

**Newsletter
of the
Harbor Soaring Society**

**August, 1994
VOL. 31 NO. 8**



H.S.S. BOARD MEMBERS

President: Steven Fink	(714) 645-0459
Vice President: Sean Monahan	(714) 631-0719
Secretary: Eric Marcussen	(714) 730-7998
Treasurer: Del Marcussen	(714) 730-7998
Contest Coord: Mike Aguirre	(714) 645-6419
General Dir: Andy Sanders	(714) 751-9235
Ross Thomas	(714) 638-0705
Newsletter Ed: Pete Young	(714) 892-3473

NEWSLETTER SUBMISSIONS

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.

MEETING LOCATION

Hobby Shack Retail Store, Bandilier Circle, Fountain Valley. The meeting will be held in the back storeroom of the store.

MONTHLY MEETING MINUTES

- Meeting called to order by Steve Fink
- Minutes and Treasurer's reports accepted as read
- Discussion of volunteers needed for upcoming SC²

OLD BUSINESS

George Siposs related the events of the Costa Mesa Planning Commission meeting of June 13. Everything looks good for the club's continued flying at Fairview Park.

A new Mounted Patrol will be present on weekends to monitor activity in the dirt mound area north of the flying field. This is a volunteer service provided by local horse owners.

There are no plans for any major improvements at the park in the near future.

The lawsuit has been settled.

NEW BUSINESS

George told of a recent visit to Europe in general and a European hobby shop in particular. He brought back some interesting plastic molded wing ribs and mentioned the presence of Goldberg and Graupner kits. Apparently the foreign hobby shops don't hold a candle to our own.

(continued, page 2)

MONTHLY MINUTES, cont.

Steve stressed the importance of AMA membership among fliers at the field and the fragility of our flying site with regard to accidental injury and resulting lawsuits. Membership is cheap insurance to protect members, the field and peace of mind.

The idea of a prize and raffle committee for meetings and contests was brought up for discussion again. Motion passed to have a monthly raffle at meetings and possibly contests with a \$25.00 prize budgeted.

A request was made to print a current club roster in a future newsletter.

In response to a request for information regarding high tech building, Steve offered his services regarding construction and finishing techniques. If interested, please call a week in advance.

Erik Marcussen, Secretary

FYI

... at the June SC2 hosted by Torrey Pine Gulls at Poway, Ben Clerx 2nd, Roger Lackey 12th, Ross Thomas 27th ... HSS is first in SC2 team year end standings with a slim lead over TPG and TOSS ... in individual SC2 standings for the year to date, Mike Aguirre 11th, Mike Carrico 12th, Roger Lackey 17th, Ben Clerx 18th, Nick Buzolich 21st, Ross Thomas 22nd, Al Cron 33rd, Tom Vincent 38th, Jim Parsons 39th ... Mike Carrico and Nick Buzolich are flying extremely well in SC2 competing in the Sportsman

class ... new planes seen at the field: Roger Lackey and Ben Clerx with 122" F3J Makos, Norm Kutch with a 2M Shadow, Ron Cheroskie with scratch-built Bird of Time ... Don Ramsay and Morry Smith will be flying soon with new Dynamic Modeling Diamants, planes feature all-molded construction, check previous newsletter issue for details ... Mako Team goes to England: Ben Clerx, Mike Aguirre, and Roger Lackey are competing at the 1994 F3J World Championships with 122" Makos, wish 'em best of luck ... Gordon Ritschke wins the July Classics event with his 144" Aquila XL, how about that! ...

JULY MONTHLY

On World Cup Soccer Sunday, the July Monthly was held under generally favorable soaring conditions. CD Ross Thomas called for a 4 minute precision first round, with pilot's choice of 4 or 8 minutes for the second and third rounds. Although contestant turnout was pretty light, several TOSS fliers made the long drive down from Thousand Oaks: Edgar and B J Weisman, and Mike Reagan.

In the Open category, Ben Clerx and Roger Lackey placed first and second with new 122" Makos, with B. J. Weisman placing third with his stock Mako. V-tail Makos were used by Nick Buzolich to win Advanced and Rick Briggs to win Sportsman. Roger Lackey won 2M with a Banshee, with B. J. Weisman placing second with a Levoe-design Mini-V. In the Classics event, Gordon Ritschke won with his Aquila XL, with Dave Nemecek placing second with his Cumic.

