

The Harbor Soaring Society Newsletter

SEPTEMBER 1992, VOL. 29 NO. 9



FVI

... Thanks to all HSS members for working and supporting our SC2 tournament ... Tony Martin and Roger Lackey finished 3rd and 4th overall, other HSSers placing in the top 20 were Frank Chasteler - 7th, Ben Clerx - 11th, Larry White - 14th ... HSS topped the day's team standings, and continues to lead the season point standings over TPG and NCC ... the F3B Team Finals are being hosted by SULA over Labor Day weekend at the Dominguez Hills field ... helpers and timers are needed, contact Steve Fink ... plan on stopping by the SULA field to help support the US team efforts ... for HSS decals and shirts, contact Frank Chasteler ... seen on the field: Andy Sanders' recently acquired Legend flying well ... "Guess Who I Bumped Into" Department: Roger Lackey's Eagle and Pete Young's Alcyone mixing it up in the same

thermal, fun-flying, Rog gets high style points for stylish flat spin and recovery...the EDSF/SULA/HSS Tri-Cities Challenge at El Dorado resulted in HSS taking home the perpetual trophy, unfortunately for last place ... during the Challenge, Roger Lackey was the only competitor in, and therefore the winner, of a new event, the "Gnome From the Lake Retrieve" ... the next Tri-Cities Challenge is tentatively scheduled for November, hosted by HSS ... dust off/build up a "fun" airplane, the events are rumored to be
(continued, page 2)

MEETING LOCATION

Lakes at Seabridge Condos. On Adams Ave. in Huntington Beach. Turn right at the first traffic light heading East from Beach Boulevard. You will need to check in at the gate. Tell the guard you are there for the HSS meeting. If there are any problems, call 969-1524

H.S.S. BOARD MEMBERS

President: Ben Clerx	(714) 721-8848
Vice President: Dick Johnson	(714) 673-7553
Secretary: Woody Grosvenor	(714) 969-1524
Treasurer: Frank Chasteler	(714) 545-2185
Contest Coord: Ross Thomas	(714) 638-0705
General Dir: Pete Richardson	(714) 557-4782
Newsletter Ed: Pete Young	(714) 892-3473

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

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Irvine, CA (714) 660-1150

FYI, continued

really original, specially engineered so HSS can win ... three Chastain Shadows are in-build at HSS, whose will be first to fly? ... One last note: are any HSS members planning to attend the Tournament of Champions model aerobatics competition in Las Vegas, October 23-25? If so, please consider attending the annual AMA District 10 meeting, held in conjunction with the TOC, as an HSS representative. It's a great opportunity to update, input, contribute, and see great flying! For more details, contact Ben Clerx or Frank Chasteler.

AUGUST MEETING MINUTES

The meeting started at 7:40 PM with Dick Johnson taking over for Ben Clerx. Jon Durica was recognized as a new HSS member. Jon started flying with a built up Wanderer, and after talking with club members is building a second Wanderer with a reinforced wing and other suggested mods.

A Treasurer's report was given by Frank Chasteler and covered club contest costs, plus a listing of items including club shirts, decals, and a refundable deposit for the club meeting room. The Treasurer's report was accepted as read.

A vote was taken whether to keep the present meeting place or to open the floor for alternatives. After a brief discussion, it was decided to continue meeting in the same location with a possible change in the future.

Ross Thomas gave a talk on the SC2 contest hosted by HSS, and covered the successes and problems experienced. Ross reported that all winches performed well with no significant operating problems. Ross thanked everyone who assisted with running the contest.

The Tri-Cities Challenge hosted by the El Dorado Silent Fliers was mentioned, and even though only two of our members participated, we took home a trophy. It was reported that one HSSer tried a water landing without floats, this is not recommended. Ross is planning the next Tri-Cities Challenge and would welcome ideas for events.

Dave Nemecek brought up the park renovation situation, and suggested that some club members should attend the city meetings to represent our interests. Dick Johnson suggested that club members attending the city meetings should wear club shirts.

George Siposs brought in a pair of wings to "show and tell", and explained the weight differences between the two. George talked about advantages of wing vacuum bagging. He recommended an individual who will vacuum bag wings for \$25 to \$50 - for more information, contact George.

Frank Chasteler asked to move the September HSS Monthly to September 13th to deconflict it with SULA's hosting of the F3B Team Finals. It was decided to bring this issue to a vote at the August club contest (where it was subsequently approved).

Pete Young introduced the guest speaker, Mac Kieltyka. Mark is a club member who has started a kitting business, Southern Cross Aircraft. The first production kit is the Stinger, a very streamlined sloper soarer with high durability. It can be used for combat and has been known to do well against Air Ticks. The fiberglass fuselage is Kevlar reinforced, and the fuselage sides are seamlessly bonded together using a technique called shadow molding.

The Stinger uses a blue foam wing covered with 1/16" balsa

(continued, page 3)

AUGUST MEETING MINUTES, cont.

with a sturdy spruce LE. 4 to 6 ounce fiberglass is recommended on the wing lower surface for rock protection. 2 ounce glass is used on the wing upper surface for a nice finish.

Mac is working with Tower Hobbies and Hobby Shack on the initial release of the Stinger. He discussed the challenges of self-producing a model airplane kit, and mentioned that marketing is undoubtedly the most time consuming aspect. The Stinger will retail for about \$100 but will be discounted. The Stinger is advertised in the current issue of R/C Soaring Digest.

In the planning stage, Mac is considering producing a 3 meter Jantar 41B all-composite scale ship.

- reported by Woody Grosvenor,
Secretary

SC2 CONTEST, 26 July 1992

The Harbor Soaring Society hosted the July SC2 contest, with Ross Thomas the acting Contest Director. Over seventy five fliers signed up in either the Expert and Sportsman classes. The sky was gray with warm temperatures and good lift to be found.

The format was the standard 3/5/7 but with the stipulation that no more than two flights could be flown of the same flight duration, i.e. fliers could not fly three 3's, or 5's, or 7's. The "runway" landings were judged with a measuring stick according to how close the nose of the plane came to the tape.

