2685.2	3
9	STOKER PAT	1814.7	2
10	YOUNG BRETT	1667.4	2
11	PARSONS JIM	1618.6	3
12	SCHAEER PAT	1461.8	2
13	BUZOLICH NICK	1371.1	2
14	FINK STEVE	1281.3	3
15	LONG DICK	1155.2	2
16	YOUNG PETER	894.5	1
17	SCHOFFRO STEVE	874.0	1
18	BRANDT DENNIS	844.8	1
19	SLIFF BOB	824.9	1
20	SPOSS GEORGE	781.3	1
21	NEHRING CURT	762.1	1
22	KIELTYKA MAC	583.3	1
23	CLARKE GEORGE	555.6	1
24	SEMMELMAYE ERIC	551.6	1
25	CONRAD WILL	531.7	1
26	HENDRY STEVE	470.9	1
27	RAMSAY DON	141.4	1
28	RICHARDSON PETE	0.0	0
29	ZINK DON	0.0	1

Year-To-Date Standings
Best 6 of 7 Contests
Open Division

PLACE	NAME	CLASS	SCORE	CONTEST
1	CLEFX BEN	EXPERT	5842.5	6
2	LACKEY ROGER	EXPERT	5690.2	6
3	CHON AL	EXPERT	5587.1	6
4	BOESE JIM	ADVANCED	5451.9	6
5	DUNCAN BILL	ADVANCED	5384.1	6
6	THOMAS ROSS	EXPERT	5324.7	6
7	RITSCHKE GORDON	EXPERT	5067.1	6
8	AGUIRRE MIKE	ADVANCED	5063.5	6
9	NEHRING CURT	ADVANCED	4977.7	6
10	CHASTELER FRANK	EXPERT	4834.2	5
11	NEMECEK DAVID	EXPERT	4683.2	6
12	WHITE LARRY	EXPERT	4803.5	6
13	KUTCH NORM	EXPERT	4216.1	5
14	WILHITE CONNIE	SPORTSMAN	3984.8	5
15	YOUNG BRETT	ADVANCED	3886.0	6
16	FINK STEVE	EXPERT	3881.9	6
17	BUZOLICH NICK	SPORTSMAN	3841.1	5
18	ZINK DON	EXPERT	3512.1	5
19	YOUNG PETE	SPORTSMAN	3425.4	4
20	POULSEN GORDON	EXPERT	3418.1	5
21	SANDERS ANDY	SPORTSMAN	3081.3	4
22	PANTZAR DICK	EXPERT	2950.7	5
23	GERBIN ROBERT Jr	EXPERT	2947.1	3
24	HENDRY STEVE	EXPERT	2676.9	4
25	MARTIN TONY	EXPERT	2538.0	3
26	SCHAEER PAT	SPORTSMAN	2472.1	4
27	SMITH MORFY	ADVANCED	2363.1	4
28	PARSONS JIM	ADVANCED	2284.6	3
29	CLARKE GEORGE	SPORTSMAN	2057.4	3
30	RICHARDSON PETE	EXPERT	2026.8	3
31	BIDDLE FRED	EXPERT	1965.7	2
32	TAU MANNY	ADVANCED	1949.4	2
33	EDBERG DON	EXPERT	1908.9	2
34	MONAHAN SEAN	ADVANCED	1874.2	4
35	SLIFF BOB	EXPERT	1795.8	2
36	STOKER PAT	EXPERT	1531.9	2
37	GROSVENOR WOODY	SPORTSMAN	1302.0	2
38	AZVEDO GEORGE	SPORTSMAN	1200.2	2
39	HAWLEY ED	SPORTSMAN	1084.4	2
40	LONG DICK	ADVANCE	1068.9	2
41	DANRICH DAN	ADVANCED	958.5	1
42	GERMANE BRIAN	ADVANCED	892.5	1
43	KIELTYKA MAC	SPORTSMAN	705.2	3
44	SCHOFFRO STEVE	SPORTSMAN	594.3	1
45	LAIR DAN	SPORTSMAN	553.3	1
46	SEMMELMAYE ERIC	SPORTSMAN	525.5	1
47	BRANDT DENNIS	EXPERT	495.4	1
48	DURHAM JACK	EXPERT	483.4	1
49	ROWELL WAYNE	SPORTSMAN	453.9	1
50	RAMSAY DON	SPORTSMAN	163.7	1
51	MCLELLAN KEITH	SPORTSMAN	0.0	0