UPCOMING EVENTS CALENDAR

Aug 3 HSS monthly meeting @ Hobby Shack, Fountain Valley
Aug 6 EDSF Monthly, El Dorado
Aug 7 HSS Monthly, Costa Mesa
Aug 13 SULA Monthly, Carson
Aug 20-21 SULA 2nd Annual Summer Soaring Festival, Carson
Aug 28 SC2/SWSA @ Covina

Aug 7, 14, 27 F3B practice sessions @ SULA, Carson

October 1, 2 21st Annual Fall Soaring Festival, Visalia

future SC2: Sept/EDSF, Oct/PSS, Nov/SULA

For more information, call Mike Aguirre at (714) 645-6419 or Pete Young at (714) 892-3473

AUGUST MONTHLY

DATE: Sunday, August 7th

CD: Pete Young

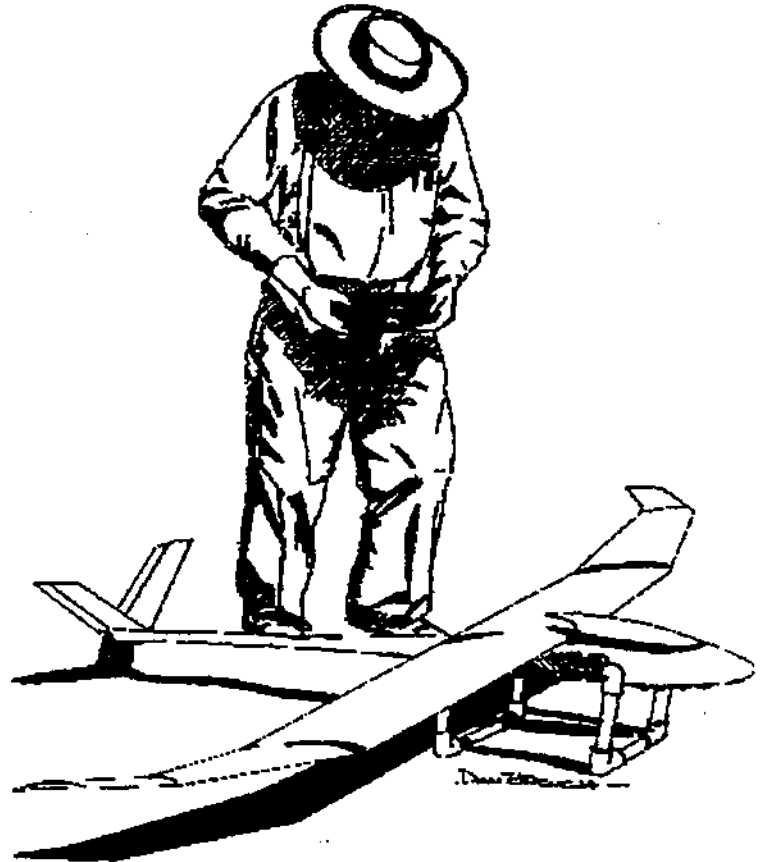
FORMAT: 3 rounds precision duration. 1st round: 4" flight, scored 800/200.

2nd and 3rd rounds: 4" or 8" pilot's choice, scored 800/200, 900/100.

LANDING: 25' runway landing

EVENTS: Classics, Unlimited, 2M; Classics fly first.

START TIME: Pilots' meeting 8:45AM



The Tweak Guru

by Dan Breuch

Thanks to North County Clouds Newsletter

Editor's note: Digging around in my files, I found this article by Tom Dickey of the Capital Area Soaring Association that was written in 1988. Many of Tom's observations are still valid today!

THE REAL STORY
ON THE RIVER OF AIR
by Tom Dickey

Last month while browsing through our club newsletter, I came upon Dave Thornburg's article on the River of Air - Twelve Hot Tips on Thermal Flying. After pausing to reflect on the way that I have been flying lately, I decided to read it one more time. After completing the article, I asked myself, "Tom, are you doing all of those good things?" "Yes!" For the most part, I screw up now and then, but that's not the whole story. I think that Dave has only given us half of the facts. We can call the other half "The River of Sink" - Twelve Hot Tips on what really happens.

Hot Tip #1, The Importance of a Positive Attitude. You bust your hump with a positive attitude and you're still down in three and a half minutes. A quick look at Webster's Dictionary proves my point. There is nothing in the definition that will help keep a glider up. You would be better off burning the book and flying over the fire.

Hot Tip #2, Never Look for Circling Birds. Last summer at a contest in Reading, I stepped up to the winch and the only thing that was up was the inflation rate. Trying to maintain Dave's positive attitude approach, I spotted what seemed to be a hawk about a quarter of a mile to my left and going up like the price

of balsa. A hot launch, keep her on the step, and I should be there in about 90 seconds. As I walked to the very edge of the field some four minutes later to retrieve my glider, I paused to ask the CD how long have condors been in Pennsylvania. He looked at me like he knew that the padded van would be there at any moment. How many times have you headed out in the direction of a dozen circling birds just to see them break off in twelve different directions just before your glider reaches them? I'll tell you very confidentially that if you listen closely, you can hear them laughing as your glider falls into the sink hole that they have just departed.