At about 11 AM the sun started to burn off the grey overcast and the wind started to pick up. In the latter rounds, the winds really increased, and the landings became extremely challenging.

Many other different activities were in progress simultaneously such as model rocketry, Renaissance Theatre marches, and full-scale helicopter and fixed-wing aircraft traffic.

Airtronics' Vision radios seemed to be the most popular radio used by the competitors, but many other types of radios were being used. Some of the planes flown included Falcon 880's, Legends, Synergies, Alcyones, and original designs. Only one mid-air was noted when a glider interrupted another's landing pattern; the interrupted pilot was allowed to redo his landing.

Thanks to Ross Thomas' pre-contest organizing and arm-twisting, contest operations seemed to go very well with plenty of help available from the HSS club members. A special

thanks should be given to the following people:

WINCHES supplied by Steve Fink, Bob Sliff, Dave Nemecek, Dick Pantzar, and Al Cron.

RETRIEVERS provided by Steve Fink, Ross Thomas, Dick Pantzar, Morrie Smith, and Steve Hendry.

LAUNCH CREW: Ben Clerx, Dave Nemecek, Andy Sanders, Frank Chasteler, and Sean Monahan.

LANDING CIRCLES: Curt Nehring, Pat Scheer, Fred Biddle, Fred Hartman.

RADIO IMPOUND: Morry Smith, Gordon Ritschke, George Azvedo, Andy Sanders, Dick Johnson, Don Manning, and Gordon Poulson.

SCORING & ADMIN: John Ostrowski, Maxine Thomas, Nick Buzolich, Woody & Ruth Grosvenor.

Our apologies to any helpers whose names are not included above. The contest results can be found elsewhere in this newsletter.

- reported by Woody Grosvenor

HSS August Monthly

Twenty four Open fliers and nine 2M fliers signed up for the August HSS monthly co-CD'ed by Pete Young and Curt Nehring. The flight tasks were three rounds of 4/6/8 minute maxes, 1000 points per round, with graduated landings worth 120/80/40 points.

Weather was warm and clear, with large patches of lift and sink cycling through during the day. The first rounds were characterized by strong thermal activity, and the majority of the long flights recorded were flown early.

In 2M, Roger Lackey took 1st with his Falcon 600, Ross Thomas took second with his Gnome, and Tony Martin took third with his white composite original.

In the Unlimited events, Mike Aguirre won Sportsman with his 2M Gnome, with Pete Young following with an Alcyone. In Advanced, Jim Boese took first with his flat-winged Legend. Second-Advanced was taken by Manny Tau and his thermal-version Modi. In Open, Frank Chasteler flew three 8 minute maxes to take 1st with his Legend. Roger Lackey took second with his Eagle, and Steve Fink took third with his Falcon.

FOR SALE

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

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

- contact Curt @ (714) 592-2105.

- Sealy Ultima - glass fuse, T-tail, 130" span, flaps, ailerons. Spare set of wing cores included. \$175.

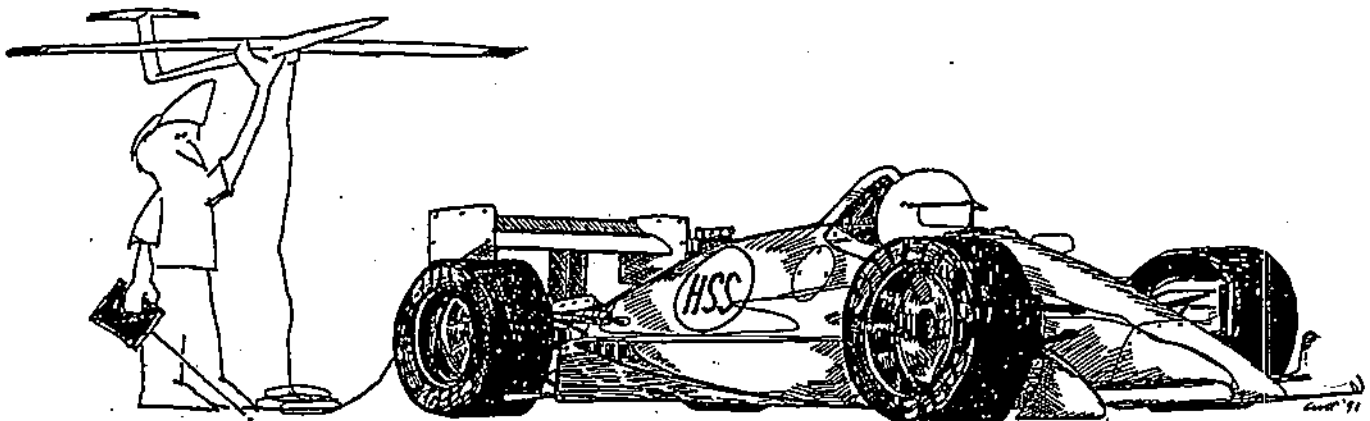
- Kits new-in-box: Airtronics Adante, Sagitta 600; Mark's Mirage, Ace Quasoar, Prodigy; Sig Citabria, Goldberg Super Chipmunk; LJMP Meteor and Pantera; Top Flite Nobler, Klingberg Wing. For prices, call Pete @ (714) 892-3473.

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

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

WANTED

- Airtronics Module 7SP radio systems. Contact Pete @ (714) 892-3473.



PILOT OF THE MONTH

After a short absence, the Pilot of the Month column returns. The HSS POM for September is the Newsletter Editor, Pete Young. Read on...



OCCUPATION: Lieutenant Colonel in the USAF, stationed at Los Angeles AFB in El Segundo. Responsible for pre-launch preps and launch ops for military satellites.

STARTED FLYING R/C SAILPLANES: In 1977, Pete started R/C flying with an Airtronics Aquila.

REASON FOR INTEREST: Pete has always been interested in model aircraft, starting with Comet and Guillow kits and progressing through competition free flights. Radio control gliders represent a good combination of thermal flight and precise control (most of the time, that is).

STRENGTH: Love of building, and analysis of design practices.