OCTOBER MONTHLY

DATE: Sunday, October 11, 1992

CONTEST DIRECTOR: Steve Fink

FORMAT: 3 rounds @ 1000 points,
3/5/7 minute format. Landings:
standard graduated circles.

PILOTS' MEETING AT 8:30AM

FIRST ROUND AT 8:45AM - NOTE
THE EARLY START TIME!!

Starting flight group to be
decided at the pilots' meeting.

SOUTHERN CALIFORNIA SOARING CLUBS
AUGUST, 1992 CONTEST

SOUTHERN CALIFORNIA SOARING CLUBS
ANNUAL STANDINGS BEST 5 OF 8

PLACE	NAME	CLUB	CLASS	SCORE	NORMALIZED	TROPHY
1	FOXGORD CRAIG	PSS	EXPERT	3000.0	1000.0	1ST. EXP.
2	ATWELL BLAIR	SULA	EXPERT	2947.7	982.6	2ND. EXP.
3	BLODOD ED XX	SFVF	SPORTSMAN	2943.2	981.1	3RD. EXP.
4	PERKINS DARYL	PSS	EXPERT	2900.0	966.7	4TH. EXP.
5	SPITZER GEORGE	PSS	EXPERT	2900.0	966.7	5TH. EXP.
6	LACKEY ROGER	HSS	EXPERT	2897.8	965.9	
7	NORENBERG LOWELL	SFVF	EXPERT	2897.7	965.9	
8	REAGAN MIKE	TOSS	EXPERT	2897.7	965.9	
9	WEISMAN EDGAR	TOSS	EXPERT	2893.2	964.4	
10	STARK TONI	PSS	EXPERT	2884.1	961.4	
11	GATTI MARK	PSS	SPORTSMAN	2881.9	960.8	1ST. SPTS.
12	HALLFORD PHILIP	PSS	SPORTSMAN	2850.0	950.0	2ND SPTS.
13	AKERS THOMAS	TOSS	EXPERT	2849.9	950.0	
14	MCMAMEE DON	TOSS	EXPERT	2847.8	949.3	
15	SADOFF STAN	ISS	EXPERT	2847.7	949.2	
16	CHASTELER FRANK	HSS	EXPERT	2843.2	947.7	
17	VALDES AARON	TPG	EXPERT	2843.2	947.7	
18	STAIRS PETER	TOSS	SPORTSMAN	2841.0	947.0	3RD. SPTS.
19	YEE JOHN	SWSA	SPORTSMAN	2837.7	945.9	
20	SHELBY RICK	NCC	SPORTSMAN	2834.2	944.7	
21	CONDON STEPHEN	TPG	EXPERT	2832.4	944.1	
22	BIRLE JOHN XX	EDSF	SPORTSMAN	2818.1	938.7	
23	DUNCAN BILL XX	EDSF	SPORTSMAN	2786.6	922.2	
24	YOUNG PETER	HSS	SPORTSMAN	2758.7	919.6	
25	LEVOE MARK	PSS	EXPERT	2707.5	902.5	
26	DEVLIN ED	PSS	SPORTSMAN	2628.4	876.1	
27	TAU MANNY	HSS	SPORTSMAN	2612.4	870.8	
28	VAN GUNDY DON	TPG	EXPERT	2590.1	863.4	
29	MacKENZIE SCOTT	SFVF	EXPERT	2560.8	853.5	
30	MARKLE JIM	SULA	EXPERT	2540.2	846.7	
31	BROOKS NOEL	PSS	SPORTSMAN	2520.0	840.0	
32	NEHRING CURT	HSS	SPORTSMAN	2519.7	839.9	
33	RATNER MIKE	PSS	EXPERT	2481.7	827.2	
34	DOUGLAS IAN	SWSA	EXPERT	2460.9	820.3	
35	FARLESS DAVID	PSS	EXPERT	2442.8	814.3	
36	CHILD MARK XX	EDSF	SPORTSMAN	2420.3	806.8	
37	DECKMAN MIKE	SWSA	SPORTSMAN	2379.7	793.2	
38	MATSUMOTO BEN	PSS	EXPERT	2359.4	786.5	
39	JOY BRYAN XX	TPG	SPORTSMAN	2336.8	778.9	
40	YOUNG BRETT	HSS	SPORTSMAN	2305.1	766.4	
41	THOMAS ROSS	HSS	EXPERT	2266.6	755.5	
42	WILSON DAN XX	EDSF	SPORTSMAN	2221.3	740.4	
43	OLSEN PETER	SWSA	EXPERT	2103.6	701.2	
44	FAULKENHAM RON XX	ISS	SPORTSMAN	2087.3	699.1	
45	BUTKOVICH DAVID	PSS	SPORTSMAN	2049.5	683.2	
46	VAN GUNDY SUE	TPG	SPORTSMAN	2002.8	667.5	
47	BUZOLICH NICK	HSS	SPORTSMAN	1979.2	659.7	
48	MORAN MYLES	TOSS	EXPERT	1911.3	637.1	
49	CLIFTON GLENN	SWSA	EXPERT	1814.0	604.7	
50	KLATSKIN BILL	EDSF	SPORTSMAN	1811.7	603.9	
51	STROBEL RICH	TPG	EXPERT	1311.9	437.3	
52	AVESON BRUCE	SWSA	SPORTSMAN	1293.6	431.3	
53	SMITH STEVE	DUST	SPORTSMAN	1150.4	386.8	
54	IKONA PAUL	SWSA	SPORTSMAN	1002.3	334.1	
55	OLSEN ROBIN	SWSA	EXPERT	425.2	141.7	
56	ANDERSON GARY	TPG	EXPERT	0.1	0.0	

