PLANE TRAILS

November, 1991 *The Harbor Soaring Society Newslatter* Vol. 28 No. ~~10~~ 11

## 1992 CLUB OFFICER NOMINATIONS

At the October club meeting, the following names were nominated for club officers for 1992:

PRESIDENT: No nominations
VICE PRESIDENT: Keith McClellan
SECRETARY: No nominations
TREASURER: Frank Chasteler
CONTEST COORDINATOR: Ross Thomas
GENERAL DIRECTOR: Ben Clerx
NEWSLETTER EDITOR: John Ostrowski

Additionally, the following names were formally submitted to Board members (each individual has acknowledged the nomination):

PRESIDENT: Ben Clerx
VICE PRESIDENT: Dick Johnson
SECRETARY: Woody Grosvenor

Nominations from the floor will be accepted during the elections at the November meeting. YOUR INPUT AND ASSISTANCE IS NEEDED. IF YOU CHOOSE TO NEITHER RUN FOR OFFICE NOR VOTE IN THE ELECTIONS YOU HAVE NO RIGHT TO OFFER ANY CRITICISM OF CLUB POLICIES OR ACTIONS. GOT THAT?

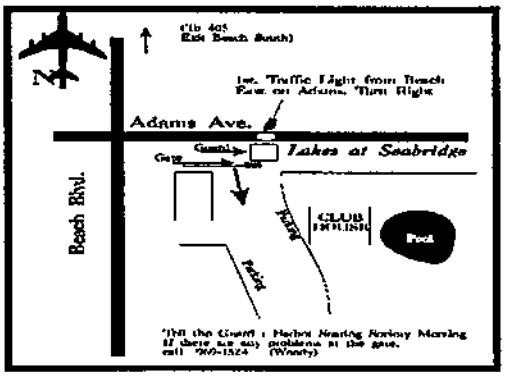
## MEMBERSHIP RENEWAL

Yes, it is that time again. At the back of this issue you will find a membership form for 1992. If you are a current club member and do not renew your membership by January, you **will be charged the $25.00 New Member fee to rejoin the club!**



## MEETING LOCATION

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



## OCTOBER MINUTES

by Brian Germane

The meeting was called to order at 7:40 p.m.. The minutes were accepted as READ.
New faces: Vince Duffy, Scott Smith. The treasurer's report was accepted as read.

OLD BUSINESS

Keith Mclellan discussed various details concerning additional slope races. Keith would like to form a committee to get things going. Discussion was made including a lowered Senior Citizen membership rate similar to the one AMA offers, [over 65].

NEW BUSINESS

The board is debating about getting new equipment, i.e. generator. Our other generator burned out. A question arose about the meaning of the Atomic Symbol, at the bottom of our logo. Scott Smith discussed many different possibilities for new hand-launch contests. He is hoping that HSS will help sponsor one. Scott is going to try to get a committee together and see how much interest there is. Keith Mclellan is going to get various companies to advertise in our newsletter.

The meeting closed at 9:17 p.m..

## EDITOR'S NOTES

Changes are afoot. As you may have noticed, we finally came up with a new name for the newsletter and a new masthead to go with it. I hope you like it. For those of you interested in such things, the new masthead was designed in Corel Draw. I also want to formally acknowledge **Pete Young** as Associate Editor. In addition to his stellar reports on the monthly contests, Pete has volunteered to review the other newsletters we receive and cull out the best articles for inclusion here. He will also be helping to type up articles for the newsletter. Welcome aboard Pete, and **thanks for the help!**.

Over the next few months we hope to bring you an even bigger and better newsletter containing more articles, more photos, and even advertising (well, how do you expect us to pay for all that?) All we need now are your articles and photos.

One last thought. Anybody out there like to draw cartoons? We try to include any that we find but it would sure be nice to have our own staff cartoonist. In this club there certainly wouldn't be any lack of material.

## OCTOBER HSS MONTHLY

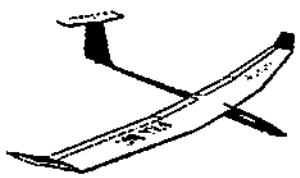
Pete Young

CD Norm Kutch welcomed 36 Open and 17 2-M fliers to the October HSS Monthly. Weather was spectacularly blue and sunny, with light drift initially from the north, shifting to the west, straight down the winch lines, about mid-contest. Thermal air for the first two rounds was exceptional with one giant thermal blossoming and carrying away ten gliders - a spectacular sight!

Tasking was 20 minutes **add-em-up** over three rounds and 100 point **in or out** landings. At two points per second, 2700 points was the maximum flight score for three rounds; there were no max/min limitations on individual flights. Landings were into a 3' x 6' rectangle delineated by PVC pipe. Opinions were mixed on the PVC pipe landing zone - while the majority of fliers seemed to enjoy the challenge, a few reported damage to aircraft and servos upon abruptly contacting the pipe. There was no dispute about the difficulty of the landing task: only 7 fliers in Open and 5 fliers in 2-M recorded landing points!

An out of town visitor was Rich Ernst from North Palm Beach, Florida. Rich, in So Cal on business for Pratt and Whitney, markets an HLG and 2-M named the Goblin and the Vortex, respectively, both recently written up by Byron Blakeslee in Model Aviation. Rich flew quite well flying his rudder-elevator Vortex in Open - only one second off a perfect flight score! Rich had spec sheets on his gliders - more information can be obtained from Pete Young. October results: Tony Martin outflew the 2-M field with his Snipe, with Steve Fink and Dick Long placing second and third. In Open Sportsman, Matt Collett scored a first (who says Oly II's can't be competitive?), with SULA-er Bill Duncan placing second with his Gnome. In Open Advanced, Roger Lackey flew a Pulsar to first, with Bryan Joy second with a Gnome. In Open Expert, Tony Martin again out-Sniped the field for first (two first places for the day!); Frank Chasteler took second after an all Airtronics flyoff with Ross Thomas - both were flying Vision-equipped Legends!

The HSS noted with some regret that the George Joys are moving to the San Diego area in November. Both George and Bryan will return for our club contests, but we will miss their regular and faithful contributions to HSS - our loss, Torrey Pine Gulls' gain!



# LONGITUDINAL (PITCH) TRIM

by Ben Clerx

Talk about how to trim a sailplane and you'll wind up with numerous articles (like this one), hours of conversation (or debate) and perhaps a few really good ideas. so many good articles have been written about how to trim a plane that I won't go into too much detail here, except to clear up a few myths and misunderstandings (if you find a good article, share it with the new pilots on the field and clue them in on all this talk about *aft CG* and *dive tests*).

There are two things you can do to change the pitch trim of your plane: move the center of gravity (CG) by changing nose weight and varying the **decalage** angle (angle between the wing and horizontal tail). Both must be considered when trimming (which the *dive test* does). Know what you are trimming for. Are you a novice trimming for more max stability or an expert going after performance? Also, know that trimming is not a do it once and forget it process. It takes me months to fine tune a plane -- one change will usually affect something else (another reason to stick to one plane for competition flying).

Think of the **decalage angle** or angle between the wing and the horizontal stab as **longitudinal dihedral** (to borrow a phrase from Martin Simons). More dihedral means more stability along with more nose weight (forward CG) and stabilizer drag. Reduce decalage angles to increase performance. Center of gravity will move aft, stab drag is reduced and the plane is more responsive to control inputs, thermals and wind gusts (i.e. more difficult to fly for a novice but just fine for a more experienced pilot).

The **dive test** will give you an idea of how much decalage you have by letting you see the plane's response to increasing airspeeds. dive the plane to 45° nose down from sufficient altitude, release the transmitter sticks and see what the plane does. If it recovers and pulls out of the dive rapidly by itself the plane has a high degree of pitch stability -- the horizontal stabilizer is set at a relatively large nose up angle to the wing and, thus, a forward CG to counteract the large downforce exerted by the stab. Perfect for the novice. If he gets into a dive the increasing airspeed forces the tail down and the nose up. If he gets the nose up by mistake, decreasing airspeed will allow the tail to come up and the nose down. An expert flyer will want a trim setting that produces a gradual dive recovery or even no recovery. If the dive angle increases by itself (tuck under), you've gone too far.

Changing the decalage angle is easy for full flying stabilators -- just move your trim lever, servo arm clevis, or reset the neutral position for computer radios such as the Airtronics Vision/Infinity. with a fixed stabilizer and movable elevator, try shims under the leading edge or trailing edge of the wing or stabilizer. As a last resort, just move the neutral position of the movable elevator with the transmitter trim lever, or turns of the elevator pushrod clevis. The next time you see the tail of your plane dragging, don't assume it is tail heavy. There's more to trimming than just adding weight to the nose.

# PILOT OF THE MONTH

The pilot of the month for November is one of the top competition pilots in Harbor Soaring Society:

**Pete Richardson**

Occupation: Mechanical engineer, Rockwell Space systems Division in Downey. I work in the cargo integration group for space shuttle operations.

Started flying sailplanes: Late 1976 after visiting Kite Hill one weekend. I flew free flight (Thermik 50 & Super Sinbad) as a teenager.

First R/C Sailplane: My first sailplane was an all-foam Spirit of '76. This didn't last very long and transitioned to an Astro Flight Monterey. But most of my early successful flying was with my old Super Sinbad which was converted from free flight to R/C. All my early flying days were on the slope (Estancia & Turtle Rock).

Goal for 1992: LSF Level 5 is my goal for '92. I hope to accomplish this by completing the Pelican and becoming with its nuances and vices. I feel the Gnome is not quite up to the challenge.

