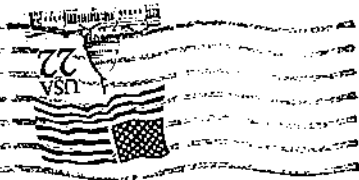


92708

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The Society Column

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962-0261

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893-8311

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

MARCH 1986

Volume 23 Number 3

APRIL CLUB MEETING

The April club meeting will be held on Wednesday, April 2, 1986 at 7:30 PM at the Consolidated Water District office, 1965 Placentia Ave., Costa Mesa. Dennis Brandt from P. S. A. will be our guest speaker and will present a program on monocoating.

APRIL ELECTRIC MEETING

The April meeting will be held on Wednesday, April 9, 1986 at 7:30 PM at Crystal Creations Apparel (Hatch's place of business), 1821 Newport Circle, Santa Ana (714-540-7505). We will discuss possible dates to make up the rained out March contest at this meeting.

MAY CLUB MEETING

The May meeting will be held on Wednesday, May 7, 1986 at 7:30 PM at the Consolidated Water District office, 1965 Placentia Ave. Costa Mesa.

UPCOMING EVENTS

APRIL 2 Harbor Soaring Society Club Meeting
APRIL 6 Harbor Soaring Society Thermal Contest
APRIL 6 SULA Thermal Contest
APRIL 9 Harbor Soaring Society Electric Meeting
APRIL 12-13 ... Dr. Pepper Soaring Contest - Fresno Soaring Society
APRIL 20 PSA Thermal Contest
APRIL 20 North County Clouds SC2
APRIL 26 Twelfth Annual Astro Electric Championships (HSS)
APRIL 26 SULA Novice Contest

MAY 7 Harbor Soaring Society Club Meeting
MAY 10 SULA Thermal Contest
MAY 11 Mother's Day
MAY 11 Harbor Soaring Society Thermal Contest
MAY 16 Harbor Soaring Society Electric Meeting
MAY 18 PSA Thermal Contest
MAY 24 SULA 2 Meter Contest
MAY 25 Harbor Soaring Society SC2 (Counts as HSS Contest, also)
MAY 31 SULA Novice Contest

JUNE 4 Harbor Soaring Society Club Meeting
JUNE 8 Harbor Soaring Society Thermal Contest
JUNE 8 SULA Thermal Contest
JUNE 11 Harbor Soaring Society Electric Meeting
JUNE 15 Harbor Soaring Society Electric Contest
JUNE 15 Father's Day
JUNE 15 PSA Thermal Contest
JUNE 28 SULA Novice Contest
JUNE 29 Soaring Union of Los Angeles SC2

JULY 2 Harbor Soaring Society Club Meeting
JULY 6 Harbor Soaring Society Thermal Contest
JULY 9 Harbor Soaring Society Electric Meeting
JULY 12 SULA Thermal Contest
JULY 13 Harbor Soaring Society Electric Contest
JULY 20 Pacific R/C Soaring Society SC2
JULY 27 SULA Novice Contest

The SULA field is located in Carson at the corner of Avalon and Victoria (Cal State - Dominguez Hills).

The PSA field is located in Anaheim at the corner of Gilbert and Ball (Magnolia High School).

Thermal Trivia

Timing

The months of February and March were a fairly wet period, needless to say, with soggy conditions at the field. Morrie Smith and I discussed the possibility of temporarily converting the field into a private gun club and get some duck and goose shooting in. The newly created marsh at the west end of the launch area is just right for some duck ponds.

For this month's newsletter I chose to write about what a timer's responsibilities are in a contest. To do well in a contest you have to follow four simple rules:

- 1) Keep your eyes on your own sailplane.
- 2) Fly smooth and coordinated.
- 3) Don't screw up.
- 4) Have fun.

If you can't follow rule number 3, don't blame your timer.

A good timer is like a co-pilot; he is a second set of eyes for the pilot and gives him important flight information. The timer needs to be discreet about the information he gives the pilot. Too much is as bad as too little, i.e. telling the pilot he has five minutes to go when he is struggling to stay in a thermal at 30 foot altitude. There are four areas of information the timer should keep the pilot informed of: 1) Status of other sailplanes, 2) Lift conditions, 3) Hazardous conditions, and 4) Flight time.

