



THE OLDEST CHARTERED  
SOARING CLUB

IN THE  
A.M.A.



CHARTER # 128

## OCTOBER MEETING

THE OCTOBER MEETING WILL  
BE HELD ON WEDNESDAY OC-  
TOBER 2, 1991 AT 7:30  
P.M.

LOCATION: CLUBHOUSE AT  
LAKES AT SEABRIDGE CON-  
DOS. SEE MAP AND INSTRU-  
CTIONS INSIDE.

IMPORTANT: NOMINATIONS  
FOR 1992 CLUB OFFICERS  
WILL BE HELD. YOU ARE  
NEEDED.



P.O. Box 1673  
Costa Mesa, CA 92628



**FIRST CLASS MAIL**

WILL CONRAD  
9359 SHRIKE AVE  
FOUNTAIN VALLEY, CA 92708

Oct 1991



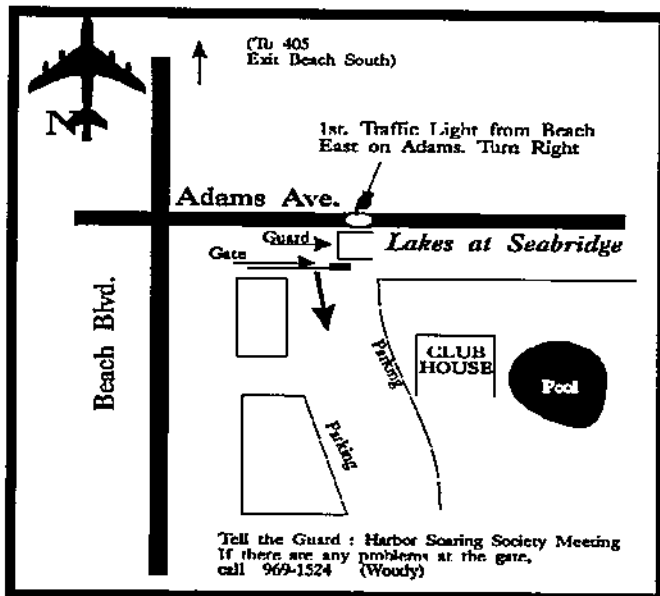
**(The Soaring)  
Society Column**

President:	Norm Kutch	(714) 662-0182
Vice Pres.:	Jim Parsons	(714) 636-9867
Secretary:	Brian Germaine	(714) 241-3878
Treasurer:	Frank Chasteler	(714) 545-2185
Contest Coord:	Ben Clark	(714) 721-8848
General Dir:	Bob Sliff	(714) 895-1203
Newsletter Ed:	John Ostrowski	(714) 847-4871

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 John Ostrowski in person or by mail to: 8902 Lawrence Ave, Westminster, CA 92683.

**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.



Tell the Guard : Harbor Soaring Society Meeting  
If there are any problems at the gate,  
call 969-1524 (Woody)

**CLUB MINUTES**

The club minutes for the September meeting were unavailable at press time. National security has been mentioned.

**PRESIDENT'S COLUMN**

Norm Kutch

Thanks to:

**ROSS THOMAS & MAXINE:** Number one people. Both arrive early with everything needed for the contests -- equipment used and needed by all of us. They also set it up and take it down with no complaints. Ross is an expert flyer, builder, and friend to all.

**FRANK CHASTELER:** The man who is always there. You can't talk Harbor soaring Society without one of the true captains of HSS coming to mind. Frank has given hours of his time seeing that our club runs smoothly and our members are soaring high. SC<sup>2</sup> should appear after his name. Frank has devoted many years to the sport of flying and many more are ahead.

**BOB SLIFF:** the gentleman, experienced builder, flyer, and master of the hobby. In fact, he is the boss and owner of HOBBY HORN (ed. note, actually Norm typed HOBBY LOBBY but I thought that might give Bob a heart attack as well as a heap of trouble from the IRS), Now that's a dream come true. Right! Bob has more toys than all of us together. Bob's quiet hand guides his planes to the winner's circle often. HSS is the winner for his many contributions.

**MORRY SMITH:** The man who holds the record for the turn-around, line tying, untangling wenchs (sic) and retrievers. He hopes to have Frank trained to take over so that he can pursue his role of St. Nick (white beard and all). Morry has given many of us gifts already, by sharing his flying skills with all of us beginners.