Current Gliders: A 2-meter Gnome. A Synergy which is an awsome sailplane. A reasonably new Super Sinbad and the soon-to-be-completed Pelican.

Greatest flying strength: I believe I can find thermals with the best of them.

Advice for beginning pilots: If possible, start off with a big plane. Big planes fly a lot better and will give you more time in the air. then, make sure you have an alert instructor at your side until you are proficient at landing on your own. This will save hours of rebuilding time. Remember what Handi-Man says: **Never underestimate the power of the handicapped.**

## BASIC TECH TALK, Part III

by George Siposs

*Don't be a drag, man...*

Gravity and lift provide a forward motive force for the glider. This force is opposed by drag forces: turbulence, skin friction, and the forces necessary to separate the molecules as the model bores a hole into the air. This force can be minimized by making the fuselage cross section as small as possible and making the plane as small as practicable. The shape of the fuselage is streamlined to minimize drag.

Skin friction can be minimized by using smooth materials to cover the glider, e.g. Monokote. Even doped fabric is not as smooth as the drum-tight Mylar. Turbulence can be caused by many things that stick out in the airflow: ripples in the covering, torn covering, grass caught in the skid from the previous landing, antenna wire that dangles in the air or trails behind the model, control horns, protruding switch levers, ill-fitting canopies, even twisted wing-holding rubber bands.

A lot of turbulence is caused at the point where the wing joins the fuselage. Mid-winged models should have a smoothly radiused transition. All airgaps between the wing and fuselage should be taped. Gaps between the stabilizer and elevator (also the rudder and fin) should be covered as much as possible.

Think of your plane as a fish swimming in the air. Any turbulence causes **flutters** which announces its presence. The plane should slip through the air like a fish. The cleaner your plane is, the faster it will fly. Fast flight generates high lift and good control response. If the plane flies fast it will stay up longer, even in marginal air. The ultimate in slow flight is dead stop and at that point no lift is generated: your glider is not an airplane, it is a collection of balsa and plastic.

Another way to generate more forward force is to add weight to the plane. Weight must be added exactly under the Center if Gravity or balance point so that balance of the plane will not be destroyed. Perhaps you remember your childhood days with Pinewood Derby racers. The heaviest model usually ran fastest! Many airplanes fly better when ballasted to be heavy. The idea is to build the model strong but light and then add weight to it, especially for windy day flying.

Another thing you should keep in mind is this: any weight you add in the tail of the model will have to counterbalanced by about three time that weight in the nose. Thus, the plane's weight is increased four times for every unit of weight added in the tail.

One final thought: the higher the angle of incidence, the more forward the CG will be. This makes the plane better balanced as it will be aerodynamically tighter. The further backwards the CG is, the twitchier the model is to fly. (Freeflight models are balanced far back in the wing, but the purpose there is to make the plane turn easily and automatically into thermals.) You will find that a forward weight bias increases the weight of the model but will require less corrective action during normal flight.

## SWAP SHOP

2-meter Sensor with spoilers & **World Engines 7-channel** radio (gold stickered). Radio gear is installed. Contest proven and ready-to-fly. $250. Call Dan 645-1934.

For Sale: foam and glass Legend wings, built to order $200 and up. Call Phil, 589-9136

Synergy III, includes 4 servos in the wings, wire harness for Airtronics receiver. $475. Legionair 100, polyhedral $30. Call Pete at 557-4782, evenings.

Graupner W22 B, 3-meter, foam wings. 95% built. Cost $260. Will sell for $300 with **Airtronics Vanguard 6-channel** radio. $175 without radio. Call Steve 722-8673

For Sale: **Airtronics Vision Sailplane** Radio - 7 channel w/ 2 7 channel PCM receivers & matching transmitter modules, 1 4 channel micro FM receiver, 4 #141 servos, $450. 4 Airtronics #510 servos (140 in. oz. torque), $100 for all 4. Rahm Winch & Rahm Retriever. With 900 Amp Die-hard battery, turnaround, extra line. Ready to run. $450 complete. Ace Digipace battery cycler $50. Conquest .15 Quarter Midget engine. Race prepped by Ron young. $80. Webra Speed .61 with gear reduction for Quarter Scale. $175 {Brand New}. Aitronics Sagitta XC (14' cross country sailpnae) kit with custom carbon fiber spars. $100. Max Mills WestWind kit. 100" aileron sailplane with foam coares. $75. Airtronics Grand Esprit kit. A collector's item. $150. Bridi Breezy Biplane kit. $40. Ultr Mark IV Electric Sailplane kit. $35. 1/ 5 scale P-51-B. Fiberglass fuse & foam cores (from Rick Lewis molds) $100. Call: Taylor Collins (505) 898-1129 or Dick Long (800)423-9491 (7 AM - 3 PM) (213)530-0678 eves.

Magic by Weston Aerodesign. 138" span with FX 60-100 airfoil. All glass, kevlar and grey foam construction. Flap servos installed. 72 oz. flying weight. $450 o.b.o. Merlin by Roland Summer. 3.3 meter span FX 60-126 airfoil, molded glass wings and full flying V-tail stabs, glass fuse with slip-on nose cone. All 4 servos installed. Rare German glider, $475 o.b.o. Falcon 880, all 6 servos installed (**Airtronics**), good condition. $375 o.b.o. Contact Manny at (714) 778-5254.

Place your ad in **Swap Shop** for the low, low price of: **FREE.** Just make sure you provide the information to the editor **by the 15th. of the month. Ads must be renewed each month**. Please indicate whether radio equipment is 1991 certified.

## 1991 CONTEST SCHEDULE - Ben Clerx Contest Coordinator

| DATE | CONTEST |
|---|---|
| November 10 | HSS Club Contest |
| November 24 | $SC^2$ Harbor Soaring Society Lee Renaud Memorial |
| December 8 | HSS Club Contest |
| | |

**NOVEMBER CONTEST**

**Bob Sliff, CD**

**Date: November 10, 1991**

**Format: Standard 3-5-7 Flight option. Two-Meter flies first. Landing will be scored by by a standard landing tape. Landing points will be awarded as follows:**

**3 min. flight = Automatic 270 pts.**
**Landing points = 0 - 30 (3/10 pt. per landing tape number)**

**5 min. flight = Automatic 180 pts.**
**Landing points = 0 - 20 (2/10 pt. per landing tape number)**

**7 min. flight = Automatic 90 pts.**
**Landing points = 0 - 10 (1/10 pt. per landing tape number)**

## HSS VIDEO LIBRARY

| NAME | COMMENT | RATING (0-5) |
|---|---|---|
| RC Video Magazine (Vol. 7 - 86) | | |
| Striking Back | | 4 |
| Foam, Fiberglass, Flight | | 4 |
| Tournament of Champions (88) | | |
| Monokote 1 & 2 | Interesting | 3 |
| MIG Killers | | 3 |
| Hook down, Wheels Down | Navy Aviation Hist | 4 |
| F3E - Bridgeman's Plane | | |
| Electric Flight | | none |
| Dawn Patrol | WWI Movie | 4 |
| Thunderbolt, Flight for the Skys | WWI Air Combat | 5 |
| F3E USA Finals 6 -22-88 | | |

More tapes are being added all the time. All tapes are VHS format. For information about borrowing a tape, ask at the next meeting.

## HSS OCTOBER CONTEST -- OPEN DIVISION

| PLACE | | NAME | | CLASS | SCORE | NORMALIZED | TROPHY |
|---|---|---|---|---|---|---|---|
| | 1 | MARTIN | TONY | EXPERT | 2596.0 | 1000.0 | 1ST. EXP. |
| T | 2 | *CHASTELER | FRANK | EXPERT | 2584.0 | 999.2 | 2ND. EXP. |
| T | 2 | THOMAS | ROSS | EXPERT | 2584.0 | 999.2 | 3RD. EXP. |
| | 4 | *LACKEY | ROGER | ADVANCED | 2498.0 | 962.2 | 1ST. ADV. |
| T | 5 | RICHARDSON | PETE | EXPERT | 2496.0 | 961.5 | |
| T | 5 | JOY | GEORGE | EXPERT | 2496.0 | 961.5 | |
| | 7 | JOY | BRYAN | ADVANCED | 2488.0 | 958.4 | 2ND. ADV. |
| | 8 | COLLETT | MATT | SPORTSMAN | 2400.0 | 924.5 | 1ST. SPTS. |
| T | 9 | FINK | STEVE | EXPERT | 2398.0 | 923.7 | |
| T | 9 | ENGER | LARRY | GUEST | 2398.0 | 923.7 | |
| T | 9 | ERNST | RICHARD | GUEST | 2398.0 | 923.7 | |
| T | 12 | GERMANE | BRIAN | ADVANCED | 2396.0 | 923.0 | |
| T | 12 | CRON | AL | EXPERT | 2396.0 | 923.0 | |
| T | 14 | POULSEN | GORDON | EXPERT | 2390.0 | 920.6 | |
| T | 14 | PANTZAR | DICK | EXPERT | 2390.0 | 920.6 | |
| T | 14 | KUTCH | NORM | EXPERT | 2390.0 | 920.6 | |
| T | 14 | RITSCHKE | GORDON | EXPERT | 2390.0 | 920.6 | |
| | 18 | SLIFF | BOB | EXPERT | 2386.0 | 919.1 | |
| | 19 | NEMECEK | DAVID | EXPERT | 2378.0 | 916.0 | |
| | 20 | DUNCAN | BILL | SPORTSMAN | 2378.0 | 915.3 | 2ND. SPTS |
| | 21 | YOUNG | BRETT | SPORTSMAN | 2342.0 | 902.2 | |
| | 22 | GROSVENOR | WOODY | SPORTSMAN | 2330.0 | 897.5 | |
| | 23 | AZVEDO | GEORGE | SPORTSMAN | 2304.0 | 887.5 | |
| | 24 | HENDRY | STEVE | EXPERT | 2216.0 | 854.4 | |
| | 25 | ZINK | DON | EXPERT | 2166.0 | 834.4 | |
| | 26 | NEHRING | CURT | SPORTSMAN | 2126.0 | 819.0 | |
| | 27 | YOUNG | PETE | SPORTSMAN | 1880.0 | 724.2 | |
| | 28 | WHITE | LARRY | EXPERT | 1770.0 | 681.8 | |
| | 29 | LONG | DICK | ADVANCE | 1684.0 | 648.7 | |
| | 30 | MILLS | ARCHIE | SPORTSMAN | 1610.0 | 620.2 | |
| | 31 | DANRICH | DAN | ADVANCE | 1538.0 | 592.4 | |
| | 32 | HARRIS | PHIL | EXPERT | 1308.0 | 503.9 | |
| | 33 | FINK | DAN | GUEST | 1256.0 | 483.8 | |
| | 34 | BUZOLICH | NICK | SPORTSMAN | 984.0 | 379.0 | |