PLACE	NAME	STATUS	SCORE	CONTESTS	CLUB
1	ATWELL BLAIR	EXPERT	4930.6	5	SULA
2	LACKEY ROGER	EXPERT	4900.3	5	HSS
3	JOY GEORGE	EXPERT	4838.9	5	TPG
4	REAGAN MIKE	EXPERT	4807.7	5	TOSS
5	ANDERSON GARY	EXPERT	4803.9	5	TPG
6	SPITZER GEORGE	EXPERT	4784.7	5	PSS
7	FINKENBINER KEITH	EXPERT	4721.8	5	NCC
8	LEVOE MARK	EXPERT	4700.4	5	PSS
9	WEISMAN EDGAR	EXPERT	4654.1	5	TOSS
10	RAYMOND KEN	EXPERT	4652.7	5	NCC
11	VALDES AARON	EXPERT	4573.6	5	TPG
12	GATTI MARK	SPORTSMAN	4494.2	5	PSS
13	MARKLE JIM	EXPERT	4477.8	5	SULA
14	STROBEL RICH	EXPERT	4455.4	5	TPG
15	RODRIGUEZ JOE	EXPERT	4452.8	5	ISS
16	CONDON STEPHEN	EXPERT	4389.3	5	TPG
17	FINK STEVEN	EXPERT	4324.5	5	SULA
18	SADOFF STAN	EXPERT	4314.8	5	ISS
19	THOMAS ROSS	EXPERT	4294.5	5	HSS
20	DOUGLAS IAN	EXPERT	4291.3	5	SWSA
21	VAN GUNDY DON	EXPERT	4233.4	5	TPG
22	WILSON DAN XX	SPORTSMAN	4187.8	5	EDSF
23	SHELBY RICK	SPORTSMAN	4176.2	5	NCC
24	SMITH STEVE	SPORTSMAN	4169.5	5	DUST
25	SAGE FRED	EXPERT	4159.0	5	NCC
26	CLERK BEN	EXPERT	3956.5	4	HSS
27	CHASTELER FRANK	EXPERT	3922.1	4	HSS
28	BLUFF BOB	EXPERT	3818.9	4	HSS
29	KUTCH NORM	EXPERT	3592.3	5	HSS
30	TAU MANNY	SPORTSMAN	3558.1	4	HSS
31	NEHRING CURT	SPORTSMAN	3455.1	4	HSS
32	YOUNG PETER	SPORTSMAN	3368.8	5	HSS
33	YOUNG BRETT	SPORTSMAN	3245.4	4	HSS
34	EDBERG DON	EXPERT	2978.8	3	HSS
35	AGUIRRE MIKE	SPORTSMAN	2954.2	4	HSS
36	BUZOLICH NICK	SPORTSMAN	2939.8	5	HSS
37	MARTIN TONY	EXPERT	2919.3	3	HSS
38	ZINK DON	EXPERT	2713.2	3	HSS
39	CRON AL	EXPERT	2653.9	3	HSS
40	HENDRY STEVE	EXPERT	2178.9	3	HSS
41	GERBIN JR ROBERT	EXPERT	1994.2	2	HSS
42	PARSONS JIM XX	SPORTSMAN	1358.3	2	HSS
43	KIELTYKA MAC	SPORTSMAN	1265.8	2	HSS
44	WHITE LARRY	EXPERT	971.0	1	HSS
45	GIBBS DUANE XX	SPORTSMAN	942.9	1	HSS
46	SMITH MORRY	EXPERT	939.6	1	HSS
47	BOESE JIM	SPORTSMAN	920.2	1	HSS
48	RENAUD TIM	EXPERT	867.7	1	HSS
49	RITSCHKE GORDON XX	SPORTSMAN	860.9	1	HSS
50	PANTZAR DICK	EXPERT	836.3	1	HSS
51	BRANDT DENNIS	EXPERT	816.0	1	HSS
52	BIDDLE FRED XX	SPORTSMAN	797.1	1	HSS
53	MEMECK DAVID	EXPERT	783.0	1	HSS
54	CLARKE GEORGE	SPORTSMAN	781.8	1	HSS
55	POULSEN GORDON	EXPERT	605.8	1	HSS
56	SCHER PAT	SPORTSMAN	359.3	1	HSS