FAVORITE PART OF THE HOBBY: Those magic moments when final flight adjustments extracts maximum performance: R/C, free flight, or control-line, all airplanes are fun.

GOALS FOR 1992: To increase consistency in contest flying, and to reduce tactical errors.

CURRENT R/C SAILPLANES: NSP Alcyone, Sig Samurai and Ninja, Sealy Ultima, Electrobreak, Kyosho Soarus.

ADVICE FOR BEGINNERS: 1) Seek out knowledgeable fliers' opinions before purchasing radio equipment or aircraft kits. 2) Don't hesitate to ask questions about any aspect of building, equipment installation, or flying.

VIDEO LIBRARY

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

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

Tri-Cities Challenge
reported by the Mallard Man

Any HSSers who didn't go (and that was about everybody) to the EDSF/SULA/HSS Tri-Cities Challenge really missed out on a great time. Only two HSS members showed up, Ross Thomas and Roger Lackey.

The first event was Dead Reckoning, where you had to keep time in your head and try for a two minute precision flight. Ross landed with an above average time of 1:49 while others were off by as much as a minute. Despite popular belief that cheating was involved, Roger came within two one-hundredths second of perfect with a 1:59.98. As it turned out, he was to pay for this superb performance in the next event, a two minute hands-off flight - Rog clocked 1:37 before grabbing at the TX to avoid a nose dive into the ground.

Next, Ross launched his 2M Gnome for his two minute hands-off and trimmed out the plane. It did pretty well for the first minute and a half but started to drift behind the knoll that separates the flying field from a lake. Wanting to get as much air time as possible, Ross waited for the last second before grabbing the tranny. He was a little too late as the plane disappeared behind the hill and was angling down towards the water when last seen.

Everyone ran over to see if the plane was really in the water, and it was. With the plane a good 50 yards offshore and drifting towards the middle, Ross didn't appear enthusiastic about getting wet. Being the only other HSS teammate, it was up to Roger

to go in for the retrieve. (Editor's comment: ???!?) Rog didn't mind the duck slime squishing between his toes, or that he had to swim 50 yards to reach the plane while trying to keep his face out of the duck scum floating on the water, or that he contemplated drowning while holding the plane in the air with one hand and swimming sideways back to shore or that Ross was yelling at him to hold the plane the other way so the water would drain...Roger hadn't brought a towel to clean himself off! If anyone is interested, EDSF captured the whole slimy episode on video.

For the last event, Most Loops in 2 Minutes, Ross used Curt Nehring's plane to score 18 loops, a respectable score. Roger did slightly better with 24 using a borrowed Ace Easy Eagle. Top score for the round was 30 loops.

Since they were taking the top three team scores, SULA offered two entrants to fill out HSS's roster. Notwithstanding the free help, HSS placed a dismal third and last. Ross didn't look too happy wearing the booby trophy around his neck, even though it is quite a nice looking toilet seat.

Following the contest, EDSF was gracious enough to treat the fliers to pizza and soft drinks at the local Pizza Hut. Don't fret if you missed all the fun this time. Since HSS lost and took home the toilet seat trophy, we get the chance to host the next Tri-Cities Challenge to be held later this year.

DAZZLE
by Ben Clerx

I designed Dazzle in 1990 as version four of a design I started in 1986. The three previous versions have never flown, as changes in design criteria prompted me to progress to the next version. In one case, a nearly completed prototype was given away - it was easier to start from scratch rather than waste time completing the current prototype.

Dazzle flew for the first time earlier this year, its name describing its performance characteristics perfectly. Everyone claims it outperforms my Falcon 880, even at 14 oz/ft² wing loading. It will fly slow without tip stalling, yet the top end of the speed range approaches F3B performance (and yes, I have thermalled it several times from hand launch height). In a nutshell, it's docile, very responsive, and has a very wide speed range. My lack of familiarity with the plane keeps me from flying it in contests - it's hard to give up my Falcon which I've been flying for 2 1/2 years.

Dazzle has a few drawbacks, though. Its high-tech glass bagged construction puts it beyond the average builder - not good for a plane I had hoped to kit, or at least semi-kit. The FX 60-100 airfoil prevents traditional construction methods - too bad, I really like this airfoil.

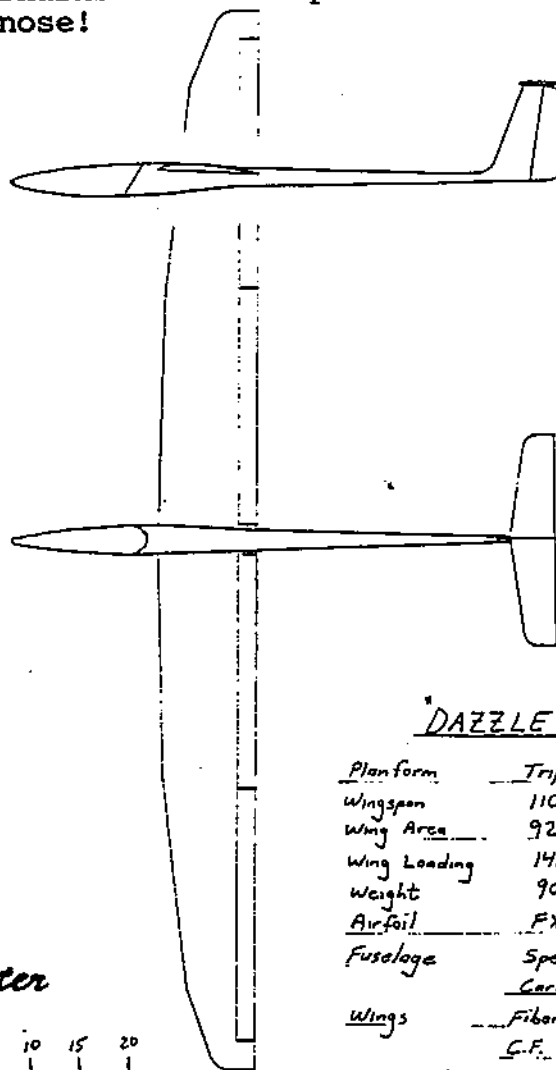
The carbon fiber tube spars and joiner cost about \$90, more money than some kits. It's a good strong spar system for world championship caliber sailplanes, but overkill for what we need.