*FRANK CHASTELER WON FLY-OFF
*ROGER LACKEY MOVES TO EXPERT

## HSS OCTOBER CONTEST -- TWO METER

| PLACE | | NAME | | | SCORE | NORMALIZED | TROPHY |
|---|---|---|---|---|---|---|---|
| | 1 | MARTIN | TONY | | 2592.0 | 1000.0 | 1ST. |
| | 2 | FINK | STEVE | | 2500.0 | 964.5 | 2ND. |
| T | 3 | *LONG | DICK | | 2400.0 | 925.9 | 3RD. |
| T | 3 | ZINK | DON | | 2400.0 | 925.9 | |
| | 5 | ERNST | RICHARD | | 2398.0 | 925.2 | |
| | 6 | JOY | GEORGE | | 2398.0 | 925.2 | |
| | 7 | RICHARDSON | PETE | | 2396.0 | 924.4 | |
| | 8 | THOMAS | ROSS | | 2396.0 | 924.4 | |
| | 9 | KUTCH | NORM | | 2394.0 | 923.6 | |
| | 10 | DUNCAN | BILL | | 2362.0 | 911.3 | |
| | 11 | SLIFF | BOB | | 2110.0 | 814.0 | |
| | 12 | YOUNG | PETER | | 1870.0 | 721.5 | |
| | 13 | NEHRING | CURT | | 1754.0 | 676.7 | |
| | 14 | LACKEY | ROGER | | 1628.0 | 628.1 | |
| | 15 | JOY | BRYAN | | 1588.0 | 612.7 | |
| | 16 | WHITE | LARRY | | 1456.0 | 561.7 | |
| | 17 | BUZOLICH | NICK | | 1414.0 | 545.5 | |

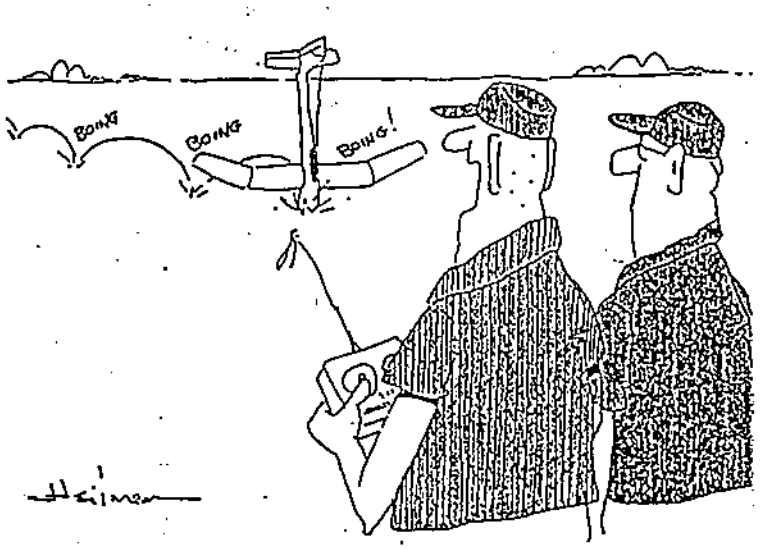
* DICK LONG WON FLY-OFF

## TWO METER YEAR-TO-DATE
## BEST 7 OF 10

| PLACE | | NAME | | | SCORE | CONTESTS |
|---|---|---|---|---|---|---|
| | 1 | RICHARDSON | PETE | | 6776.2 | 7 |
| | 2 | MARTIN | TONY | | 6754.5 | 7 |
| | 3 | JOY | GEORGE | | 6644.0 | 7 |
| | 4 | KUTCH | NORM | | 6522.9 | 7 |
| | 5 | WHITE | LARRY | | 6521.7 | 7 |
| | 6 | THOMAS | ROSS | | 6494.0 | 7 |
| | 7 | SLIFF | BOB | | 6453.0 | 7 |
| | 8 | JOY | BRYAN | | 6252.9 | 7 |
| | 9 | FINK | STEVE | | 6227.3 | 7 |
| | 10 | NEHRING | CURT | | 5812.2 | 7 |
| | 11 | LACKEY | ROGER | | 5782.5 | 7 |
| | 12 | LONG | DICK | | 3740.4 | 6 |
| | 13 | PARSONS | JIM | | 3369.3 | 4 |
| | 14 | BUZOLICH | NICK | | 3235.7 | 6 |
| | 15 | CHAMBERLIN | RALPH | | 2464.4 | 3 |
| | 16 | EDBERG | DON | | 1956.5 | 2 |
| | 17 | ZINK | DON | | 1850.4 | 2 |
| | 18 | McLELLAN | KEITH | | 1699.3 | 2 |
| | 19 | DUNCAN | BILL | | 1658.7 | 2 |
| | 20 | HENDRY | STEVE | | 1608.1 | 2 |
| | 21 | STOKER | PAT | | 1540.6 | 2 |
| | 22 | CONRAD | WILL | | 1513.8 | 2 |
| | 23 | YOUNG | PETER | | 1366.9 | 2 |
| | 24 | ANKENBAUER | STEVE | | 1294.1 | 2 |
| | 25 | MILLS | ARCHIE | | 1086.3 | 2 |
| | 26 | HALL | HERMAN | | 942.1 | 1 |
| | 27 | LAIR | DANIEL | | 922.8 | 1 |
| | 28 | BONANNO | TONY | | 883.5 | 1 |
| | 29 | DONAT | KURT | | 855.9 | 1 |
| | 30 | YOUNG | BRETT | | 836.8 | 1 |
| | 31 | OSTROWSKI | JOHN | | 683.9 | 2 |