Hot Tip #4, Learn How to Sandbag. Not being an authority in this area, I can only relate to you about some of the experts that I have seen in operation over the years that I have been in the hobby. If the timing is right, a minute of sandbag is easily worth three minutes of flying time. You have seen it: someone kneeling beside the winch with the fuse opened up with wires hanging out in all directions saying, just give me another minute. Did you ever see this happen with a half dozen gliders thermalling out over the turnaround? Hell, no. It seems that this only happens to me when there really is a problem that will cause me to miss the good air. When the air is blowing cold, I can walk up to the winch shaking the transmitter, adjusting linkages, and fussing with the towhook, and the winch operator will take one look at me and tell me that I have thirty seconds to get into the air. There must be a school somewhere that teaches creative sandbagging!

Hot Tip #6, Eliminate the

Competition. Flying at a contest up north two or three years ago, I stepped up to the winch just as a thermal was passing overhead. I was at winch number two and a friend of mine was in the process of going up on winch number one. He maxed his launch, turned right taking the line with him, and deposited the line across winch number four which was in the process of retrieving. What a mess! Ten minutes later, returning from the landing circle, he stopped by the launch area to tell me how sorry he was. I knew that he was sorry, but why was he laughing?

Next Hot Tip, Let Honey Time for You. At a contest about five years ago, the Sunday task was a fifteen minute add 'em up. Competition was good that day and we all knew that we had to get the time right on the button and hit the landings to qualify for a flyoff. A flyer that I shall call Sam, for the sake of my health and well-being, was one of the last to fly. When he landed, have you ever heard fifty stopwatches clicking off at the same time? Landing completed, the flier turned to his girl friend who was timing and asked, "How did we do, Honey?" She replied, "Right on, Honey, right on!" I guess that one out of fifty isn't too bad. I suspect that I just don't know how to calculate the Honey Factor.

Dave, I don't want you to get the idea that I don't get my fair share of good air. But where are you when I need you? I know all that good stuff in your article. What I don't understand is:

- Why is it that when I can see signs of good air up front, the Novices in line just ahead

of me can pop off the hook three times but can land the glider at their feet before the line returns, and don't lose their place in line?

- Why is it that when there is good air overhead, I am at the end of a very long winch line?

- Why am I, all too often, the first to fly at 8:30 in the morning when the only thing warm is an overheating winch motor?

- Dave, I know that one peek can ruin my chances. So why is it that there is nothing in the sky when I launch?

- How do I get out of one of those really big downers when it costs me 50 to 100 feet every time I try to drop the nose?

Tell the truth, Dave. There is a Thermal God, right? And there are some of us that He just does not like, right? Dave, if I go on with this, I will rust my keyboard with my tears. So I will just offer you these last two questions.

Where are you when I need you, Dave? Where are you when the whole world is going up about three tenths of a mile out front, the field is being vacuumed by a thermal so bad that my glider launches like someone put sixteen ounces of ballast in the tail, I have pushed the foot switch into the ground, and my glider is now over the turnaround at one hundred feet looking like a five day old bird just pushed out of the nest for the first time? Dave, what do I do now? And finally Dave, why is it that no matter how badly things have gone during the contest, I will max out the last flight, suckering me into trying again next week!

FOR SALE

- Harbor Soaring Society hats, shirts, and vinyl patches - Andy Sanders (714) 751-9235.

- Comergy F3B (Synergy IV molded wings, Muller Comet fuse and tail), very good condition, \$650 with 6 metal gear servos, \$600 with wing servos, includes RX battery, carbon joiner. Muller King, imported from Germany, good condition, \$550 with 6 metal gear servos, \$500 with wing servos only, includes RX battery, carbon joiner. F3E model built by Steve Neu, 80" span, plane only, \$70; with elevator and 2 metal gear aileron servos, \$130; with Astro FAI Cobalt 60 motor and speed control, \$300.

Airtronics 94732 servos, 4 for \$85. Contact Don Edberg, (714) 552-1812 for info. All prices negotiable.

- ALL PRICES REDUCED. Astro Flight AC/DC peak detection charger, \$75. Falcon 600 DCU clone, 6 servos, \$150. Goblin NIB and NSP Sparrow (partially built), \$30 for both. John Ostrowski, (714) 847-4871.

- Mako, RG-15 airfoil, \$375 OBO. Sealy Laser, S-3021 airfoil, glass fuse, balsa/foam wing, 124" span, slip-on nosecone, kit NIB, \$140. Mike Aguirre (714) 645-6419

- P-51 Penetrator high performance slope ship, NIB, \$65. Kyosho scale Zero, ARF electric with 05 motor,

battery, props, etc, still in box, \$130. Pat Stoker, (310) 598-9029.