Lastly, 90 ounces is a bit much for me to hand launch all day. At that weight, planes don't

want to stop consistently on spot landings, even with various stopping devices attached to the fuselage bottom. Fuselage and airfoil templates are available if anyone is interested.

Good news, though. The present Dazzle's drawbacks have been solved in my version 5, the Mako. Details in a future article will reveal the airfoil transition that combines increasing airfoil camber near the wingtip with a counter-acting wing twist that should result in a really nice handling sailplane. This is the reverse of what most gliders have, but my fingers are crossed. Fuselage molds are already under construction.

And yes, all Mako's must have P-40 Flying Tiger-type sharks' teeth painted on the nose!



'DAZZLE'

Planform	Tript Taper L.E.
Wingspan	110" 5" dihedral
Wing Area	926 in ²
Wing Loading	14.0 oz/ft ²
Weight	90.0 oz
Airfoil	FX 60-100
Fuselage	Spectra / Carbon Fiber
Wings	Fiberglass / Foam G.F. Spar/joiner

Designed by: Ben Clerx 1990

The Harbor Soaring Society Newsletter

BLACK'S BEACH RUN

OR

A SWIFT JOURNEY TO HUMBLENESS

by Manny Tau

Well, it's July 18th and here we are at Torrey Pines for another California Slope Racers' tournament. There's about 30 pilots all pumped up, planes trimmed out, and lots of pre-race psych-out BS'ing going on... the modified racers, the special airfoils, the secret sauce... that's about all that is going on. The lift is around 5 mph, and maybe peaks at 7 mph for a moment or two. This is when I usually get into trouble, or should I say a lot of us. I'm bored and itching to fly... the adrenalin needs to be burned off and I'm tired of letting it collect in my gut.

So I throw out my Swift 800 while I hear Daryl in the background chuckling "It's light out there, Manny." I'll never learn .. off it goes, and down, and down, and down. What a feeling, knowing that your luck is running out, and you're going to make a beach run.

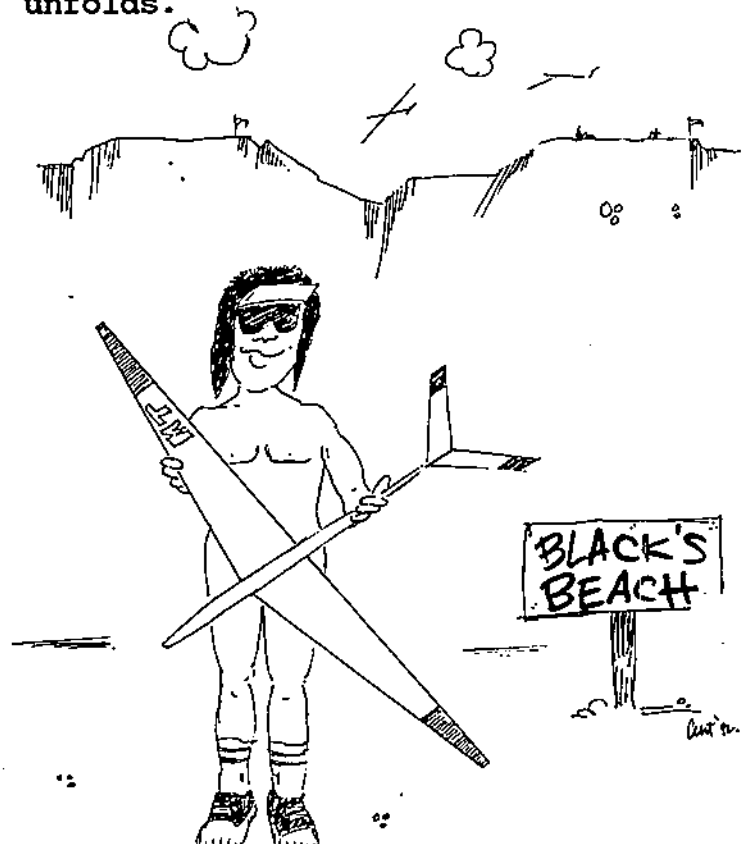
The cliff is about 400 feet above Black's Beach, the infamous San Diego "clothing optional" sunning spot. The sun is beating down hard, and the beach is filled with naked sun worshippers, exhibitionists, and who knows what else. Charlie spots for me and I make a smooth landing on a small patch of unoccupied sand next to a naked overweight woman...let's just take a moment and imagine this...it's not a pretty sight. Ah come on, this is Southern California, where are the nubile beach bunnies waiting for you to come down and pick up your plane, and dying to know all about that awesome landing?

I hike down to the

beach...sights aren't too bad...just gotta remember the etiquette of not staring...keep your eyes on the trail, don't want to fall down the slope... Now I've always thought I'm a fairly well adjusted guy, pretty good self-esteem. But this day, Black's Beach is about 70% guys, all naked and strutting their stuff. Let's just say, I feel...small, and the guys are coming out of the ocean, even!

I retrieve my V-tailed racer and make good my retreat. Frankly, I don't think I have the courage to spend my weekends prancing around naked at a public beach...maybe it's my Asian upbringing, I dunno. Funny thing though, I asked my girlfriend if she would discard her suit if we went to Black's, and she said "no problem" with going topless. I think I'll keep her away from Black's...I don't mind her being topless there, it's those men...ah, they'd probably be terrible at slope racing, anyway!

Enough said for now. The next adventure awaits...Labor Day weekend and the US F3B Team Trials...more on this as it unfolds.