## HSS OPEN CLASS STANDINGS YEAR-TO-DATE
## BEST 7 OF 10

| PLACE | | NAME | | CLASS | SCORE | CONTESTS |
|---|---|---|---|---|---|---|
| | 1 | MARTIN | TONY | EXPERT | 6991.4 | 7 |
| | 2 | CHASTELER | FRANK | EXPERT | 6867.6 | 7 |
| | 3 | JOY | GEORGE | EXPERT | 6758.3 | 7 |
| | 4 | SLIFF | BOB | EXPERT | 6673.7 | 7 |
| | 5 | GARNER | RICH | EXPERT | 6653.6 | 7 |
| | 6 | LACKEY | ROGER | ADVANCED | 6643.6 | 7 |
| | 7 | ZINK | DON | EXPERT | 6626.6 | 7 |
| | 8 | KUTCH | NORM | EXPERT | 6564.0 | 7 |
| | 9 | JOY | BRYAN | ADVANCED | 6556.4 | 7 |
| | 10 | RICHARDSON | PETE | EXPERT | 6510.1 | 7 |
| | 11 | POULSEN | GORDON | EXPERT | 6473.0 | 7 |
| | 12 | FINK | STEVE | EXPERT | 6401.9 | 7 |
| | 13 | THOMAS | ROSS | EXPERT | 6391.7 | 7 |
| | 14 | GERMANE | BRIAN | ADVANCED | 6257.0 | 7 |
| | 15 | PANTZAR | DICK | EXPERT | 6182.9 | 7 |
| | 16 | NEMECEK | DAVID | EXPERT | 6151.4 | 7 |
| | 17 | WHITE | LARRY | EXPERT | 6084.7 | 7 |
| | 18 | CRON | AL | EXPERT | 6053.2 | 7 |
| | 19 | RITSCHKE | GORDON | EXPERT | 5953.9 | 7 |
| | 20 | DANRICH | DAN | ADVANCE | 5915.7 | 7 |
| | 21 | HENDRY | STEVE | EXPERT | 5871.0 | 7 |
| | 22 | RESETAR | EDWARD | SPORTSMAN | 5789.6 | 7 |
| | 23 | NEHRING | CURT | SPORTSMAN | 5775.0 | 7 |
| | 24 | YOUNG | BRETT | SPORTSMAN | 5774.9 | 7 |
| | 25 | PARSONS | JIM | ADVANCED | 5543.9 | 7 |
| | 26 | LAIR | DAN | SPORTSMAN | 5491.5 | 7 |
| | 27 | SMITH | MORRY | ADVANCED | 5219.3 | 6 |
| | 28 | COLLETT | MATT | SPORTSMAN | 4821.4 | 7 |
| | 29 | BUZOLICH | NICK | SPORTSMAN | 4533.5 | 7 |
| | 30 | SANDRONI | HUGO | ADVANCE | 4470.9 | 5 |
| | 31 | CLERX | BEN | EXPERT | 3931.7 | 4 |
| | 32 | MILLS | ARCHIE | SPORTSMAN | 3914.1 | 5 |
| | 33 | LONG | DICK | ADVANCE | 3840.7 | 6 |
| | 34 | GERBIN | ROBERT Jr | EXPERT | 3800.0 | 4 |
| | 35 | GERBIN | BOB | EXPERT | 3741.5 | 4 |
| | 36 | GATES | MATTHEW | ADVANCED | 3600.6 | 4 |
| | 37 | BOESE | JIM | SPORTSMAN | 3174.4 | 4 |
| | 38 | EDBERG | DON | EXPERT | 2978.5 | 3 |
| | 39 | RENAUD | TIM | EXPERT | 2892.4 | 3 |
| | 41 | STOKER | PAT | EXPERT | 2668.9 | 3 |
| | 42 | DUNCAN | BILL | SPORTSMAN | 2615.1 | 3 |
| | 43 | AZVEDO | GEORGE | SPORTSMAN | 2473.9 | 3 |
| | 44 | HARRIS | PHIL | EXPERT | 2345.5 | 3 |
| | 45 | McLELLAN | KEITH | SPORTSMAN | 2314.8 | 3 |
| | 46 | CHAMBERLIN | RALPH | SPORTSMAN | 2256.2 | 3 |
| | 47 | BONANNO | TONY | ADVANCED | 2244.2 | 3 |
| | 48 | RAMSAY | DON | SPORTSMAN | 2178.6 | 3 |
| | 49 | STALLS | JARED | EXPERT | 1848.2 | 2 |
| | 50 | SCHOFRO | STEVE | SPORTSMAN | 1753.5 | 2 |
| | 51 | GIBBS | DUANE | ADVANCE | 1563.3 | 2 |
| | 52 | YOUNG | PETE | SPORTSMAN | 1506.3 | 2 |
| | 53 | GROSVENOR | WOODY | SPORTSMAN | 1461.0 | 2 |
| | 54 | OSTROWSKI | JOHN | SPORTSMAN | 1399.1 | 2 |
| | 55 | HAWLEY | ED | SPORTSMAN | 1362.5 | 2 |
| | 56 | VON GROTE | BRAD | SPORTSMAN | 1317.8 | 2 |
| | 57 | ROWELL | WAYNE | SPORTSMAN | 1095.2 | 2 |
| | 58 | HARVEY | TIM | SPORTSMAN | 961.0 | 2 |
| | 59 | STOVALL | LEE | SPORTSMAN | 915.5 | 1 |
| | 60 | BYRNE | JIM | SPORTSMAN | 855.7 | 1 |
| | 61 | CONRAD | WILL | ADVANCE | 769.6 | 1 |
| | 62 | STOVALL | WILL | SPORTSMAN | 705.5 | 1 |
| | 63 | GREENE | DENNIS | SPORTSMAN | 514.8 | 1 |




"HERE'S A TRICKY LITTLE MANEUVER I'VE LEARNED SINCE I INSTALLED THAT SOFT RUBBER NOSE!"

## SOUTHERN CLAIFORNIA SOARING CLUBS
## SEPTEMBER CONTEST RESULTS
## CONTEST DIRECTOR -- BEN CLERX

| PLACE | NAME | | CLUB | CLASS | SCORE | NORMALIZED | TROPHY |
|---|---|---|---|---|---|---|---|
| 1 | CLERX | BEN | HSS | EXPERT | 2976.0 | 1000.0 | 1ST. EXP. |
| 2 | ATWELL | BLAIR | DUST | EXPERT | 2969.0 | 997.6 | 2ND. EXP. |
| 3 | CHASTELER | FRANK | HSS | EXPERT | 2961.0 | 995.0 | 3RD. EXP. |
| 4 | JOY | GEORGE | HSS | EXPERT | 2929.0 | 984.2 | 4TH. EXP. |
| 5 | GARNER | RICH | HSS | EXPERT | 2916.0 | 980.5 | 5TH. EXP. |
| 6 | SLIFF | BOB | HSS | EXPERT | 2901.0 | 974.6 | |
| 7 | *NORENBERG | LOWELL XX | SFVF | SPORTSMAN | 2496.0 | 973.1 | 1ST. SPTS. |
| 8 | BRANDT | DENNIS | HSS | EXPERT | 2836.0 | 969.8 | |
| 9 | REAGAN | MIKE | TOSS | EXPERT | 2883.0 | 968.8 | |
| 10 | HARRIS | PHIL | HSS | EXPERT | 2867.0 | 963.4 | |
| 11 | MARTIN | TONY | HSS | EXPERT | 2861.0 | 961.4 | |
| 12 | RAYMOND | KEN | NCC | EXPERT | 2859.0 | 960.7 | |
| 13 | SAGE | FRED | NCC | EXPERT | 2831.0 | 951.3 | |
| 14 | *VALDES | AARON XX | TPG | SPORTSMAN | 2813.0 | 945.2 | 2ND. SPTS. |
| 15 | CHILD | MARK XX | EDSF | SPORTSMAN | 2806.0 | 942.9 | 3RD. SPTS. |
| 16 | MEIENBERG | KEN | NCC | EXPERT | 2779.0 | 933.8 | |
| 17 | BLEDSOE | RICH | TPG | EXPERT | 2776.0 | 932.8 | |
| 18 | BOESE | JIM | HSS | SPORTSMAN | 2769.0 | 930.4 | |
| 19 | FINK | STEVEN XX | DUST | SPORTSMAN | 2764.0 | 928.8 | |
| 20 | POULSEN | GORDON | HSS | EXPERT | 2761.0 | 927.8 | |
| 21 | MEININGER | FRED XX | PSS | SPORTSMAN | 2738.0 | 920.0 | |
| 22 | MacKENZIE | SCOTT | SFVF | EXPERT | 2733.0 | 918.3 | |
| 23 | CONWAY | PATRICK | TPG | SPORTSMAN | 2730.0 | 917.3 | |
| 24 | FARLESS | DAVID | PSS | EXPERT | 2714.0 | 912.0 | |
| 25 | PUCHALSKI | MARK | SULA | EXPERT | 2710.0 | 910.6 | |
| 26 | McNAMEE | ART | TOSS | EXPERT | 2701.0 | 907.6 | |
| 27 | STROBEL | RICH XX | TPG | SPORTSMAN | 2691.0 | 904.2 | |
| 28 | RICHARDSON | PETE | HSS | EXPERT | 2675.0 | 898.9 | |
| 29 | JOLLY | LARRY | SULA | EXPERT | 2667.0 | 896.2 | |
| 30 | CONDON | STEVE | TPG | SPORTSMAN | 2642.0 | 887.8 | |
| 31 | THOMAS | ROSS | HSS | EXPERT | 2617.0 | 879.4 | |
| 32 | MORAN | MYLES | TOSS | EXPERT | 2606.0 | 876.3 | |
| 33 | DOIG | AL | NCC | EXPERT | 2602.0 | 874.3 | |
| 34 | BUTOVICH | DAVID | PSS | SPORTSMAN | 2594.0 | 871.6 | |
| 35 | LEVOE | MARK | PSS | EXPERT | 2550.0 | 856.9 | |
| 36 | GARRISON | JOHN | EDSF | SPORTSMAN | 2522.0 | 847.4 | |
| 37 | LAIR | DAN | HSS | SPORTSMAN | 2498.0 | 839.4 | |
| 38 | CRON | AL | HSS | EXPERT | 2477.0 | 832.3 | |
| 39 | DANRICK | DAN | HSS | SPORTSMAN | 2472.0 | 830.6 | |
| 40 | WHITE | LARRY XX | HSS | SPORTSMAN | 2448.0 | 822.6 | |
| 41 | LACKEY | ROGER | HSS | EXPERT | 2438.0 | 819.2 | |
| 42 | HENDRY | STEVE | HSS | EXPERT | 2436.0 | 818.5 | |
| 43 | HALL | DAVID | DUST | SPORTSMAN | 2427.0 | 815.5 | |
| 44 | WEISMAN | EDGAR | TOSS | EXPERT | 2416.0 | 811.8 | |
| 45 | JOY | BRYAN XX | HSS | SPORTSMAN | 2412.0 | 810.5 | |
| 46 | MORTON | JEFF | MRCS | SPORTSMAN | 2403.0 | 807.5 | |
| 47 | KUTCH | NORM | HSS | EXPERT | 2399.0 | 806.1 | |
| 48 | RESETAR | EDWARD | HSS | SPORTSMAN | 2346.0 | 788.3 | |
| 49 | VAN GUNDY | DON | TPG | EXPERT | 2333.0 | 783.9 | |
| 50 | SWET | BOB | TOSS | EXPERT | 2327.0 | 781.9 | |
| 51 | KLATSKIN | BILL | SULA | SPORTSMAN | 2294.0 | 770.8 | |
| 52 | DOUGLAS | IAN | SWSA | EXPERT | 2293.0 | 770.5 | |
| 53 | KARP | BILL | MRCS | SPORTSMAN | 2284.0 | 767.5 | |
| 54 | OLSEN | ROBIN | SWSA | EXPERT | 2256.0 | 758.7 | |
| 55 | GERMANE | BRIAN | HSS | SPORTSMAN | 2256.0 | 758.1 | |
| 56 | PEETERS | BOB | EDSF | SPORTSMAN | 2243.0 | 753.7 | |
| 57 | NEMECEK | DAVE | HSS | EXPERT | 2238.0 | 752.0 | |
| 58 | FINK | DAN | SULA | EXPERT | 2213.0 | 743.6 | |
| 59 | EDBERG | DON | HSS | EXPERT | 2184.0 | 733.9 | |
| 60 | SMITH | STEVE | DUST | SPORTSMAN | 2148.0 | 721.8 | |
| 61 | WILSON | DAN | EDSF | SPORTSMAN | 2065.0 | 693.9 | |
| 62 | PANTZAR | DICK | HSS | EXPERT | 2043.0 | 686.5 | |
| 63 | NEHRING | CURT | HSS | SPORTSMAN | 2040.0 | 685.5 | |
| 64 | OLSEN | PETE | SWSA | EXPERT | 2008.0 | 674.1 | |
| 65 | SPITZER | GEORGE | PSS | SPORTSMAN | 1969.0 | 661.6 | |
| 66 | MILLS | ARCHIE | SULA | SPORTSMAN | 1956.0 | 657.3 | |
| 67 | BATES | JEFFREY | NCC | SPORTSMAN | 1923.0 | 646.2 | |
| 68 | WAGER | MARVIN | TPG | SPORTSMAN | 1908.0 | 641.1 | |
| 69 | BONANNO | TONY | SULA | EXPERT | 1905.0 | 640.1 | |
| 70 | AKERS | THOMAS XX | TOSS | SPORTSMAN | 1815.0 | 609.9 | |
| 71 | LONG | DICK | DUST | SPORTSMAN | 1782.0 | 598.8 | |
| 72 | PARSONS | JIM XX | HSS | SPORTSMAN | 1774.0 | 596.1 | |
| 73 | RAGANS | MIKE | EDSF | SPORTSMAN | 1773.0 | 595.8 | |
| 74 | MERENDA | KEN | DUST | SPORTSMAN | 1773.0 | 595.8 | |
| 75 | STOKER | PAT | SULA | EXPERT | 1760.0 | 589.0 | |
| 76 | DUNCAN | WILLIAM | SULA | SPORTSMAN | 1731.0 | 581.7 | |
| 77 | JULIEN | HERBERT | MRCS | SPORTSMAN | 1719.0 | 577.6 | |
| 78 | RAMSAY | DON | HSS | SPORTSMAN | 1713.0 | 575.6 | |
| 79 | FRAZEE | BART | EDSF | SPORTSMAN | 1700.0 | 571.2 | |
| 80 | WILSON | DENNIS | EDSF | SPORTSMAN | 1686.0 | 566.5 | |
| 81 | TAU | MANNY | HSS | SPORTSMAN | 1665.0 | 559.5 | |
| 82 | ANDERSON | GARY | TPG | EXPERT | 1646.0 | 553.1 | |
| 83 | SANDRONI | HUGO | DUST | EXPERT | 1630.0 | 547.7 | |
| 84 | LORENZ | WILLIAM | EDSF | SPORTSMAN | 1536.0 | 516.1 | |
| 85 | BUZOLICH | NICK | HSS | SPORTSMAN | 1464.0 | 491.9 | |
| 86 | KEIL | DAVID XX | NCC | SPORTSMAN | 1441.0 | 484.2 | |
| 87 | FINKENBINER | KEITH | NCC | EXPERT | 1346.0 | 452.3 | |
| 88 | TILLMAN | NORM | NCC | EXPERT | 1328.0 | 446.2 | |
| 89 | GOODWIN | BROWNE | MRCS | SPORTSMAN | 220.0 | 73.9 | |