- "Tango 3," modified straight wing Falcon 880, SD3021 airfoil, 4 wing servos mounted in Ziegelmeyer servo mounts; flaps and ailerons use aluminum tubing full length Ziegelmeyer gapless hinges. Rudder and elevator servos are Airtronic 102 servos in a glassed-in tray. Rudder is tube hinged, not taped. Fuse recently refinished with automotive lacquer, highly visible at altitude. Includes battery pack and switch harness. Includes custom carrying box and spare stabs, REDUCED to \$600. Steve Fink @ (h) 714 645-0459, (w) 714 261-2825, ext 229

- LJMP Meteor, NIB, glass fuse, 120" span, \$140. Airtronics Legend, NIB, \$180. Ridge Rat, glass fuse, RTF, \$75. Midwest Silent Squire, foam wing, NIB, \$30. Dave Nemecek (714) 775-7196.

- 2M Whisper, RTF less radio, \$125. Bill Duncan, (714) 892-8665.

- Airtronics Vanguard TX & RX (CH 28), make offer. Curt Nehring (909) 592-2105.

- Futaba FP-7FG 7 ch radio, TX & RX + RCD Platinum RX, \$95. FP-4FG 4 ch radio, TX and RX, \$60. RCD Micro 535 Platinum RX for Futaba FM, \$35. Pete Young, (714) 892-3473.

NEW! only \$29.95 postpaid!

ModelSaver™ Battery Voltage Monitor & Sound Beacon

NO MORE BATTERY FAILURES!

- Save your model from an unnecessary crash due to low battery. No need to carry around a bulky ESV — the beeper warns you when the battery is low!
- If you forget to turn off the receiver, the beeper tells you! (FM only. PCM requires F/S program.)

FIND LOST MODELS EASILY!

- If you land your model in tall weeds or a cornfield, no problem! Just turn on the ModelSaver's™ sound beacon and follow it to the lost model in seconds.

ModelSaver™ Specifications

- **LOW VOLTAGE WARNING:** Monitor emits a loud sound when the receiver battery voltage is lower than 4.45V. *This warning can save your model from a dead battery!* (Upon request, a 5.55V threshold ModelSaver™ is available for 5 cell receiver packs. Other voltages are available under special order. Allow 4-6 weeks for delivery of special orders.)
- **LOW POWER CONSUMPTION:** in idle mode (sound off), less than 1 mA. With the loud buzzer operating, the current drain is 25 mA.
- **VERY SMALL SIZE, FITS NEARLY ANYWHERE.** Dimensions 1-1/2" x 1/2" x 3/8" (36 x 13 x 10 mm)
- **VERY LIGHTWEIGHT:** Weight just 1/4 ounce (6 g) including the connector
- **COMPATIBLE WITH ALL RADIOS:** Works with every R/C system made, AM, FM/PPM, or PCM. The ModelSaver™ is available with Airtronics®, Futaba®, or JR® connectors (be sure to specify which in your order). You may also order without connector (subtract \$3).
- **REVERSE POLARITY PROTECTED:** No damage from reverse connection.

ModelSaver™ Usage:

- **CONNECT** the ModelSaver™ to any vacant channel of the receiver.
- **TURN ON** receiver and transmitter. If you have a PCM system, set the fail-safe so that if your signal is lost, the fail-safe function will operate the beeper. Turn off TX to check.
- **IF YOU CANNOT GET THE BEEPER TO TURN OFF, YOUR BATTERY IS EXHAUSTED. DO NOT FLY!!** You should recharge your battery before attempting to fly.
- If you lose sight of your model, turn the beeper on — you should hear the high-pitched sound coming from a particular direction. As you approach in the direction of the sound, you should find your aircraft very easily. You can toggle the switch up and down for easier searching.

Order from **Dynamic Modelling**, 4922 Rochelle Avenue, Irvine, CA 92714-2941. Tel: 1-714-552-1812

Please send _____ ModelSavers™! I am enclosing \$29.95 for each (CA residents add \$2.47 tax)

Name _____

Connector Type (check one)

Address _____

__ Airtronics __ Futaba __ JR

City, State Zip _____

__ NO connector (\$26.95 + tax)

OBECHE

by Roger Chastain

Issue 1

January, 1993

Tips for using OBECHE

Caution! Handle your obeche carefully, it has a tendency to naturally split along the grain. When it happens, don't panic. Don't try to glue the split, just put a piece of tape over the outside of the split and continue working.

Cutting the obeche. The best way for cutting the obeche is a *Olfa* rotary cutting wheel. They can be found at any better piece goods store. Mark the cut with a pencil, lay a metal straight edge down and use the *Olfa* cutter. If you don't have a rotary cutter put down masking tape where you are going to make the cut and mark the cut on top of the masking tape using a sharp blade and a straight edge. This technique will prevent splitting wood.

Use a OLFA rotary cutter for perfect cuts

Obeche can be applied to wing cores two ways. Pressing and vacuum bagging. Pressing is the easiest. Lay the core on skin and roll the core up to the leading edge and cut out around the outline allowing an extra 1/4 inch around the perimeter. Spray

any carbon fiber you plan to use with 3M 77 to hold in place. Wet out c/f and wing skin with a mixture of epoxy and *Airosil*. The *Airosil* stops epoxy from bleeding through the obeche. Scrape off all the extra epoxy with a scraper that is notched every inch.