**DICK PANTZAR:** Keeps all of us in the air, so to speak. Dick carries a heavy load as he puts out his winch and special retriever (it works). He sets up a gas generator to keep the batteries charged so we can all get off the ground.

**GEORGE JOY:** The man is the tie. Working hard, George brings all the contests to order with class. A fair and courteous man.



These people, along with many others, have my respect for the many hours they have devoted to making the Harbor Soaring Society the fun club it is. We all owe them a great big THANKS. 1992 is rushing up on us like the ground on a diving plane. It is time to appoint some more good men to take over the wheel. Let's get some new blood into the society. Come to the November meeting and vote for the new board.

Many thanks from me to the 1991 board:

Jim Parsons	Vice President
Brian Germane	Secretary
Frank Chasteler	Treasurer
Ben Clerx	Contest Co-ordinator
Bob Sliff	General Director
John Ostrowski	Newsletter Editor

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### LEAGUE OF SILENT FLIGHT ADDRESS CHANGE

The LSF has a new address:

League of Silent Flight  
10173 St. Joe Road  
Ft. Wayne, Ind. 46835

Apparently any correspondence sent to the old address since last January has not yet been processed. Have patience.

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### THERMAL HUNTING PART IV

by Ben Clerx

In part 3 I talked about flying at best L/D while searching for lift and the effect of ballast on sailplane performance. In this last part, we'll look into optimizing sailplane performance once we finally stumble into some lift. The rate of climb of a plane in lift is the sum of the plane's sink rate and the vertical velocity of the air mass. For example: If a plane with a sink rate of 100 feet per minute (fpm) is flown into a 200 fpm thermal, it will climb at 100 fpm. Pretty simple. The part that requires a bit of skill is when the same plane is flown into a 100 fpm thermal. Normally, this situation would be known as zero sink. Most experienced pilots, however, know there is no such thing as zero sink -- one must simply fly the plane in such a way as to reduce its sink rate in order to realize a positive

rate of climb.

One way of doing this is to fly at minimum sink speed. This speed is generally just above stall speed and provides maximum lift (but not maximum lift for the least drag -- best L/D). Again, we are really talking about angles of attack that are proportional to airspeed. Flying faster than this speed will not only increase the sink rate, but also increases your turn diameter (if higher bank angles are not used). That brings us to the second way of reducing the plane's sink rate: reducing bank angle in your thermal turns. The best way of tightening your turns (reducing turn diameter) is not to increase bank angle, but rather, to slow the plane's speed (rate of turn is inversely proportional to speed at a constant bank angle). Watch seagulls in a thermal, they rarely exceed 20 degrees of bank. Using excessive bank angles in turns does several things, none of which help our cause: vertical component of wing lift is reduced; g-loading (weight) and wing loading are increased; more lift will be needed to counteract the above by increasing the angle of attack; and finally, as angle of attack is increased so is drag at an alarming rate (stall speed also increases with increasing bank angles). At 60 degrees of bank (2 Gs) the plane's weight and wing loading will be double!

Lastly, fly smooth and keep your control inputs small to reduce drag. Consider a fully deflected aileron or rudder the same as a deployed speed brake. In summary: fly slow, smooth and flat thermal turns to out climb the competition!

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### EDITOR'S NOTES

Thanks to Don Ramsay for developing the photos for the newsletter. If you've got good photos, please submit them. Finally we've decided on a new name for the newsletter. When the new logo and style setup are finished, I'll put the whole thing into production. Until then, be patient. For those of you who do not bother to read the fine print at the front of the newsletter, the deadline for submission of material is the 15th. of the month. Not the 20th. as this rag gets more complex it takes more time to put it together. Speaking of that, anybody out there want to volunteer as an Associate Editor? All you need is an IBM compatible computer with WordPerfect and a willingness to do about 4 hours of typing per month. If you are interested, please let me know. Don't forget, we nominate officers at the October meeting. Please come, and please volunteer your services.



## PILOT OF THE MONTH

The pilot of the month for October is yr. hmbl. srvt. and newsletter editor (ed. note. Hey, I don't make the selection):



**John Ostrowski**

Occupation: Associate Professor of Public Administration at California State University Long Beach.