The pilot should keep his eyes on his own sailplane. It is the timer's responsibility to keep the pilot informed of the status of other sailplanes including their altitude, position, and whether they are in sink or lift. Lift conditions can change rapidly and both the pilot and timer should be alert to this. When a thermal starts a small low-pressure area develops near the surface and cooler air rushes in to fill the low-pressure area. A cumulus cloud in its developing stage marks the top of a thermal. Thermals cannot be seen, however they will carry up objects that betray their presence and shape. Birds soaring, insects or scraps of paper rising and dust columns can be visual indications of a thermal. Rows of trees, a hill or a ridge can possibly offer slope lift and perhaps enable the pilot to complete a seven-minute flight if thermal activity decreases because of an increase in wind velocity.

Hazardous conditions such as obstacles or standing too close to other transmitters should be brought to the pilot's attention. Obstacles such as telephone poles and lines, power lines and trees should be discreetly noted to the pilot when he is thermaling at a low altitude. Depth perception can be very deceptive when thermaling near the ground or in the landing pattern.

Keep the pilot informed of the flight time the way he likes to hear it and when he asks for it. When thermaling low and scratching for altitude I prefer not to have the flight time given because then I can give my full concentration to thermaling. The time will take care of itself.

If a pilot has asked you to time for him, be aware of his launch time and

be available when he is ready to launch. If there is a conflict where you must launch near his flight time or in his flight group advise him so he can select another timer. I believe that it is the pilot's responsibility to let the timer know how he likes the flight time and what information he wants to be given.

The timer has to be discreet about the information he gives the pilot, but probably more important than anything else is that the timer is a second pair of eyes for the pilot. These suggestions are only general guidelines for timing and I'm sure all of you have your own way of doing it which is effective. The timer does not tell the pilot what to do but rather backs him up with pertinent flight information. The pilot always makes the final decision.

Before closing I want to mention a few items on safety and for new flyers to ask for assistance at the field. Those of you who have children are welcome to bring them to the field; however if they are not directly involved in flying they should not be in the launch or landing areas. The spectator area is along the fence, and children should be supervised.

The landing area should always be clear of anyone unless retrieving a glider. If your sailplane is entering the pattern and someone is in the landing area, warn them by calling out "Coming in" or "Sailplane landing."

Before untying a winch backlash, disconnect the foot pedal from the battery and never get the line wrapped around your hand (or other protruding body parts). If pulling a 'chute back to the launch area, hold the 'chute loosely in your hand in case someone inadvertently steps on the foot pedal.

When launching, do not stand directly behind the winch, but rather to the left of the center line, to avoid being hit should something break or come loose while launching.

There have been some serious accidents at other fields by people failing to observe these safety precautions. The preceding statements are not intended to offend or intimidate anyone, but rather to ensure the safety and enjoyment of our hobby and sport for all of us at the field.

New flyers are showing up at the meetings and the field. Please, new flyers, ask for assistance and instruction in learning how to fly. It is easier to ask for help than to rebuild a monocoated bag full of spruce and balsa wood!

Well, guys, I think it is time for me to shut my mouth. Let's all pray for the end to the rains and more sunshine.

Rich Garner

MARCH GENERAL MEETING MINUTES

Notice: The executive board has decided that if any member pilot misses two consecutive contests he will be fined \$10.00 and his continued membership will come up for review.

April Fool!

APRIL THERMAL CONTEST

AMA Task T4 Cumulative Duration

Three (3) flights which total exactly 15 minutes. No flight to exceed 7 minutes. Each flight will be scored at 1 point per second. Flights that exceed 7 minutes will receive penalty points at 1 point per second. A target time will be given each pilot prior to the third flight which will, if achieved, yield a total time for the three flights of 15 minutes. Failure of the pilot to accumulate exactly 15 minutes of flight time will be penalized at the rate of 1 point per second off the 15 minute goal. Each pilot is responsible for the accuracy of his own target time. Each landing will be worth 100 points as measured with the standard 25-foot landing tape.

Contest Rules

- 1) No high-speed passes over the pit, launch or landing areas.
- 2) Thermaling sailplanes in the launch area have right-of-way.
- 3) One pop-off is allowed in the sportsman and advanced classes only.

Contest Director - Rich Garner.

Editor's Column

We are sorry to hear that Gordon Foulson has been hospitalized. He is currently in Pacifica Hospital in Huntington Beach.