*LOWELL NORENBERG AND AARON VALDES ADVANCE TO EXPERT

### TEAM SCORES

| HSS 30 | NCC 9 | TPG 8 | TOSS 6 | PSS 5 | DUST 7 |
|---|---|---|---|---|---|
| 1000.0 | 960.7 | 945.2 | 968.8 | 920.0 | 997.6 |
| 995.0 | 951.3 | 932.8 | 907.6 | 912.0 | 928.8 |
| 984.2 | 933.8 | 917.3 | 876.3 | 871.6 | 815.5 |
| 980.5 | 874.3 | 904.2 | 811.8 | 856.9 | 721.8 |
| 3959.7 | 3720.1 | 3699.5 | 3564.5 | 3560.5 | 3463.7 |

| SULA 6 | ESDF 6 | MRCS 4 | SWSA 3 | SFVF 2 | ISS 0 |
|---|---|---|---|---|---|
| 910.6 | 942.9 | 807.5 | 770.5 | 973.1 | |
| 896.2 | 847.4 | 767.5 | 758.7 | 918.3 | |
| 770.8 | 753.7 | 577.5 | 674.1 | | |
| 743.6 | 693.9 | 73.9 | | | |
| 3321.2 | 3237.9 | 2226.5 | 2203.3 | 1891.4 | 0.0 |

## SOUTHERN CALIFORNIA SOARING CLUBS
## OCTOBER CONTEST RESULTS
## CONTEST DIRECTOR -- IAN DOUGLAS

| PLACE | NAME | | CLUB | CLASS | SCORE | NORMALIZED | TROPHY |
|---|---|---|---|---|---|---|---|
| 1 | PERKINS | DARYL | PSS | EXPERT | 2981.3 | 1000.0 | 1ST. EXP. |
| 2 | WURTS | JOE | PSS | EXPERT | 2978.8 | 999.2 | 2ND. EXP. |
| 3 | BOTKIN | VINCENT XX | ISS | SPORTSMAN | 2974.5 | 997.7 | 3RD. EXP. |
| 4 | AKERS | THOMAS XX | TOSS | SPORTSMAN | 2972.7 | 997.1 | 4TH. EXP. |
| 5 | SAGE | FRED | NCC | EXPERT | 2972.2 | 996.9 | 5TH. EXP. |
| 6 | BILLMAN | TODD | ISS | EXPERT | 2964.6 | 994.5 | |
| 7 | KINDRICK | KEITH | PSS | EXPERT | 2947.4 | 988.8 | |
| 8 | CLERX | BEN | HSS | EXPERT | 2927.7 | 982.0 | |
| 9 | JOY | GEORGE | HSS | EXPERT | 2927.1 | 981.8 | |
| 10 | ATWELL | BLAIR | DUST | EXPERT | 2910.9 | 976.4 | |
| 11 | REAGAN | MIKE | TOSS | EXPERT | 2882.0 | 966.7 | |
| 12 | McNAMEE | ART | TOSS | EXPERT | 2850.7 | 956.2 | |
| 13 | MORAN | MYLES | TOSS | EXPERT | 2845.6 | 954.5 | |
| 14 | LACKEY | ROGER | HSS | EXPERT | 2818.6 | 945.4 | |
| 15 | RODRIGUEZ | JOE XX | ISS | SPORTSMAN | 2795.8 | 937.8 | 1ST. SPTS. |
| 16 | LORENZ | WILLIAM XX | EDSF | SPORTSMAN | 2790.3 | 935.9 | 2ND. SPTS. |
| 17 | ANDERSON | GARY | TPG | EXPERT | 2782.5 | 933.3 | |
| 18 | FAULKENHAM | RON XX | ISS | SPORTSMAN | 2781.2 | 932.9 | 3RD. SPTS. |
| 19 | CONDON | STEVE | TPG | SPORTSMAN | 2778.7 | 932.0 | |
| 20 | VICKERS | DON | SULA | EXPERT | 2777.0 | 931.5 | |
| 21 | OLSEN | PETE | SWSA | EXPERT | 2768.0 | 928.5 | |
| 22 | JOHNSON | BILL | EDSF | SPORTSMAN | 2762.4 | 926.6 | |
| 23 | DANRICH | DAN | HSS | SPORTSMAN | 2751.6 | 923.0 | |
| 24 | STROBEL | RICH XX | TPG | SPORTSMAN | 2705.4 | 907.5 | |
| 25 | EDBERG | DON | HSS | EXPERT | 2701.6 | 906.2 | |
| 26 | VAN GUNDY | DON | TPG | EXPERT | 2691.4 | 902.8 | |
| 27 | FINK | STEVEN XX | DUST | SPORTSMAN | 2680.4 | 899.1 | |
| 28 | BLEDSOE | RICH | TPG | EXPERT | 2676.1 | 897.3 | |
| 29 | THOMAS | ROSS | HSS | EXPERT | 2669.5 | 895.4 | |
| 30 | SADORF | STAN XX | ISS | SPORTSMAN | 2666.9 | 894.5 | |
| 31 | FORREY | BILL | ISS | EXPERT | 2643.1 | 886.5 | |
| 32 | CONWAY | PATRICK | TPG | SPORTSMAN | 2596.6 | 871.0 | |
| 33 | SPITZER | GEORGE | PSS | SPORTSMAN | 2595.5 | 870.6 | |
| 34 | DOUGLAS | IAN | SWSA | EXPERT | 2594.3 | 870.2 | |
| 35 | MARKLE | JIM | SULA | SPORTSMAN | 2588.2 | 868.1 | |
| 36 | PETTEN | MICHAEL XX | ISS | SPORTSMAN | 2574.6 | 863.6 | |
| 37 | SCHNEIDER | STEVE | TPG | SPORTSMAN | 2573.4 | 863.2 | |
| 38 | CHILD | MARK XX | EDSF | SPORTSMAN | 2566.2 | 860.8 | |
| 39 | HALLFORD | PHILIP | PSS | SPORTSMAN | 2536.6 | 851.6 | |
| 40 | LEVOE | MARK | PSS | EXPERT | 2531.9 | 849.3 | |
| 41 | WAGER | MARVIN | TPG | SPORTSMAN | 2531.6 | 849.2 | |
| 42 | WEISMAN | EDGAR | TOSS | EXPERT | 2406.1 | 807.1 | |
| 43 | PARSONS | JIM XX | HSS | SPORTSMAN | 2388.1 | 801.0 | |
| 44 | LONG | DICK | DUST | SPORTSMAN | 2381.6 | 798.8 | |
| 45 | TILLMAN | NORM | NCC | EXPERT | 2374.2 | 796.4 | |
| 46 | RICHARDSON | PETE | HSS | EXPERT | 2368.0 | 794.3 | |
| 47 | MEININGER | FRED XX | PSS | SPORTSMAN | 2342.1 | 785.6 | |
| 48 | CHASTELER | FRANK | HSS | EXPERT | 2321.3 | 778.6 | |
| 49 | NEHRING | CURT | HSS | SPORTSMAN | 2303.0 | 772.5 | |
| 50 | MILLS | ARCHIE | SULA | SPORTSMAN | 2290.0 | 768.1 | |
| 51 | DUNCAN | WILLIAM | SULA | SPORTSMAN | 2257.9 | 757.4 | |
| 52 | MATTINGLY | BARRY | SWSA | SPORTSMAN | 2249.8 | 754.8 | |
| 53 | RODGERS | JOHN | NONE | EXPERT | 2211.2 | 741.7 | |
| 54 | KLATSKIN | BILL | SULA | SPORTSMAN | 2196.4 | 737.4 | |
| 55 | AVESON | DAVID | SWSA | EXPERT | 2161.2 | 724.9 | |
| 56 | JULIEN | HERBERT | MRCS | SPORTSMAN | 2156.2 | 723.2 | |
| 57 | GARNER | RICH | HSS | EXPERT | 2146.5 | 720.0 | |
| 58 | BUTOVICH | DAVID | PSS | SPORTSMAN | 2083.0 | 698.7 | |
| 59 | STAIRS | PETER | TOSS | SPORTSMAN | 2026.6 | 679.8 | |
| 60 | CONDON | SCOTT | TPG | SPORTSMAN | 2013.1 | 675.2 | |
| 61 | FARLESS | DAVID | PSS | EXPERT | 1968.2 | 660.2 | |
| 62 | ZINK | DON | HSS | EXPERT | 1891.6 | 634.6 | |
| 63 | JOY | BRYAN XX | HSS | SPORTSMAN | 1845.7 | 619.1 | |
| 64 | OLSEN | ROBIN | SWSA | EXPERT | 1834.7 | 615.4 | |
| 65 | AVESON | BRUCE | SWSA | SPORTSMAN | 1831.4 | 614.3 | |
| 66 | SHELBY | RICH | ISS | EXPERT | 1744.9 | 585.3 | |
| 67 | SWET | BOB | TOSS | EXPERT | 1567.0 | 525.6 | |
| 68 | YEE | JOHN | SWSA | SPORTSMAN | 1423.3 | 477.4 | |
| 69 | PEETERS | BOB | EDSF | SPORTSMAN | 1193.8 | 400.4 | |
| 70 | PETRE | BOB | SWSA | SPORTSMAN | 1150.8 | 386.0 | |
| 71 | JENKINS | HARVEY | ISS | EXPERT | 837.8 | 281.0 | |
| 72 | GORDON | ALAN | DUST | SPORTSMAN | 750.5 | 251.7 | |
| 73 | LITSEY | ROBERT | SWSA | SPORTSMAN | 630.0 | 211.3 | |
| 74 | ARNOLD | ALAN | EDSF | SPORTSMAN | 0.1 | 0.0 | |
| 75 | STARK | TONI | PSS | EXPERT | 0.1 | 0.0 | |