INLAND SOARING SOCIETY

AMA CHARTER CLUB #1551



(SC2 CONTEST - SEPTEMBER 27, 1992

HOST: Inland Soaring Society

CONTACTS: CD Marc Higginbotham (714) 882-7384
Harvey Jenkins (714) 980-5732

LOCATION: New flying field at the University of California, Riverside

ENTRY FEE: \$6.00

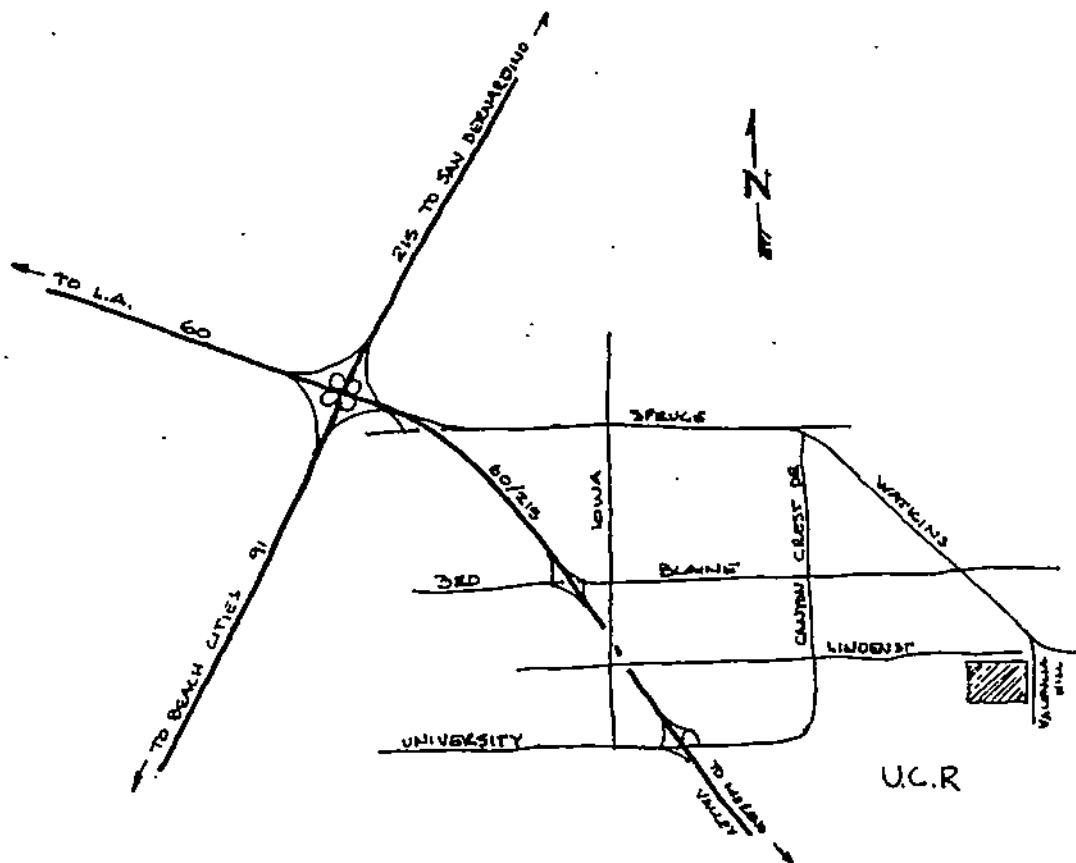
CONTEST TO CONSIST OF: Standard (SC)2 3-5-7 minute precision/duration
Pilots choose.

LANDINGS: Standard 25' radius circles

LANDING SURFACE: Mowed weeds

LAUNCH EQUIPMENT: 12 volt winches with 600 foot winch lines

TRANSMITTERS Must meet 1991 rules (Gold Sticker)



HARBOR SOARING SOCIETY
AUGUST CONTEST RESULTS
OPEN DIVISION

PLACE	NAME	CLASS	SCORE	NORMALIZED	TROPHY
1	CHASTELER FRANK	EXPERT	2964.4	1000.0	1ST. EXP.
2	LACKEY ROGER	EXPERT	2958.4	998.0	2ND. EXP.
3	FINK STEVE	EXPERT	2944.7	993.4	3RD. EXP.
4	WHITE LARRY	EXPERT	2820.2	985.1	
5	BIDDLE FRED	EXPERT	2914.9	983.3	
6	BOESE JIM	ADVANCED	2809.7	981.5	1ST. ADV.
7	THOMAS ROSS	EXPERT	2893.2	978.0	
8	CRON AL	EXPERT	2891.4	975.4	
9	TAU MANNY	ADVANCED	2838.4	957.5	2ND. ADV.
10	CLERX BEN	EXPERT	2785.6	939.7	
11	FITSCHKE GORDON	EXPERT	2763.8	932.3	
12	AGUIRRE MIKE	SPORTSMAN	2748.6	926.5	1ST. SPTS
13	YOUNG PETE	SPORTSMAN	2733.2	922.0	2ND. SPTS
14	DUNCAN BILL	ADVANCED	2732.8	921.8	
15	MONAHAN SEAN	ADVANCED	2712.1	914.9	
16	GROSVENOR WOODY	SPORTSMAN	2700.4	910.9	
17	NEMECEK DAVID	EXPERT	2699.2	910.5	
18	SANDERS ANDY	SPORTSMAN	2698.7	909.7	
19	MARKLE JIM	GUEST	2684.5	898.8	
20	NEHRING CURT	ADVANCED	2615.2	882.2	
21	YOUNG BRETT	ADVANCED	2449.9	826.4	
22	MARTIN TONY	EXPERT	2395.3	808.0	
23	BUZOLICH NICK	SPORTSMAN	2312.6	780.1	
24	KIELTYKA MAC	SPORTSMAN	2090.5	705.2	
25	WILHITE CONNIE	SPORTSMAN	1844.7	622.3	

TWO-METER DIVISION

PLACE	NAME	SCORE	NORMALIZED	TROPHY
1	LACKEY ROGER	2962.1	1000.0	1ST.
2	THOMAS ROSS	2927.8	988.4	2ND.
3	MARTIN TONY	2759.8	831.7	3RD.
4	DUNCAN BILL	2741.4	925.5	
5	WHITE LARRY	2667.9	900.7	
6	AGUIRRE MIKE	2472.0	834.5	
7	SIPOSS GEORGE	2314.2	781.3	
8	MONAHAN SEAN	2297.8	775.7	
9	KIELTYKA MAC	1727.7	583.3	