TEAM STANDINGS

SULA	DUST	NCC	TPG	HSS	PSS
982.6	386.8	944.7	947.7	965.9	1000.0
946.7			944.1	947.7	966.7
			863.4	919.6	966.7
			778.9	870.8	961.4
1629.3	386.8	944.7	8534.1	3704.0	3894.8
ISS	SWSA	TOSS	EDSF	SFVF	MRCS
949.2	945.9	965.9	938.7	961.1	
689.1	820.3	964.4	922.2	965.9	
	793.2	950.0	606.8	853.5	
	701.2	949.3	740.4		
1639.3	3260.6	3829.6	3406.1	2800.5	0.0

1992 CLUB STANDINGS

HSS	23,063.8
TPG	22,635.5
PSS	21,215.8
SULA	19,043.9
NCC	19,674.9
ISS	17,977.2
TOSS	17,659.5
EDSF	15,332.3
DUST	11,177.2
SWSA	10,392.1
SFVF	5,599.1
MRCS	1,467.3

CONTEST CALENDAR

September 27 SC2 @ ISS
 October 3-4 Visalia Fall Festival
 October 11 HSS Monthly
 October 25 SC2 @ SWSA
 November 7-8 Astro Champs @ Mile Square
 November 15 HSS Monthly
 November 22 SC2 @ TOSS
 December 6 HSS Monthly



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



Charter # 128

OCTOBER MEETING

DATE: Wednesday, October 7,
1992 at 7:30PM

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

GUEST SPEAKER: 1992 USA F3E
Team Manager Bob Sliff will
describe the F3E World
Championships from which the US
Team emerged #1 in the world!

Also: Nominations for 1993 HSS
Officers are due!



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