This leaves neat rows of epoxy and reduces the weight. Lay the lower skin on bottom core bed, position the core as required and lay on the top skin on the core bed. Tape the sandwich together and place in a press or cover with a board and stack bricks, blocks or jugs filled with water on top for at least 12 hours. Vacuum bagging works well too, but be aware of several things. Precoating the wing skins with *Varathane* cuts down bleed through of epoxy. Carbon fiber or fiber glass thicker than .008 thousandths will show as a ridge. Any trailing edge sticking out of the cores the vacuum bag will try to bend.

Profiling Lay the wing in the core beds when you work on them, top bed when working on bottom and visa versa. Start by shaping the leading edge, then work on the trailing edge. 150 grit sandpaper is a good starting place, then move to finer grits.

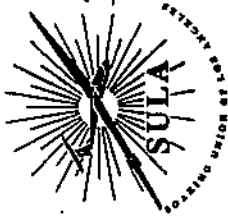
This next step is very important. Do all sanding cord wise not span wise, you don't want to flat spot the wing. Place the wing on the bottom core and start sanding from the trailing edge to the lead-

ing edge in a smooth motion. The first couple of passes the sanding block will rock as it passes over the high spots. Make at least 5 passes over each spot working

up and down the wing. Work both sides of the wing carefully and you will be rewarded with a superior performing wing.

Finishing There are numerous methods to a light weight finish, but *Monocote* isn't one of them. I will discuss two of them, a filled and unfilled grain. The simplest finish is 3 coats of *FLETCO Varathane* sanded in between coats with steel wool. The filled grain method uses 2 applications of *Johnson's Baby Powder* rubbed in the wood and sprayed with lacquer between applications. *Behr* brand works great. The *Varathane*, spray *Behr* lacquer, foam brushes, 0000 steel wool are carried by many of the home building supply centers. I personally like *Varathane* because it cleans up with water, dries fast and doesn't smell.

Airosil mixed with epoxy helps prevent bleeding through the skins



**The Soaring Union of Los Angeles And
California State University Dominguez Hills
Host
The Second Annual Summer Soaring Festival**

AUGUST 20-21, 1994.

LOCATION: California State University Dominguez Hills, Carson, California.
CLASS: Unlimited

Entry Fee: \$25.00 (No entries after August 7, 1994.)

Awards: 1st through 10th and Top Team. (Top 4 chess playing members of an AMA sanctioned club)

Raffle: Raffle tickets will be sold at the contest. Drawing will be held after the last round.

T-SHIRTS: Available with pre-registration only.

Pilots Check in: Friday noon to 7 p.m. and Saturday 7:30 a.m. to 8:45 a.m. (on the field)

Pilots Meeting: Saturday & Sunday, 8:45 a.m. First Flight, 9:00 a.m.

TASKS:
SATURDAY, AUGUST 20
 Round 1 - 4 minute P/D
 Round 2 - 6 minute P/D
 Round 3 - 8 minute P/D
 Round 4 - 3 minute P/D
 Round 5 - 5 minute P/D
SUNDAY, AUGUST 21
 Round 6 - 3 minute P/D
 Round 7 - 5 minute P/D
 Round 8 - 7 minute P/D

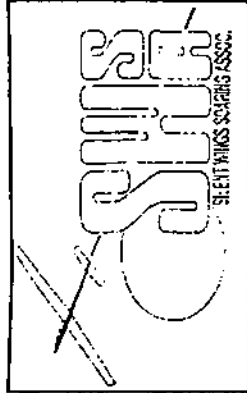
All rounds scored 3 pt's/sec. Carrier Type Landings, 40 pt's max. per landing.
 Rain Winches & Retrievers, @ 900 ft.
 On-site Free RV Parking Available. (No hookups)
 Motel Information and Map will be sent with confirmation.

Information: C.D. **Chairman** Kevin Andersen (310) 372-2585
 Randy Spencer (310) 318-1063
 Co-Chairman Ron Brown (310) 328-8684

SULA SUMMER SOARING FESTIVAL ENTRY FORM
 (NO ENTRIES AFTER AUGUST 7, 1994.)