Started flying sailplanes: July 4th. weekend, 1990.

Reason for Interest: I've always had a fascination with flight. I can't fly hang gliders any more and I wanted to get back into a flying-type activity. I tried to fly R/C sailplanes about 8 years ago, by myself, and failed miserably.

First R/C sailplane: Technically, a WindDrifter II that made one flight, I started here with an Elite ARF and a Wanderer.

Favorite part of the hobby: Thermal flying and learning how to design and build my own sailplanes.

Goal for 1992: Improve my landing accuracy, become proficient with an aileron/flap ship, and build a foam-and-glass sailplane that weighs less than an elephant.

Current Gliders: Chuperosa 2 meter. Electric and glider versions of the Eclipse. An Alcyone and Falcon 880 to be built (if they ever ship them to me).

Greatest flying strength: Not crashing as much as I used to.

Advice for beginning pilots: Seek out a mentor. Try to stick with one expert pilot for flying advice as you get started. We have a lot of very proficient pilots in this club with very

different flying styles. If you try to follow everybody's advice you are just going to get confused. If you are building a Paragon, get instructions on how to make the wing STRONG!

## September HSS Monthly

September 15th started out cool and gray as CD Brian Germain called up the troops for the September HSS Monthly. In preparation for the SC2 contest planned for September 29th, the tasks for the day were three rounds of 4 and 7 minute maxes, fliers' choice, with graduated circle landings - the equipment required to score runway centerline landings was not available.

Attendance was good: 12 Sportsmen, 6 Advanced, and 21 Expert competed in Open Class; and 19 fliers flew in 2 Meter. Weather was comfortable, with a slight crosswind from the south which didn't seem to cause any launch or landing difficulties. Despite early fog and lack of direct sun during the first two rounds, lift was good with many large bubbles developing throughout the morning.

Our wise-beyond-his-years CD displayed terrific judgement by exercising a basic management rule - delegation of authority - making his life easier and spreading responsibilities around to willing and capable club members. Good move, Brian. John Ostrowski handled scoring responsibilities, and landing circle duties were handled by several HSSers, primarily Don Ramsey and Gordon Ritschke. Thanks, gents.

Results: Jim Parsons took first in Sportsman with his straight wing Sagitta 900, and SULAer Bill Duncan took second with his 2M Gnome. In Advanced, Roger Lackey took first with his Falcon, and Brian Joy took second with his 3M Gnome. Blair Atwell won Expert with his Super Plank, George Joy took second with his Falcon, and Tony Martin took third with his Snipe. In Two Meter, Bob Sliff and Brian Joy took first and second with 2M Gnomes, and Larry White was third with his Mesa Flier. Geez - sure were a lot of Gnomes placing this month - take a bow, John L.

The only noteworthy incident was a spectacular midair in the third round between Frank Chasteler's Legend and Brett Young's Meteor. The Legend, minus its vertical stabilizer, flew away and landed on time for a four minute max. Brett's faithful bird disintegrated in mid-air and, shedding wing panels on the way down, augured in. Hmmm - does that make it a meteorite? Norm Kutch, never one to refuse a



terrific opportunity, scooped up the fragments and vowed to return with a rebuilt ship. What a guy!

reported by Pete Young

## BASIC TECH TALK

by George Siposs

To recap from last month: The airfoil provides lift when it faces the onrushing flow of air at a slight angle of attack.

### PART II.

How is Angle of Attack (AA) maintained during flight? The stabilizer is usually flying at a zero angle of attack, i.e. neutral and the air flows by its top and bottom at the same speed. Only when the fore and aft balance is disturbed does the stabilizer meet the airstream at an angle to provide a re-balancing action. We use the stabilizer as a reference plane and set the wing angle upward from that. The Clark Y airfoil flies most efficiently at between 5 and 7 degrees. Its angular relationship with the stabilizer is called Angle of Incidence (AI). Contrary to popular belief, we do not measure the wing angle at the flat bottom of the airfoil. Here is how to do it properly (see figure 1):