TWO-METER DIVISION YEAR-TO-DATE RESULTS

PLACE	NAME	SCORE	CONTESTS
1	LACKEY ROGER	4809.5	5
2	THOMAS ROSS	4582.8	5
3	WHITE LARRY	4431.7	5
4	DUNCAN BILL	4384.0	5
5	AGUIRRE MIKE	4057.3	5
6	KUTCH NORM	3678.2	4
7	MONAHAN SEAN	2827.9	4
8	MARTIN TONY	1811.7	2
9	YOUNG BRETT	1897.4	2
10	SCHEER PAT	1481.8	2
11	FINK STEVE	1281.3	3
12	PARSONS JIM	1026.9	2
13	YOUNG PETER	984.5	1
14	STOKER PAT	848.3	1
15	SCHOFFRO STEVE	874.0	1
16	STOKER PAT	888.4	1
17	BRANDT DENNIS	844.8	1
18	SLIFF BOB	824.9	1
19	SIPOSS GEORGE	781.3	1
20	LONG DICK	753.3	1
21	NEHRING CURT	752.1	1
22	BUZOLICH NICK	591.8	1
23	KIELTYKA MAC	583.3	1
24	CLARKE GEORGE	555.6	1
25	SEMMELMAYER ERIC	551.6	1
26	GONRAD WILL	531.7	1
27	HENDRY STEVE	470.9	1
28	RAMSAY DON	141.4	1
29	RICHARDSON PETE	0.0	0
30	ZINK DON	0.0	1

HARBOR SOARING SOCIETY
ANNUAL STANDINGS - OPEN DIVISION
AS OF AUGUST, 1992 BEST 5 OF 6 CONTESTS

PLACE	NAME	CLASS	SCORE	CONTESTS
1	CLERX BEN	EXPERT	4895.9	5
2	CRON AL	EXPERT	4751.9	5
3	LACKEY ROGER	EXPERT	4696.9	5
4	BOESE JIM	ADVANCED	4526.1	5
5	THOMAS ROSS	EXPERT	4487.1	5
6	DUNCAN BILL	ADVANCED	4371.7	5
7	AGUIRRE MIKE	SPORTSMAN	4333.6	5
8	FITSCHKE GORDON	EXPERT	4201.0	5
9	NEHRING CURT	ADVANCED	4187.0	5
10	NEMECEK DAVID	EXPERT	4002.4	5
11	WHITE LARRY	EXPERT	3982.1	5
12	CHASTELER FRANK	EXPERT	3836.5	4
13	FINK STEVE	EXPERT	3613.8	5
14	ZINK DON	EXPERT	3512.1	5
15	KUTCH NORM	EXPERT	3334.9	4
16	WILHITE CONNIE	SPORTSMAN	3147.6	4
17	BUZOLICH NICK	SPORTSMAN	2887.4	4
18	PANTZAR DICK	EXPERT	2950.7	4
19	GERBIN ROBERT Jr	EXPERT	2947.1	3
20	YOUNG BRETT	ADVANCED	2896.0	5
21	HENDRY STEVE	EXPERT	2678.9	4
22	YOUNG PETE	SPORTSMAN	2642.8	3
23	SCHEER PAT	SPORTSMAN	2472.1	4
24	POULSEN GORDON	EXPERT	2457.0	4
25	SANDERS ANDY	SPORTSMAN	2404.1	3
26	SMITH MORRY	ADVANCED	2115.1	3
27	RICHARDSON PETE	EXPERT	2029.8	3
28	BIDDLE FRED	EXPERT	1985.7	2
29	MONAHAN SEAN	ADVANCED	1874.2	4
30	MARTIN TONY	EXPERT	1740.7	2
31	PARSONS JIM	ADVANCED	1383.5	2
32	GROSVENOR WOODY	SPORTSMAN	1302.0	2
33	CLARKE GEORGE	SPORTSMAN	1241.9	2
34	AZVEDO GEORGE	SPORTSMAN	1200.2	2
35	EDBERG DON	EXPERT	888.8	1
36	DANRICH DAN	ADVANCED	958.5	1
37	TAU MANNY	ADVANCED	857.5	1
38	STOKER PAT	EXPERT	818.5	1
39	GERMANE BRIAN	ADVANCED	892.5	1
40	HAWLEY ED	SPORTSMAN	889.0	1
41	SLIFF BOB	EXPERT	867.6	1
42	LONG DICK	ADVANCE	817.9	1
43	KIELTYKA MAC	SPORTSMAN	705.2	2
44	STOKER PAT	EXPERT	613.4	1
45	SCHOFFRO STEVE	SPORTSMAN	594.3	1
46	LAIR DAN	SPORTSMAN	553.3	1
47	SEMMELMAYER ERIC	SPORTSMAN	525.5	1
48	BRANDT DENNIS	EXPERT	495.4	1
49	DURHAM JACK	EXPERT	483.4	1
50	ROWELL WAYNE	SPORTSMAN	453.9	1
51	RAMSAY DON	SPORTSMAN	183.7	1
52	McLELLAN KEITH	SPORTSMAN	0.0	1

SEPTEMBER MONTHLY

DATE: Sunday, September 13, 1992

CONTEST DIRECTOR: Ben Clerx

FORMAT: 3 rounds @ 1000 points, 7 minute maximums, MAN-ON-MAN. Landings: 20 points runway centerline "on or off".

PILOTS' MEETING AT 8:15 AM

FIRST ROUND AT 8:30 AM - NOTE THE EARLY START TIME!!