The March thermal contest was twice cancelled because of a moist field. When finally flown last Sunday, the flights were limited to three rather than the five scheduled because of problems with one of the winches.

MARCH TREASURER'S REPORT

Period February 28, 1986 through March 27, 1986

Checking Balance 2-28-86 778.13

Income for Period:

Membership Renewals and New Members	<u>73.00</u>
Total Income	73.00

Expenses for Period:

Winch Motor	31.00
SC2 Sanction Fee	<u>10.00</u>
Total Expense	41.00

Checking Balance 3-27-86 810.13

Savings Account Balance 638.19

Total - Checking plus Savings 1448.32

Harbor Soaring Society Contest 2
March 1986

	RAW SCORE	MASTER	EXPERT	ADVANCED	SPORTSMAN	TROPHY WINNERS
1	Biddle, F.	1740	1000			1-M
2	Durham, J.	1724		991		1-E
3	Chasteler, F.	1711	983			
4	Gerbin, R. H.	1694	974			
5	Heacox, F.	1684		968		2-E
6	Martin, A.	1680		966		
7	Garner, R.	1654		951		
8	Chasteler, T.	1653	950			
9	Harris, P.	1647	947			
10	Smith, M. *	1606			923	1-A
11	Richardson, P.	1600		920		
12	Pantzar, D.	1573		904		2-A
13	Frye, J.	1531		880		
14	Cron, A.	1525		876		
15	Fretwell, J.	1504			864	1-S
16	Sliff, R.	1485		854		
17	Vickers, D.	1481		851		
18	Lee, C.	1411			811	2-S
19	Musgrave, L.	1337			768	
20	Thomas, R.	1336**		768		
21	Ritschke, G.	1297		745		
22	Hall, H.	1273		732		
23	Pastore, T.	1273			732	
24	Joy, B.	1267			728	
25	Anderson, J.	1219		701		
26	Joy, G.	1180			678	
27	Sarver, A.	1171			673	
28	Dow, S.	1118			643	

A - Advanced
E - Expert
S - Sportsman

* Morrie Smith advances to Expert because of 3rd Advanced win.
** Corrected Score

TWELFTH ANNUAL ASTRO ELECTRIC CHAMPIONSHIPS

WHEN: SUNDAY APRIL 20, 1986 SIGN UP 8.00AM FLY 8.00 AM
SATURDAY APRIL 26, 1986 SIGN UP 8.30AM FLY 9.00 AM
SUNDAY APRIL 27, 1986 SIGN UP 8.30AM FLY 9.00 AM

WHERE: SUNDAY APRIL 20 MILE SQUARE PARK, FOUNTAIN VALLEY CA.
SATURDAY APRIL 26 HARBOR SOARING SOCIETY, COSTA MESA CA.
SUNDAY APRIL 27 MILE SQUARE PARK, FOUNTAIN VALLEY CA.

SUNDAY APRIL 20

FREE FLIGHT CONTEST DIRECTOR, BILL STROMAN
CONTROL LINE CONTEST DIRECTOR, TONY NACARRATO

1. FREE FLIGHT JUNIOR CLASS A. ANY MOTOR, BATTERY LIMITED TO 6 CELLS, 25 SECOND MOTOR RUN, 3 MINUTE MAX.
2. FREE FLIGHT CLASS A. ANY MOTOR, BATTERY LIMITED TO 6 CELLS, 25 SECOND MOTOR RUN, THREE MINUTE MAX.
3. FREE FLIGHT CLASS B. ANY MOTOR, ANY BATTERY, 25 SECOND MOTOR RUN, 3 MINUTE MAX.
4. FREE FLIGHT SCALE. STATIC SCORE 100 PTS, REALISM OF FLIGHT 100 PTS, ROG REQUIRED, MULTI ENGINES RECEIVE A FLIGHT BONUS OF 10 POINTS PER ADDITIONAL ENGINE.
5. CONTROL LINE AEROBATICS. ANY MOTOR AND ANY BATTERY. FLIGHT WILL BE SCORED ON STANDARD AMA CONTROL LINE MANEUVERS.
6. CONTROL LINE SPEED. ANY MOTOR, 7 CELL MAXIMUM, 42 FOOT LINES, 0.010 SOLID OR 0.012 STRANDED MINIMUM. PULL TEST TO 10G REQUIRED. TIME WILL BE RECORDED FOR 5 LAPS.
7. CONTROL LINE SPEED. ANY MOTOR, 7 CELL BATTERY MAXIMUM. 42 FOOT LINE, .010 DIA. MIN SOLID, .012 DIA MIN STRANDED. ALL MODELS WILL BE PULL TESTED TO 10G. TIME WILL BE RECORDED FOR 5 LAPS (1/4 MILE).
8. CONTROL LINE SCALE. ANY MOTOR, ANY BATTERY. THREE VIEWS WILL BE REQUIRED FOR STATIC SCORE. FLIGHT POINTS WILL BE AWARDED ON REALISM OF FLIGHT. A MINIMUM OF 10 LAPS ARE REQUIRED TO RECIEVE A FLIGHT SCORE.