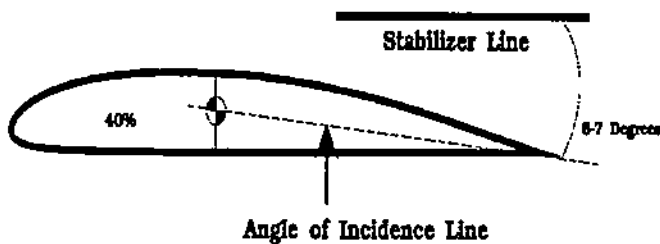


Figure 1: Figuring the Angle of Incidence

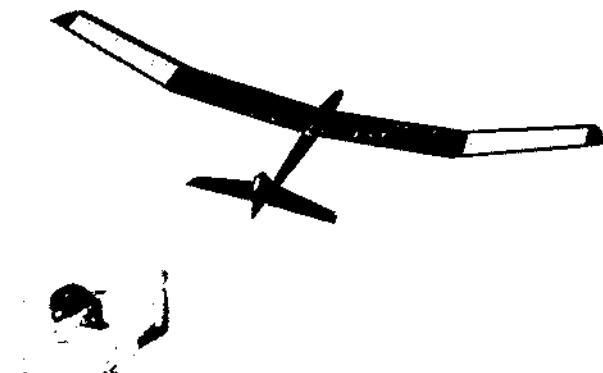
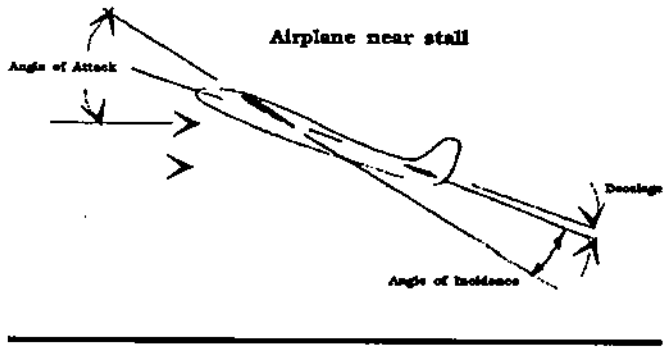
Find the 40% location of the airfoil (e.g. if the wing is 8 inches wide, measure backward from the leading edge a distance of  $8 \times .4 = 3.2$  in.). At this point find the midpoint between the upper and lower surfaces of the airfoil. Connect this point with the extreme tip of the trailing edge using a straight line. The angle at which this line intersects the stabilizer plane is the true angle of incidence.

During normal flight the stabilizer aligns itself with the flight

path and the angle of incidence equals the angle of attack. during landing, violent maneuvers or a stall, the inertia of the plane might push the wing forward even though the nose of the plane is high up/down. In this case the AI is still the preset 6 degrees but the AA may be 30 degrees or more.

Decalage is the angular relationship of the stabilizer with the fuselage. For instance, you may cement the stabilizer on at a 2 degree angle and mount the wing at an 8 degree angle. The AI is still 6 degrees, but the fuselage will be pointing 2 degrees down, thus flying drooped nose. The correct decalage is such that when you view the plane from the front (aligning your sight with the stabilizer), the fuselage presents the smallest cross section. This creates the least amount of drag and makes the plane fly most efficiently.

If the wing were mounted high on the fuselage, its downwash would make the stab. believe that the airstream is from slightly above and it would have to be set at a different decalage angle. To avoid downwash, some models have a stabilizer mounted in the middle or top of the fin (cross or t-tail) so that it files in clean air (another reason for the t-tail is to prevent damage during landing). during turns, air flows past the wing and the stabilizer at different angles of attack. This is the reason why you have to pull up-elevator in turns (the theory is somewhat complicated and we will discuss it in the future).





## 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/ 27 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). Airtronics Sagitta XC (14' cross country sailplane) kit with custom carbon fiber spars. \$100. Max Mills WestWind kit. 100" aileron sailplane with foam coaxes. \$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.

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 meets 1991 standards.

## F3B WORLD CHAMPIONSHIPS

Results from the F3B World Championships were:

1st. Place: Joe Wurts, USA

2nd. Place: Daryl Perkins, USA

22nd. Place: Larry Jolly, USA

Team Standings:

1st. Place: Germany

2nd. Place: England

3rd. Place: USA

Both Wurts and Perkins were flying Flite Lite Composites new F3B Thermal Eagle.