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

SOUTHERN CALIFORNIA SOARING CLUBS
RESULTS OF THE JULY CONTEST (HHS) 7/26/92
CONTEST DIRECTOR: ROSS THOMAS

PLACE	NAME	CLUB	CLASS	SCORE	NORMALIZED	TROPHY
1	ATWELL BLAIR	SULA	EXPERT	2662.0	1000.0	1ST. EXP.
2	THACKER BOB		EXPERT	2581.0	992.7	2ND. EXP.
3	MARTIN TONY	HSS	EXPERT	2547.0	984.9	3RD. EXP.
4	LACKEY ROGER	HSS	EXPERT	2540.0	982.6	4TH. EXP.
5	VALDES AARON	TPG	EXPERT	2517.0	984.8	5TH. EXP.
6	ANDERSON GARY	TPG	EXPERT	2516.0	984.5	
TIE 7	CHASTELER FRANK	HSS	EXPERT	2505.0	980.8	
TIE 7	RATNER MIKE	PSS	EXPERT	2505.0	980.8	
9	DUNCAN BILL XX	EDSF	SPORTSMAN	2503.0	980.1	1ST. SPTS
10	FINK STEVEN	SULA	EXPERT	2502.0	979.7	
11	CLERX BEN	HSS	EXPERT	2500.0	979.1	
12	JOY GEORGE	TPG	EXPERT	2483.0	973.3	
13	CONDON STEPHEN	TPG	SPORTSMAN	2486.0	972.3	2ND. SPTS
14	WHITE LARRY	HSS	EXPERT	2478.0	971.0	
15	FINK DAN	SULA	EXPERT	2485.0	967.3	
16	RAYMOND KEN	NCC	EXPERT	2481.0	965.9	
17	FINKENBINER KEITH	NCC	EXPERT	2459.0	965.2	
18	LEVOE MARK	PSS	EXPERT	2433.0	956.4	
19	SPITZER GEORGE	PSS	EXPERT	2427.0	954.4	
20	BIKLE JOHN XX	EDSF	SPORTSMAN	2419.0	951.7	3RD. SPTS
21	WEISMAN EDGAR	TOSS	EXPERT	2408.0	948.0	
22	MARKIEWICZ ARTHUR	TPG	SPORTSMAN	2400.0	945.3	
23	GIBBS DUANE XX	HSS	SPORTSMAN	2393.0	942.9	
TIE 24	KUTCH NORM	HSS	EXPERT	2383.0	939.6	
TIE 24	SMITH MORRY	HSS	EXPERT	2383.0	939.6	
26	CRON AL	HSS	EXPERT	2383.0	932.8	
27	RODRIGUEZ JOE	ISS	EXPERT	2358.0	923.7	
28	DOIG AL	NCC	EXPERT	2328.0	921.0	
29	TAU MANNY	HSS	SPORTSMAN	2325.0	920.0	
30	HARRIS PHIL	NONE	EXPERT	2313.0	915.9	
31	BURNS RICHARD	PSS	EXPERT	2305.0	899.7	
32	VAN GUNDY DON	TPG	EXPERT	2267.0	897.0	
33	SAGE FRED	NCC	EXPERT	2256.0	896.7	
34	MATSUMOTO BEN	PSS	EXPERT	2243.0	892.3	
35	STROBEL RICH	TPG	EXPERT	2205.0	879.5	
36	GATTI MARK	PSS	SPORTSMAN	2198.0	877.1	
37	YOUNG PETER	HSS	SPORTSMAN	2179.0	870.7	
38	THOMAS ROSS	HSS	EXPERT	2177.0	870.0	
39	RENAUD TIM	HSS	EXPERT	2170.0	867.7	
TIE 40	DOUGLAS IAN	SWSA	EXPERT	2164.0	865.6	
TIE 40	REAGAN MIKE	TOSS	EXPERT	2164.0	865.6	
TIE 43	NORENBERG LOWELL	SVFV	EXPERT	2153.0	861.9	
TIE 43	HELBY RICK	NCC	SPORTSMAN	2153.0	861.9	
44	RITSCHKE GORDON XX	HSS	SPORTSMAN	2150.0	860.9	
45	MARKLE JIM	SULA	EXPERT	2143.0	858.5	
46	MONAHAN SEAN XX	SULA	SPORTSMAN	2148.0	840.0	
47	PANTZAR DICK	HSS	EXPERT	2177.0	836.3	
48	CHILD MARK XX	EDSF	SPORTSMAN	2174.0	835.2	
49	CONDON SCOTT XX	TPG	SPORTSMAN	2163.0	831.5	
50	AGUIRRE MIKE	HSS	SPORTSMAN	2145.0	825.5	
51	RITTER CHRIS XX	DUST	SPORTSMAN	2142.0	824.4	
52	McNAMEE DON	TOSS	EXPERT	2141.0	824.1	
53	JOY BRYAN XX	TPG	SPORTSMAN	2130.0	820.4	
54	BRANDT DENNIS	HSS	EXPERT	2117.0	816.0	
55	FAULKENHAM RON XX	ISS	SPORTSMAN	2108.0	813.0	
56	RITTER GEORGE	DUST	EXPERT	2092.0	807.6	
57	DEVLIN ED	PSS	SPORTSMAN	2070.0	800.1	
58	BIDDLE FRED XX	HSS	SPORTSMAN	2061.0	797.1	
59	NEMECEK DAVID	HSS	EXPERT	2048.0	793.0	
60	JOHNSON JF	EDSF	SPORTSMAN	2023.0	784.3	
61	WALTZ BUZ	DUST	SPORTSMAN	2016.0	781.9	
62	WILSON DAN XX	EDSF	SPORTSMAN	2011.0	780.2	
63	VAN GUNDY SUE	TPG	SPORTSMAN	2252.0	780.3	
64	SMITH STEVE	DUST	SPORTSMAN	2248.0	758.9	
65	KIELTYKA MAC	HSS	SPORTSMAN	2144.0	723.8	
66	KLATSKIN BILL	EDSF	SPORTSMAN	2137.0	721.5	
67	PARSONS JIM XX	HSS	SPORTSMAN	2101.0	709.3	
68	AKERS THOMAS	TOSS	EXPERT	1953.0	659.4	
69	MERENDA KENNETH	DUST	SPORTSMAN	1908.0	644.5	
70	SNEEDEN JERRY	HSS	SPORTSMAN	1784.0	595.3	
71	BUZOLICH NICK	HSS	SPORTSMAN	1596.0	538.8	
72	RICHMOND DON	TPG	SPORTSMAN	1580.0	533.4	
73	PUCHALSKI MARK	SULA	EXPERT	1434.0	484.1	
74	LONG DICK	DUST	SPORTSMAN	1399.0	472.3	
75	STEPANEK DOUG	TPG	SPORTSMAN	1384.0	470.8	
76	STAFFORD JRY	NCC	EXPERT	1288.0	428.1	
77	POWELL REX XX	DUST	SPORTSMAN	576.0	194.5	