### TEAM SCORES

| TOSS 7 | ISS 9 | PSS 10 | HSS 13 | TPG 9 | SULA 5 |
|---|---|---|---|---|---|
| 997.1 | 997.7 | 1000.0 | 982.0 | 933.3 | 931.5 |
| 956.7 | 994.5 | 999.2 | 981.8 | 932.0 | 868.1 |
| 956.2 | 937.8 | 988.8 | 945.4 | 907.5 | 788.1 |
| 964.5 | 932.9 | 870.8 | 923.0 | 902.8 | 757.4 |
| 3874.5 | 3862.9 | 3858.4 | 3832.2 | 3675.6 | 3325.1 |

| SWSA 9 | EDSF 5 | DUST 4 | NCC 2 | MRCS 1 | SFVF 0 |
|---|---|---|---|---|---|
| 928.5 | 936.9 | 978.4 | 996.9 | 723.2 | |
| 870.2 | 926.6 | 899.1 | 796.4 | | |
| 764.6 | 860.8 | 798.8 | | | |
| 724.9 | 400.4 | 251.7 | | | |
| 3278.2 | 3123.7 | 2928.0 | 1793.3 | 723.2 | 0.0 |

## SOUTHERN CALIFORNIA BOATING CLUBS
## YEAR–TO–DATE STANDINGS AS OF OCTOBER, 1991
## BEST 6 OF 9 CONTESTS
## TOP 25 PLACINGS

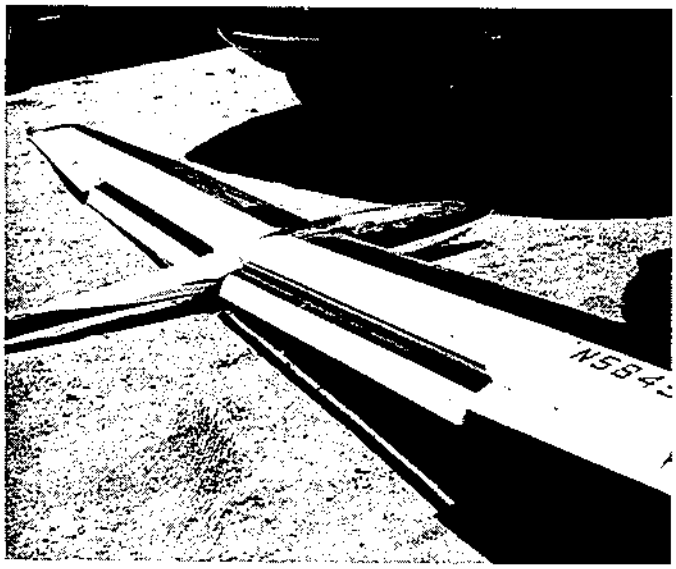
| PLACE | NAME | STATUS | SCORE | CONTESTS | CLUB |
|---|---|---|---|---|---|
| 1 | ATWELL BLAIR | EXPERT | 5979.5 | 6 | DUST |
| 2 | CLERX BEN | EXPERT | 5917.1 | 6 | HSS |
| 3 | EDBERG DON | EXPERT | 5903.8 | 6 | HSS |
| 4 | REAGAN MIKE | EXPERT | 5901.8 | 6 | TOSS |
| 5 | SAGE FRED | EXPERT | 5756.2 | 6 | NCC |
| 6 | JOY GEORGE | EXPERT | 5742.0 | 6 | HSS |
| 7 | CHASTELER FRANK | EXPERT | 5729.6 | 6 | HSS |
| 8 | MORAN MYLES | EXPERT | 5723.1 | 6 | TOSS |
| 9 | BLEDSOE RICH | EXPERT | 5698.1 | 6 | TPG |
| 10 | LACKEY ROGER | EXPERT | 5654.1 | 6 | HSS |
| 11 | ANDERSON GARY | EXPERT | 5616.2 | 6 | TPG |
| 12 | RODRIGUEZ JOE XX | SPORTSMAN | 5582.8 | 6 | ISS |
| 13 | LEVOE MARK | EXPERT | 5574.3 | 6 | PSS |
| 14 | VAN GUNDY DON | EXPERT | 5572.2 | 6 | TPG |
| 15 | TILLMAN NORM | EXPERT | 5568.9 | 6 | NCC |
| 16 | VICKERS DON | EXPERT | 5551.1 | 6 | SULA |
| 17 | MARTIN TONY | EXPERT | 5533.0 | 6 | HSS |
| 18 | FINK STEVEN XX | SPORTSMAN | 5487.0 | 6 | DUST |
| 19 | WEISMAN EDGAR | EXPERT | 5466.6 | 6 | TOSS |
| 20 | McNAMEE ART | EXPERT | 5446.9 | 6 | TOSS |
| 21 | HENDRY STEVE | EXPERT | 5435.6 | 6 | HSS |
| 22 | THOMAS ROSS | EXPERT | 5412.8 | 6 | HSS |
| 23 | SHELBY RICH | EXPERT | 5398.1 | 6 | ISS |
| 24 | JOY BRYAN XX | SPORTSMAN | 5373.8 | 6 | HSS |
| 25 | DOUGLAS IAN | EXPERT | 5350.6 | 6 | SWSA |