-- Courtesy of South Bay Soaring Society Silent Flyer

## The FAA on R/C

Editor's note: The following article is an abridged version of an article that appeared in the Sept. issue of the Eldorado Silent Fliers WINCHLINE. I thought that it had some relevance to our occasional helicopter problems.

In a move that is sure to have an impact on the R/C modeling community at large, the Federal Aviation Administration said there is no way they can legally regulate model aircraft.

According to District Inspector John Goldfuss, FAA legal counsel made the ruling based on the lack of precedent. Also the fact that there is currently no regulatory statute in the Federal Aviation Regulations (FARs) that applies to model aircraft had a large impact on the decision.

'Even if the tower were to solicit a formal complaint (from a private pilot) the FAA would not take any action against your club.' Goldfuss said. 'Any action the tower wishes to take at this point would have to be at the local or county level.' This means the tower would have to produce some obscure city or county ordinance which limits or prohibits activities such as ours near municipal airports.

## 1991 CONTEST SCHEDULE - Ben Clerx Contest Coordinator

DATE	CONTEST
October 5-6	CVRC SoaringFest (Visalia)
October 13	HSS Club Contest
October 27	SC <sup>2</sup> Silent Wings Soaring Association
November 10	HSS Club Contest
November 24	SC <sup>2</sup> Harbor Soaring Society Lee Renaud Memorial
December 8	HSS Club Contest

### OCTOBER CONTEST

Norm Kutch, CD

Date: October 13, 1991

20 minute add-'em-up. 3 rounds. No minimum or maximum flight time. All time (to the second) will count. A 3x6 ft. 100 pt. landing box will be used.

Schedule: Pilot's meeting at 8:45 A.M. First round at 9:00 A.M.

Launch order: Two meter class first.



### 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 SEPTEMBER CONTEST - OPEN DIVISION

PLACE	NAME	CLASS	SCORE	NORMALIZE	TROPHY
1	ATWELL BLAIR	GUEST	2938.0		1ST. EXP.
2	JOY GEORGE	EXPERT	2932.0	1000.0	2ND. EXP.
3	MARTIN TONY	EXPERT	2918.0	995.2	3RD. EXP.
4	CHASTELER FRANK	EXPERT	2913.0	993.5	
5	SLIFF BOB	EXPERT	2898.0	988.4	
6	KUTCH NORM	EXPERT	2895.0	987.4	
7	ZINK DON	EXPERT	2872.0	979.5	
8	RICHARDSON PETE	EXPERT	2862.0	978.1	
9	CLERX BEN	EXPERT	2860.0	975.4	
10	LACKEY ROGER	ADVANCED	2852.0	972.7	1ST. ADV.
11	HARRIS PHIL	EXPERT	2612.0	959.1	
12	POULSEN GORDON	EXPERT	2605.0	956.7	
13	JOY BRYAN	ADVANCED	2776.0	946.0	2ND. ADV.
14	BONANNO TONY	ADVANCED	2689.0	917.1	
15	FINK STEVE	EXPERT	2674.0	912.0	
16	GERMANE BRIAN	ADVANCED	2660.0	907.2	
17	GARNER RICH	EXPERT	2644.0	901.8	
18	**PARSONS JIM	SPORTSMAN	2628.0	896.3	16T. SPTS
19	DUNCAN BILL	SPORTSMAN	2618.0	891.2	2ND. SPTS
20	PANTZAR DICK	EXPERT	2609.0	889.6	
21	NEHRING CURT	SPORTSMAN	2496.0	851.3	
22	RITSCHKE GORDON	EXPERT	2480.0	848.2	
23	NEMECEK DAVID	EXPERT	2485.0	840.7	
24	STOKER PAT	EXPERT	2453.0	836.6	
25	HAWLEY ED	SPORTSMAN	2439.0	831.9	
26	SANDRONI HUGO	ADVANCE	2431.0	829.1	
27	MILLS ARCHIE	SPORTSMAN	2387.0	814.1	
28	RAMSAY DON	SPORTSMAN	2383.0	812.8	
29	BUZOLICH NICK	SPORTSMAN	2376.0	810.4	
30	YOUNG PETE	SPORTSMAN	2293.0	782.1	
31	HENDRY STEVE	EXPERT	2282.0	771.5	
32	CRON AL	EXPERT	2280.0	770.8	
33	LONG DICK	ADVANCE	2232.0	761.3	
34	WHITE LARRY	EXPERT	2208.0	753.1	
35	COLLETT MATT	SPORTSMAN	2202.0	751.0	
36	THOMAS ROSS	EXPERT	2136.0	729.5	
37	LAIR DAN	SPORTSMAN	2073.0	707.0	
38	YOUNG BRETT	SPORTSMAN	1934.0	659.6	
39	RESETAR EDWARD	SPORTSMAN	1857.0	633.4	