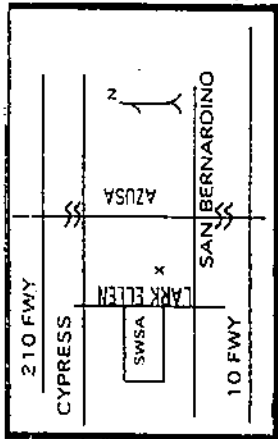
Frequency Choices: 1st: _____ 2nd: _____ 3rd: _____ Club/Team _____
 Name: _____ AMA # _____ Phone No: () _____
 Address: _____
 City: _____ State: _____ Zip: _____ R/V Parking ? Yes _____ /NO _____
 T-shirts @ \$15.00/ea. M L XL XXL plus Entry Fee @ \$25.00 = TOTAL \$ _____

Mail entry to: SULA
 c/o Ron Brown
 2933 Sonoma St.
 Torrance, CA 90503
 (Please make checks payable to: "SULA")



**SILENT WINGS
SOARING ASSOCIATION**
 INVITES YOU TO FLY
 (SC) 2 UNLIMITED

DATE: AUGUST 28, 1994 **Pilot's Meeting:** 9 AM
CD: IAN DOUGLAS (909) 621-2522
Club Pres.: PETE OLSEN (909) 597-2095
LOCATION: LAS PALMAS SCHOOL COVINA, CA



EVENTS: Three rounds Precision Duration
 SC 2 Supplemental Rules apply.

3 Min. Scored 900 flight/100 landing points
 5 Min. Scored 900 flight/100 landing points
 3-5-7 Min. Pilot's Choice: 700/300; 800/200; 900/100

LANDINGS: Carrier Style: 25 Foot Runway: Grass surface
 Rounds 1&2: 2 points per inch
 Round 3: 1 percent per inch

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

ENTRY FEE: \$6.00 **AMA REQUIRED**

SOUTHERN CALIFORNIA SOARING CLUBS
RESULTS OF TFG (SC)2 CONTEST OF 06/26/94
CONTEST DIRECTOR - GEORGE JOY

PLACE NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY
1 JOLLY, LARRY	SULA	EXPERT	2980.0	1000.0	E - 1
2 CLERX, BEN	HSS	EXPERT	2587.0	995.0	E - 2
3 VAN GUNDY, DON	TPG	EXPERT	2365.0	925.0	E - 3
4 VALDES, AARON	TPG	EXPERT	2300.0	920.0	E - 4
5 REBGAN, MILE	TOSS	EXPERT	2260.0	915.0	E - 5
6 STROBEL, RICH	TPG	EXPERT	2241.0	908.0	E - 6
7 JOY, GEORGE	TPG	EXPERT	2240.0	908.0	E - 7
8 ANDERSON, ROBERT	TPG	EXPERT	2229.0	902.0	E - 8
9 MARKIEWICZ, ARTHUR	TPG	EXPERT	2225.0	901.0	E - 9
10 CONDON, DAVID	TPG	SPORTSMAN	2218.0	900.0	S - 1
11 MATSUOTO, BEN	PSS	EXPERT	2209.0	900.0	S - 2
12 LACKEY, ROGER	HSS	EXPERT	2205.0	900.0	S - 3
13 SAGE, FRED	TPG	EXPERT	2202.0	900.0	S - 4
14 CONDON, SCOTT	TPG	EXPERT	2200.0	900.0	S - 5
15 CHASTELER, FRANK	AMTS	EXPERT	2159.0	899.0	S - 6
16 YEE, JOHN	SWSA	EXPERT	2142.0	898.0	S - 7
17 HUNTER, CLIFF	NCC	EXPERT	2130.0	899.0	S - 8
18 STRICKLETT, STEVEN	NCC	SPORTSMAN	2122.0	897.0	S - 9
19 WEISMAN, EDGAR	TOSS	EXPERT	2109.0	892.0	S - 10
20 SADORF, STAN	ISS	EXPERT	2109.0	892.0	S - 11
21 BAGGERLY, GREG	ISS	EXPERT	2109.0	892.0	S - 12
22 FAULKENHAM, RON	ISS	EXPERT	2109.0	892.0	S - 13
23 CONDON, STEPHEN	TPG	EXPERT	2109.0	892.0	S - 14
24 LEE, MIKE	ISS	SPORTSMAN	2109.0	892.0	S - 15
25 SCHARCK, RON	TPG	EXPERT	2109.0	892.0	S - 16
26 BURNS, RICHARD	PSS	EXPERT	2109.0	892.0	S - 17
27 THOMAS, ROSS	HSS	EXPERT	2109.0	892.0	S - 18
28 SHELBY, RICK	NCC	EXPERT	2109.0	892.0	S - 19
29 CRON, AL	HSS	EXPERT	2109.0	892.0	S - 20
30 DEAN, THOMAS	TPG	SPORTSMAN	2109.0	892.0	S - 21
31 FLINKENBNER, KEITH	NCC	EXPERT	2109.0	892.0	S - 22
32 WEISMAN, B J	TOSS	EXPERT	2109.0	892.0	S - 23
33 ABUIRRE, MIKE	HSS	EXPERT	2109.0	892.0	S - 24
34 SWANSON, NORM	TPG	SPORTSMAN	2109.0	892.0	S - 25
35 SKUBE, MIKE	TPG	SPORTSMAN	2109.0	892.0	S - 26
36 DECKMAN, MIKE	SWSA	SPORTSMAN	2109.0	892.0	S - 27
37 BUTKOVICH, DAVID	PSS	SPORTSMAN	2109.0	892.0	S - 28
38 ZIASKAS, MIKE	TPG	EXPERT	2109.0	892.0	S - 29
39 DOIG, AL	NCC	EXPERT	2109.0	892.0	S - 30
40 THACKER, BOB	NONE	EXPERT	2109.0	892.0	S - 31
41 MEHRINS, CURT	SWSA	SPORTSMAN	2109.0	892.0	S - 32
42 BUZOLICH, NICK	HSS	SPORTSMAN	2109.0	892.0	S - 33
43 CARFIELD, MIKE	HSS	SPORTSMAN	2109.0	892.0	S - 34
44 LONGLET, TON	HSS	SPORTSMAN	2109.0	892.0	S - 35
45 LUBO, BRENDAN	NCC	SPORTSMAN	2109.0	892.0	S - 36
46 FRASER, ROGER	TPG	EXPERT	2109.0	892.0	S - 37
47 RICHMOND, DON	TPG	SPORTSMAN	2109.0	892.0	S - 38
48 WHITNEY, GARY	TPG	SPORTSMAN	2109.0	892.0	S - 39
49 BROWN, ROBERT	NCC	SPORTSMAN	2109.0	892.0	S - 40