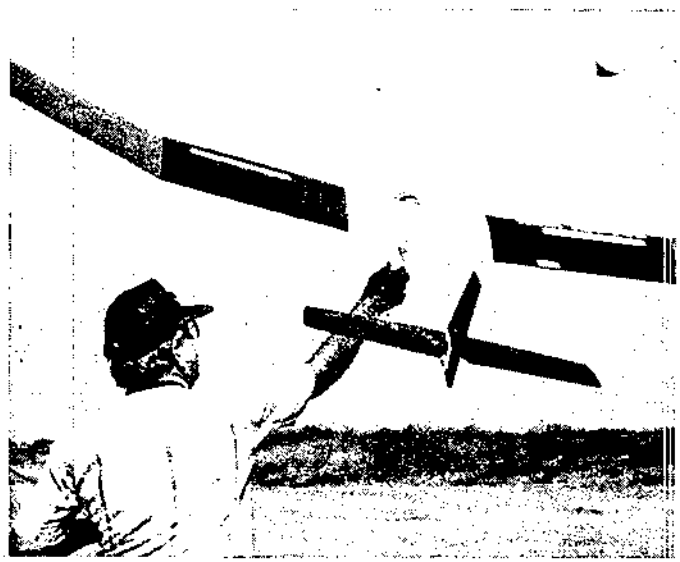
## YEAR–TO–DATE TEAM SCORES

| | |
|---|---|
| HSS | 35164.5 |
| PSS | 32865.0 |
| TPG | 32685.7 |
| TOSS | 32360.6 |
| NCC | 29695.2 |
| DUST | 29498.7 |
| SULA | 28728.9 |
| ISS | 23959.9 |
| SWSA | 21007.2 |
| EDSF | 17555.7 |
| SFVF | 12367.5 |
| MRCS | 11943.2 |

## SOUTHERN CALIFORNIA BOATING CLUBS
## YEAR–TO–DATE STANDINGS AS OF OCTOBER, 1991
## BEST 6 OF 9 CONTESTS
## H.S.S. MEMBER PLACINGS

| PLACE | NAME | STATUS | SCORE | CONTESTS | CLUB |
|---|---|---|---|---|---|
| 2 | CLERX BEN | EXPERT | 5917.1 | 6 | HSS |
| 3 | EDBERG DON | EXPERT | 5903.8 | 6 | HSS |
| 6 | JOY GEORGE | EXPERT | 5742.0 | 6 | HSS |
| 7 | CHASTELER FRANK | EXPERT | 5729.6 | 6 | HSS |
| 10 | LACKEY ROGER | EXPERT | 5654.1 | 6 | HSS |
| 17 | MARTIN TONY | EXPERT | 5533.0 | 6 | HSS |
| 21 | HENDRY STEVE | EXPERT | 5435.6 | 6 | HSS |
| 22 | THOMAS ROSS | EXPERT | 5412.8 | 6 | HSS |
| 24 | JOY BRYAN XX | SPORTSMAN | 5373.8 | 6 | HSS |
| 31 | GERMANE BRIAN | SPORTSMAN | 5175.7 | 6 | HSS |
| 38 | RICHARDSON PETE | EXPERT | 4990.0 | 6 | HSS |
| 40 | KUTCH NORM | EXPERT | 4948.2 | 6 | HSS |
| 42 | PARSONS JIM XX | SPORTSMAN | 4934.9 | 6 | HSS |
| 43 | CRON AL | EXPERT | 4928.6 | 6 | HSS |
| 45 | ZINK DON | EXPERT | 4748.4 | 6 | HSS |
| 47 | GARNER RICH | EXPERT | 4481.9 | 6 | HSS |
| 52 | NEHRING CURT | SPORTSMAN | 4140.0 | 6 | HSS |
| 54 | DANRICH DAN | SPORTSMAN | 4019.0 | 5 | HSS |
| 60 | SLIFF BOB | EXPERT | 3954.0 | 4 | HSS |
| 62 | POULSEN GORDON | EXPERT | 3731.9 | 5 | HSS |
| 64 | GERBIN Jr ROBERT | EXPERT | 3892.0 | 4 | HSS |
| 72 | GATES MATT | EXPERT | 3379.3 | 4 | HSS |
| 74 | CHASTELER TOM | EXPERT | 3291.0 | 4 | HSS |
| 91 | YOUNG BRETT | SPORTSMAN | 2564.2 | 4 | HSS |
| 99 | GERBIN ROBERT | EXPERT | 2228.0 | 3 | HSS |
| 108 | BRANDT DENNIS | EXPERT | 1932.1 | 2 | HSS |
| 110 | HARRIS PHIL | EXPERT | 1899.2 | 2 | HSS |
| 118 | NEMECEK DAVE | EXPERT | 1609.0 | 2 | HSS |
| 139 | BUZOLICH NICK | SPORTSMAN | 1078.3 | 3 | HSS |
| 149 | BOESE JIM | SPORTSMAN | 930.4 | 1 | HSS |
| 167 | LAIR DAN | SPORTSMAN | 839.4 | 1 | HSS |
| 169 | WHITE LARRY XX | SPORTSMAN | 822.6 | 1 | HSS |
| 173 | RESETAR EDWARD | SPORTSMAN | 788.3 | 1 | HSS |
| 183 | PANTZAR DICK | EXPERT | 686.5 | 1 | HSS |
| 196 | RAMSAY DON | SPORTSMAN | 575.6 | 1 | HSS |
| 199 | TAU MANNY | SPORTSMAN | 559.5 | 1 | HSS |
| 209 | CHAMBERLIN RALPH | SPORTSMAN | 0.0 | 1 | HSS |





# HARBOR SOARING SOCIETY

P.O. Box 1673
Costa Mesa, CA 92628

A.M.A. Chartered Club #128
*"The Oldest A.M.A. Chartered Soaring Club in the World"*

APPLICATION FOR MEMBERSHIP IN THE HARBOR SOARING SOCIETY FOR 1992
JANUARY to DECEMBER

I understand that by applying for membership in the Harbor Soaring Society, I must be a current member of the A.M.A. (Please Print)

NAME _____ HOME PH. (___)_____
ADDRESS _____ WORK PH. (___)_____
CITY _____ STATE _____ ZIP _____
A.M.A. NUMBER _____ (PROOF OF STATUS REQUIRED)
DATE OF BIRTH _____.

| | |
|---|---|
| NEW APPLICANTS - (17 years or older) = | $25.00 |
| SENIOR MEMBER - (17 years or older) = | $20.00 |
| JUNIOR MEMBER - (16 years or younger) = (renewal or new) | $ 6.00 |
| FAMILY MEMBER - (For each additional renewal or new member at the same address) = (Separate applications required) | $ 5.00 |

New applicants making application for senior membership between July 1st. and October 31st. pay a reduced rate of $15.00
New applicants making application between November 1st. and December 31st. will pay the annual rate indicated above. Such dues will makes the new member paid in full for the following year.

A signature is required by all Harbor Soaring Society members, agreeing to comply with the current A.M.A. Safety Code and the current HSS General Field Rules and Field Safety Rules.

The undersigned attests that: I will operate my model using only radio control frequencies currently allowed by the Federal Communications Commission. Further, any transmitter that I use at any designated HSS flying field must have a certified R/CMA-AMA gold sticker affixed indicating that it was manufactured or modified for operations at 20 KHz frequency separation. I understand that my failure to comply with the above restrictions will result in nullification of liability coverage for damages caused or claimed.

SIGNATURE _____ DATE _____
TOTAL DUES OWED AND ATTACHED $ _____
SIGNATURE OF CLUB OFFICER RECEIVING APPLICATION _____

# HARBOR SOARING SOCIETY, COSTA MESA CA

## RADIO IMPOUND RULES

1. Place transmitter in the impound area (under HSS sign) by channel # in rows on channel number tapes (if available.) Each transmitter will have a Channel # on the antenna or the top of the transmitter in accordance with AMA specifications.

2. It is required that you have your name on or over your transmitter so that other flyers will know who is up next. (G. Joy has a labeler.)

3. Your position in the row of transmitters determines your turn to fly. Your transmitter coming to the front and the frequency pin coming back in, you may fly.

4. Never turn on your transmitter without a frequency pin.

5. As an extra precaution, always call out your channel numbers as you walk out to fly and as you turn on your transmitter.

6. Upon landing, be sure to collapse your antenna before you walk out to pick up your plane.

7. After flying, return the frequency pin to the pin board, make sure your transmitter is switched off, and return your transmitter, with the antenna collapsed, to impound behind the other transmitters in your row. Do not remove your transmitter from impound unless you are going to fly or are leaving for the day.

8. After flying of Electric models, make sure your airborne pack is turned off and make sure the motor arming switch is off or the airborne pack is disconnected.

9. Make double sure that your transmitter power switch is off.

## GENERAL FIELD RULES AND FIELD SAFETY RULES

1. Do not fly at low altitude over the pit area.

2. All winch launching shall be in a Westerly direction from the launch area. Electric powered models will be launched/ROG'd to the North of the winch launch area in a Westerly, Northerly, or Easterly direction.

EXCEPTIONS:

a) Relocation of the pits and launch area to the Western end of the field.

b) Electric powered models, in the event of South winds, may be launched to the South or East provided launching is not over the pit area and is clear of people.

3. All pilots shall fly standing in the area "B" (between the bike path and the landing area,) or in area "C" well clear of the winches, and not East of area "D" (the landing area.) In order to minimize intermodulation possibilities, pilots should not stand in tight groups .

4. All Electric power planes (planes other than pure soaring types) shall be flown only to the North of the launching and standing area "C" when operating at low altitudes. F3E models doing laps should operate in the area between the winches and the bluff "E" so that the landing approach area is kept clear for landing models. A flight assistant should accompany the flyer during operation of the model for safety guidance.

5. Hand launching of models either for test gliding or for thermal hunting shall take place to the North of the winch launch and pilot standing area "C & D". (Obviously a pilot hand launching does not have to stand in the normal pilot standing area.)