SATURDAY APRIL 26, 1986

DIRECTORS: BOB BOUCHER, BOB SLIFF, FRANK CHASTELER, MIKE CHARLES

1. SEVEN CELL SAILPLANE. ANY MOTOR, ANY PROP, 45 SECONDS MOTOR RUN, SEVEN MINUTE PRECISION DURATION WITH LANDING BONUS (7 MINUTE, 30 SECOND TOTAL)
2. OPEN SAILPLANE. ANY MOTOR, ANY PROP, 30 CELLS MAXIMUM, 30 SECOND MOTOR RUN, 7 MINUTE PRECISION DURATION WITH LANDING BONUS (7 MINUTE, 30 SECOND TOTAL).
3. SEVEN CELL OLD TIMER. ANY MOTOR, ANY PROP, ANY GEAR OR DIRECT DRIVE. MAXIMUM OF 7 CELLS, ROG, 1 MINUTE MOTOR RUN, 7 MINUTES PRECISION DURATION, 8 MINUTES TOTAL TIME WITH LANDING BONUS.
4. OPEN OLD TIMER. ANY MOTOR, ANY PROP, ANY GEAR OR DIRECT DRIVE, ANY BATTERY, BUT NO MORE THAN 30 CELLS, ROG, 45 SECOND MOTOR RUN, 7 MINUTES PRECISION DURATION, 8 MINUTES TOTAL TIME WITH LANDING BONUS.

2.75

SUNDAY APRIL 27, 1985

DIRECTORS: BOB BOUCHER, BOB SLIFF, FRANK CHASTELER, MIKE CHARLES

1. SEVEN CELL PYLON RACING. ANY MOTOR(S), 1200 MAHR MAX CELL SIZE. 42 OZ. MAXIMUM WEIGHT, 24 OZ. MAX WING LOADING. HAND LAUNCH 10 LAPS.
2. AEROBATICS. ANY MOTOR(S), ANY BATTERY, ROG OPTIONAL AND NO LANDING OR TAKE OFF POINTS. PILOTS WILL CHOOSE 10 MANEUVERS FROM AMA SPORT SEQUENCE.
3. STAND OFF SCALE. STATIC JUDGING FROM 10 FOOT DISTANCE. ROG REQUIRED AND LANDING AND TAKE OFF WILL BE JUDGED AS TWO MANEUVERS. 8 MORE FLIGHT MANEUVERS CAN BE CHOSEN FROM AMA SCALE SEQUENCE. MULTI-ENGINE MODELS RECEIVE BONUS POINTS (10 POINTS FOR 2 ENGINES AND 20 POINTS FOR 3 OR MORE MOTORS TO BE ADDED TO FLIGHT SCORES).

CONTEST DIRECTOR: BOB BOUCHER.....(213) 472-6344
 CONTEST DIRECTOR: MIKE CHARLES.....(714) 538-0456
 CONTEST DIRECTOR: FRANK CHASTELER.....(714) 545-2185
 CONTEST DIRECTOR: TONY NACCARATTO.....(818) 842-5062
 CONTEST DIRECTOR: BOB SLIFF.....(714) 893-8311
 CONTEST DIRECTOR: BILL STROMAN.....(213) 868-1479

!!! PRE-REGISTRATION REQUESTED !!!
REGISTRATION FEE \$10.00 PER DAY

SEND CHECKS TO: BOB BOUCHER 2301 CHERYL PLACE, LOS ANGELES, CA 90049