DAVID CONDON MOVES TO EXPERT

TEAM YEAR-END STANDINGS

- HSS = 15,001.3
- TPG = 14,962.3
- TOSS = 13,921.5
- SWSA = 12,569.1
- PSS = 12,032.1
- ISS = 12,006.5
- NCC = 11,900.8
- EDSF = 8,163.3
- SULA = 5,204.3
- AMTS = 3,476.3
- SFVF = 1,475.5

** WON FLY OFF FOR 3RD

SOUTHERN CALIFORNIA SOARING CLUBS
Annual Standings

Name	Class	Club	Score	Contests	Rank	Member	Class	Club	Score	Rank
1 SAGE, F	EXPERT	TPG	3833.3	4	54	SPITZER, G	EXPERT	PSS	1000.7	2
2 WEISMAN, B	EXPERT	TOSS	3792.0	4	55	SMITH, B	EXPERT	HSS	1076.8	3
3 REAGAN, M	EXPERT	TOSS	3787.5	4	56	SMITH, R	SPORTSMAN	NCC	1518.2	3
4 MARKIEWICZ, A	EXPERT	TPG	3756.1	4	57	SMITH, F	EXPERT	PSS	1811.3	4
5 STUBBLE, F	EXPERT	TPG	3534.0	4	58	SMITH, I	EXPERT	NONE	1801.0	5
6 WEISMAN, E	EXPERT	TOSS	3519.2	4	59	LEWIS, H	EXPERT	PSS	1879.1	6
7 BAGBERLY, G	EXPERT	ISS	3557.6	4	60	FRASER, R	EXPERT	TPG	1819.7	7
8 CHASTELER, F	EXPERT	ANTS	3476.3	4	61	STARKE, T	EXPERT	PSS	1894.1	8
9 SHELBY, R	EXPERT	NCC	3446.6	4	62	WILLIAMS, J	SPORTSMAN	SWSA	1259.1	9
10 VAN GUNDY, D	EXPERT	TPG	3408.1	4	63	MALVEY, W	SPORTSMAN	NONE	1344.6	10
11 AGUIRRE, M	EXPERT	HSS	3403.5	4	64	DEVLIN, E	EXPERT	PSS	1248.6	11
12 CARRICO, M	SPORTSMAN	HSS	3399.7	4	65	KUTCH, N	EXPERT	HSS	1231.4	12
13 FAULKENHAM, R	EXPERT	ISS	3260.3	4	66	OLSEN, P	EXPERT	SWSA	1230.1	13
14 BUTKOVICH, D	SPORTSMAN	PSS	3142.7	4	67	MCNAMEE, A	EXPERT	TOSS	1232.5	14
15 YEE, J	EXPERT	SWSA	3069.6	4	68	MORFORD, R	SPORTSMAN	SWSA	1046.9	15
16 VALDES, A	EXPERT	TPG	2971.0	3	69	GATTI, M	EXPERT	PSS	999.8	16
17 LACEY, R	EXPERT	HSS	2929.0	3	70	PERKINS, D	EXPERT	PSS	995.3	17
18 CLERY, B	EXPERT	HSS	2905.6	3	71	ANDERSON, R	EXPERT	TPG	982.9	18
19 JOY, G	EXPERT	TPG	2880.5	3	72	ANDERSON, D	EXPERT	TPG	981.5	19
20 CONDON, D	EXPERT	TPG	2843.5	3	73	ADAMS, S	EXPERT	SULA	983.4	20
21 BUZOLICH, N	SPORTSMAN	HSS	2797.1	4	74	WHYTE, E	EXPERT	NCC	957.0	21
22 THOMAS, R	EXPERT	HSS	2778.6	3	75	BRANDT, D	EXPERT	EDSF	952.2	22
23 RICHMOND, D	SPORTSMAN	TPG	2758.7	4	76	MCNAMEE, D	EXPERT	TOSS	953.0	23
24 LEE, M	SPORTSMAN	ISS	2741.2	3	77	KYLE, J	EXPERT	EDSF	952.2	24
25 DECKMAN, M	SPORTSMAN	SWSA	2659.8	3	78	SNEEDEN, J	EXPERT	ISS	950.8	25
26 MATSUMOTO, B	EXPERT	PSS	2630.5	3	79	POPE, R	EXPERT	EDSF	946.4	26