6. All intentional low level approaches to landing shall be from the North and East. All high speed approaches shall be to the North of the winch launch and pilot standing area C & D, and shall not carry into the launching or standing area.

7. Under most circumstances, launching models have right of way over sailplanes inflight. But, the bottom line is to maintain courtesy and consideration for others whether you are flying or launching. (Note: Right of way for launching models is an AMA rule for contest flying, where the intention is to keep flying sailplanes from holding up launches and thus delaying the operation of a contest.)

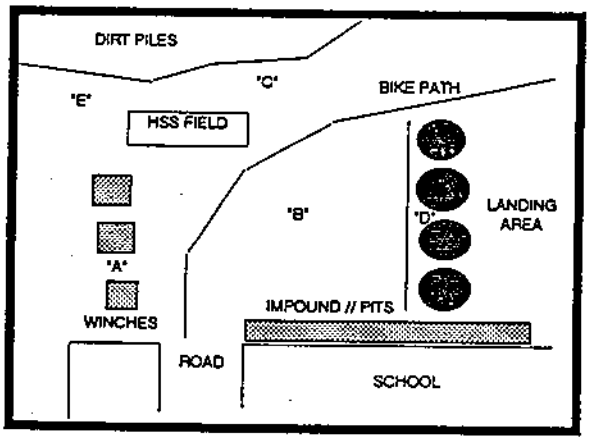
8. When other flyers are on your frequency, you should limit your flight to 15 or 20 minutes. This courtesy time limit also applies to Electrics and Hand Launch thermal hunting, but is not intended to limit the number of hand launches made in search of thermals. (Remember, common courtesy prevails!) Exceptions to this are if one is attempting to achieve an LSF goal or if prior arrangements have been made with the other flyers on one's frequency.

9. The AMA safety code requires that your model be identified with your name and address or AMA number on or in your model. (Note: For AMA sanctioned contests, all nonscale and non-indoor models "... shall be identified by the contestants AMA licence number permanently affixed to the upper side of the right hand lifting surface...[with the] height of the numerals...[being] at least one inch or 1/3 of the wing root chord, which ever is less.")

10. Visiting pilots from other clubs are welcome on a limited basis with proof of AMA insurance.

11. Beginner pilots are welcome, and we will offer help in learning to fly through our Club Trainer Program.

12. Be aware of full scale aircraft over flying our field. Always give right-of-way to, and avoid flying in the proximity of full scale aircaft. Have another flyer spot for you to help you maintain clearance. As the FAA has chosen the Huntington Beach Steam Plant as a reporting point, full scale airplanes often fly directly over us.



# LEE RENAUD MEMORIAL
# SC ² CONTEST
# NOVEMBER 24, 1991

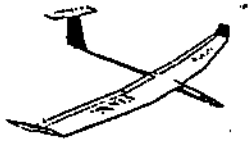
Sponsored by: HARBOR SOARING SOCIETY — AIRTRONICS® INC

100 % of Proceeds go to the A.M.A. Library Fund in Lee's name.

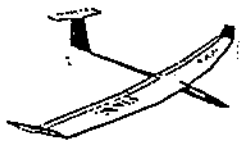
Contest Directors:

Frank Chasteler (714) 545-2185

Ben Clerx (714) 721-8848



| | |
|---|---|
| Sign In: | 8:00 A.M. |
| Pilot's Meeting: | 8:45 A.M. |
| First Flight: | 9:00 A.M. |



ENTRY FEE: $6.00

FORMAT:

3 ROUNDS OF FLYING - CONTESTANT FLIES EITHER A OR B

PILOT'S OPTION:

A: 4 Minute flight at 700 pts. 3 pts./sec. off time. Landing at 300 pts.

B: 7 Minute flight at 900 pts. 2 pts./sec. off time. Landing at 100 pts.

LANDINGS WILL BE RUNWAY CENTERLINE AT 100 PTS.

PENALTY OF 1 POINT PER INCH OFF CENTERLINE

AWARDS:

OLYMPIC MEDALLIONS 1ST. - 3RD. PLACE IN EACH OF 3 CLASSES:

EXPERT, SPORTSMAN, AND JUNIOR (per A.M.A. )

INFORMATION:

Winches are all 12 volt. Line length is 650 feet.

Landing surface is dirt and mowed weeds.

All SC² rules apply.

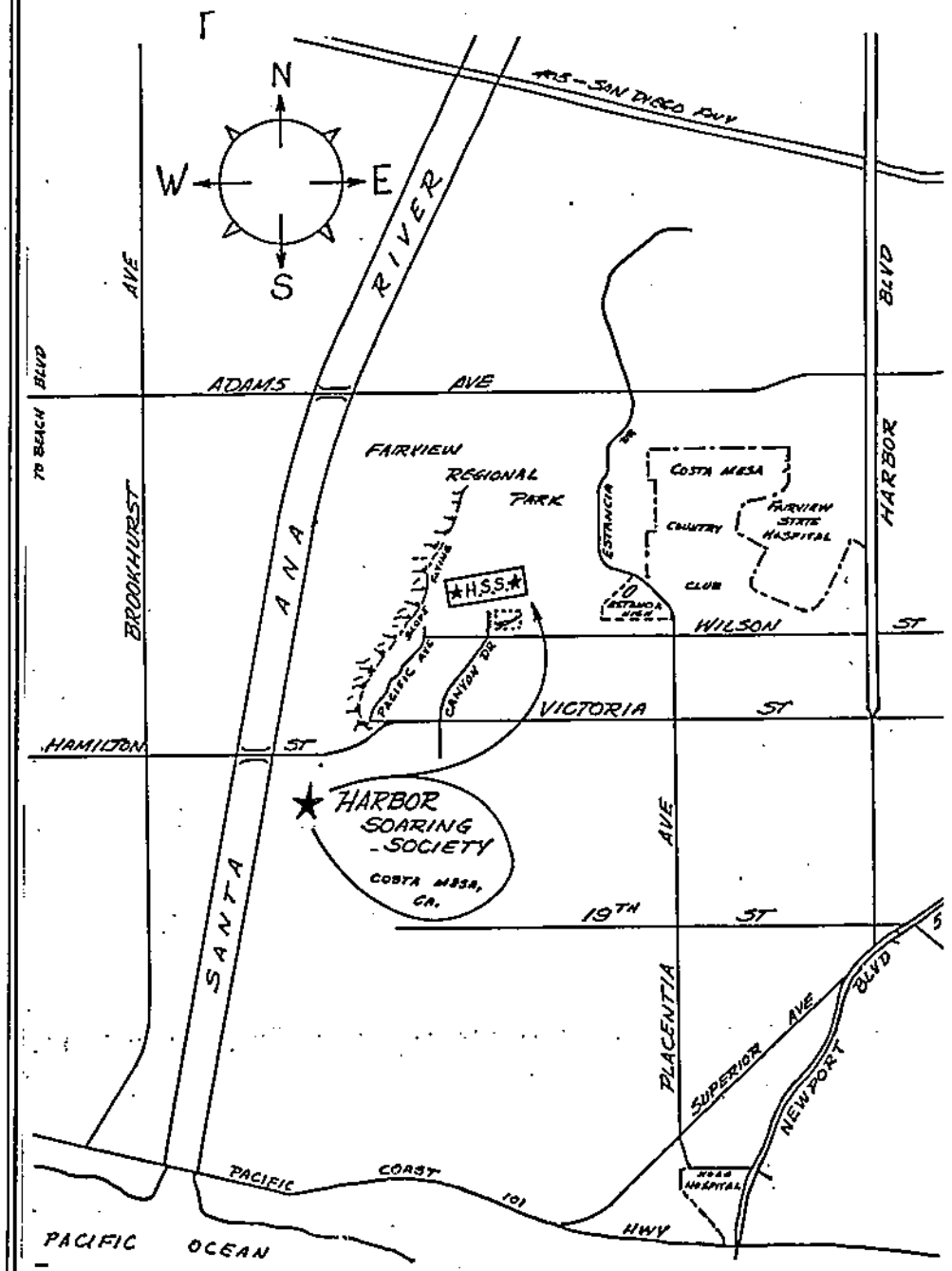
THERE WILL BE A RAFFLE FOR CONTESTANTS

NOTE: SC² YEAR END AWARDS WILL BE PRESENTED.

A RAFFLE OF AN INFINITY RADIO AND LEGEND KIT WILL BE HELD

BASED ON ATTENDANCE IN SC² CONTESTS (MUST BE PRESENT TO WIN)

*SEE MAP AND DIRECTIONS ON BACK*



HARBOR SOARING SOCIETY

THE OLDEST CHARTERED SOARING CLUB IN THE A.M.A.

CHARTER # 128

## NOVEMBER MEETING

THE NOVEMBER MEETING WILL BE HELD ON WEDNESDAY NOVEMBER 6, 1991 AT 7:30 P.M.

LOCATION: CLUBHOUSE AT LAKES AT SEABRIDGE CONDOS. SEE MAP AND INSTRUCTIONS INSIDE.

IMPORTANT: ELECTIONS OF 1992 CLUB OFFICERS WILL BE HELD.

SANTA ANA CA PM 31 OCT 1991 92701

ALWAYS USE ZIP CODE

P.O. Box 1673
Costa Mesa, CA 92628

FIRST CLASS MAIL

WILL CONRAD
9359 SHRIKE AVE
FOUNTAIN VALLEY, CA 92708

1992 MEMBERSHIP RENEWAL INCLUDED