*STEVE CONDON MOVES TO EXPERT

TEAM SCORES

HSS 23	TPG 12	SULA 6	PSS 7	NCC 8	EDSF 6
994.9	984.8	1000.0	980.6	965.9	960.1
992.6	984.5	979.7	956.4	965.2	951.7
980.8	973.3	967.3	954.4	921.0	835.2
979.1	972.3	858.5	899.7	896.7	784.3
3947.4	3914.9	3305.5	3791.3	3749.8	3351.3
TOSS 4	DUST 7	ISS 3	SWSA 1	SVFV 1	MRCB 0
948.0	824.4	923.7	865.6	861.9	
885.6	807.8	813.0			
824.1	781.9	595.5			
859.4	758.9				
3297.1	3172.8	2332.2	865.6	861.9	0.0

SOUTHERN CALIFORNIA SOARING CLUBS
ANNUAL STANDINGS AS OF JULY, 1992
BEST 5 OF 5 CONTESTS

PLACE	NAME	CLUB	CLASS	SCORE	CONTESTS
1	ATWELL BLAIR	SULA	EXPERT	4897.9	5
2	JOY GEORGE	TPG	EXPERT	4838.9	5
3	LACKEY ROGER	HSS	EXPERT	4818.6	5
4	ANDERSON GARY	TPG	EXPERT	4803.9	5
5	FINKENBINER KEITH	NCC	EXPERT	4721.6	5
6	SPITZER GEORGE	PSS	EXPERT	4689.7	5
7	RAYMOND KEN	NCC	EXPERT	4652.7	5
8	LEVOE MARK	PSS	EXPERT	4647.5	5
9	REAGAN MIKE	TOSS	EXPERT	4570.2	5
10	STROBEL RICH	TPG	EXPERT	4455.4	5
11	RODRIGUEZ JOE	ISS	EXPERT	4452.8	5
12	MARKLE JIM	SULA	EXPERT	4416.5	5
13	FINK STEVEN	SULA	EXPERT	4324.5	5
14	SMITH STEVE	DUST	SPORTSMAN	4189.5	5
15	SAGE FRED	NCC	EXPERT	4138.0	5
16	VAN GUNDY DON	TPG	EXPERT	4120.3	5
17	THOMAS ROSS	HSS	EXPERT	4093.4	5
18	MONAHAN SEAN XX	SULA	SPORTSMAN	3975.8	5
19	CLERX BEN	HSS	EXPERT	3956.5	4
20	DOIG AL	NCC	EXPERT	3796.1	5
24	SLIFF BOB	HSS	EXPERT	3618.9	4
28	KUTCH NORM	HSS	EXPERT	3562.3	5
30	EDBERG DON	HSS	EXPERT	2978.8	3
37	AGUIRRE MIKE	HSS	SPORTSMAN	2954.2	4
39	MARTIN TONY	HSS	EXPERT	2919.3	3
40	CHASTELER FRANK	HSS	EXPERT	2874.4	3
43	ZINK DON	HSS	EXPERT	2713.2	3
44	TAU MANNY	HSS	SPORTSMAN	2667.3	3
45	CRON AL	HSS	EXPERT	2653.9	3
47	NEHRING CURT	HSS	SPORTSMAN	2615.2	3
51	YOUNG BRETT	HSS	SPORTSMAN	2477.0	3
52	YOUNG PETER	HSS	SPORTSMAN	2449.2	4
57	BUZOLICH NICK	HSS	SPORTSMAN	2280.1	4
58	HENDRY STEVE	HSS	EXPERT	2176.9	3
74	GERBIN JR ROBERT	HSS	EXPERT	1664.2	2
82	PARSONS JIM XX	HSS	SPORTSMAN	1358.3	2
86	KIELTYKA MAC	HSS	SPORTSMAN	1295.8	2
94	WHITE LARRY	HSS	EXPERT	971.0	1
103	GIBBS DUANE XX	HSS	SPORTSMAN	942.9	1
104	SMITH MORRY	HSS	EXPERT	939.6	1
108	BOESE JIM	HSS	SPORTSMAN	920.2	1
114	RENAUD TIM	HSS	EXPERT	867.7	1
116	RITSCHKE GORDON XX	HSS	SPORTSMAN	860.9	1
120	PANTZAR DICK	HSS	EXPERT	836.3	1
122	BRANDT DENNIS	HSS	EXPERT	816.0	1
126	BIDDLE FRED XX	HSS	SPORTSMAN	797.1	1
127	NEMECEK DAVID	HSS	EXPERT	793.0	1
129	CLARKE GEORGE	HSS	SPORTSMAN	781.8	1
149	POULSEN GORDON	HSS	EXPERT	605.8	1
161	SCHEER PAT	HSS	SPORTSMAN	359.3	1

TEAM STANDINGS

HSS	19,359.8
TPG	19,101.4
NCC	18,730.2
SULA	18,114.6
PSS	17,321.0
ISS	16,338.9
TOSS	13,829.9
EDSF	11,924.2
DUST	10,790.4
SWSA	7,131.5
SVFV	2,780.6
MRCB	1,467.3

CONTEST CALENDAR

September 5-7 F3B Team Finals @ SULA
September 13 HSS Monthly
September 27 SC2 @ ISS (new field)
October 3-4 Visalia Fall Festival
October 11 HSS Monthly
October 25 SC2 @ SWSA
November 7-8 Astro Champs @ Mile Square
November 15 HSS Monthly
November 22 SC2 @ TOSS
December 6 HSS Monthly



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



Charter # 128

SEPTEMBER MEETING

DATE: Wednesday, September 2,
1992 at 7:30 PM.

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

GUEST SPEAKER: Futaba Marketing
Representative John D'Amore
will talk about Futaba's
current and future products.

R2



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