27 NEHRING, C	SPORTSMAN	SWSA	2617.1	3	80	JENNINS, H	EXPERT	ISS	944.7	27
28 MARKE, J	EXPERT	EDSF	2575.1	3	81	JUNSON, J	SPORTSMAN	EDSF	941.0	28
29 ZIASKAS, M	EXPERT	TPG	2548.9	3	82	STAFFORD, I	EXPERT	NCC	932.7	29
30 SCHARCK, R	EXPERT	TPG	2546.4	3	83	BOSS, G	EXPERT	SULA	924.3	30
31 BURNS, R	EXPERT	FSS	2499.5	3	84	FINN, S	EXPERT	HSS	919.8	31
32 LUGO, B	SPORTSMAN	NCC	2490.6	3	85	BROWN, J	EXPERT	SULA	909.3	32
33 CROWN, A	EXPERT	HSS	2483.8	3	86	BEAN, T	SPORTSMAN	TPG	895.3	33
34 STRICKLETT, S	SPORTSMAN	NCC	2438.1	4	87	HAMERS, M	SPORTSMAN	SWSA	881.6	34
35 DOIG, A	EXPERT	NCC	2401.4	3	88	DUNCAN, B	EXPERT	EDSF	878.9	35
36 FINKENBINER, K	EXPERT	NCC	2368.6	3	89	RAINSBARGER, G	SPORTSMAN	NONE	871.4	36
37 LACY, R	SPORTSMAN	SWSA	2362.1	3	90	MORENBERG, L	EXPERT	SFVF	861.9	37
38 VINCENT, J	SPORTSMAN	HSS	2341.0	3	91	MCNEIL, J	SPORTSMAN	TPG	852.9	38
39 PARSONS, J	EXPERT	HSS	2267.8	3	92	JOHNS, G	SPORTSMAN	PSS	841.0	39
40 HUNTER, C	EXPERT	NCC	2171.9	3	93	BRATRUD, R	EXPERT	HSS	836.4	40
41 KLATSKIN, B	SPORTSMAN	EDSF	2085.4	3	94	THACHER, B	EXPERT	NONE	830.9	41
42 KINERICK, K	EXPERT	PSS	1995.0	3	95	TILLMAN, N	EXPERT	NCC	810.5	42
43 SWANSON, N	EXPERT	TPG	1953.1	3	96	SMITH, J	EXPERT	EDSF	793.3	43
44 SWANSON, N	EXPERT	TPG	1726.9	3	97	SMITH, R	EXPERT	TPG	793.3	44
45 RAYMOND, K	EXPERT	TPG	1700.4	3	98	SMITH, R	EXPERT	PSS	783.4	45
46 SANDERS, A	EXPERT	NCC	1656.0	3	99	SMITH, S	SPORTSMAN	TPG	783.4	46
47 TAU, M	EXPERT	HSS	1620.0	3	100	REFFERT, F	SPORTSMAN	TPG	783.4	47
48 SPURE, N	EXPERT	HSS	1578.2	3	101	SMITH, J	SPORTSMAN	TPG	783.4	48
49 JOLLY, L	EXPERT	TPG	1753.1	3	102	VAN GUNDY, S	SPORTSMAN	TPG	783.4	49
50 VANNETT, D	SPORTSMAN	SULA	1724.2	3	103	SILVA, N	SPORTSMAN	ISS	783.4	50
51 SWANSON, N	EXPERT	TOSS	1720.3	3	104	CAVAZOS, R	SPORTSMAN	NONE	719.5	51
52 SADOFF, S	EXPERT	TPG	1724.2	3	105	SCHAEER, P	SPORTSMAN	HSS	711.8	52
53 SADOFF, S	EXPERT	ISS	1700.7	3	106	NORTHERN, D	EXPERT	TOSS	598.5	53



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



Charter # 128

AUGUST HSS MEETING

DATE: Wednesday, August 3,
7:30PM

LOCATION: Hobby Shack
Retail Store,
Fountain Valley



P.O.Box 1673
Costa Mesa, CA 92628



FIRST CLASS MAIL

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