\*JIM PARSONS MOVES TO ADVANCED

HSS SEPTEMBER CONTEST - TWO METER

PLACE	NAME	SCORE	NORMALIZE	TROPHY
1	SLIFF BOB	2902.0	1000.0	1ST.
2	JOY BRYAN	2704.0	931.8	2ND.
3	WHITE LARRY	2691.0	927.3	3RD.
4	ZINK DON	2683.0	924.5	
5	RICHARDSON PETE	2518.0	867.0	
6	BONANNO TONY	2506.0	863.5	
7	THOMAS ROSS	2500.0	861.5	
8	MARTIN TONY	2472.0	851.8	
9	JOY GEORGE	2423.0	834.9	
10	NEHRING CURT	2381.0	820.5	
11	LACKEY ROGER	2344.0	807.7	
12	PARSONS JIM	2272.0	782.9	
13	DUNCAN BILL	2189.0	747.4	
14	FINK STEVE	2160.0	744.3	
15	KUTCH NORM	2073.0	714.3	
16	YOUNG PETER	1931.0	665.4	
17	STOKER PAT	1804.0	552.7	
18	LONG DICK	1443.0	497.2	
19	BUZOLICH NICK	914.0	315.0	

HSS OPEN CLASS STANDINGS YEAR-TO-DATE  
BEST 7 OF 9

PLACE	NAME	CLASS	SCORE	CONTESTS
1	MARTIN TONY	EXPERT	6983.8	7
2	CHASTELER FRANK	EXPERT	6800.4	7
3	JOY GEORGE	EXPERT	6735.2	7
4	GARNER RICH	EXPERT	6659.6	7
5	ZINK DON	EXPERT	6626.6	7
6	LACKEY ROGER	ADVANCED	6592.4	7
7	KUTCH NORM	EXPERT	6532.6	7
8	SLIFF BOB	EXPERT	6441.5	7
9	JOY BRYAN	ADVANCED	6374.1	7
10	RICHARDSON PETE	EXPERT	6348.8	7
11	FINK STEVE	EXPERT	6316.4	7
12	POULSEN GORDON	EXPERT	6300.7	7
13	THOMAS ROSS	EXPERT	6121.0	7
14	WHITE LARRY	EXPERT	6084.7	7
15	PANTZAR DICK	EXPERT	6050.4	7
16	GERMANE BRIAN	ADVANCED	6015.2	7
17	NEMECEK DAVID	EXPERT	6003.3	7
18	CRON AL	EXPERT	5932.4	7
19	RESETAR EDWARD	SPORTSMAN	5789.6	7
20	RITSCHKE GORDON	EXPERT	5735.2	7
21	NEHRING CURT	SPORTSMAN	5638.3	7
22	HENDRY STEVE	EXPERT	5624.1	7
23	YOUNG BRETT	SPORTSMAN	5574.4	7
24	PARSONS JIM	SPORTSMAN	5543.9	7
25	LAIR DAN	SPORTSMAN	5491.5	7
26	DANRICH DAN	ADVANCE	5323.3	6
27	SMITH MORRY	ADVANCED	5219.3	6
28	SANDRONI HUGO	ADVANCE	4470.9	5
29	BUZOLICH NICK	SPORTSMAN	4154.5	6
30	CLERX BEN	EXPERT	3931.7	4
31	COLLETT MATT	SPORTSMAN	3696.9	6
32	GERBIN ROBERT JR	EXPERT	3600.0	4
33	GERBIN BOB	EXPERT	3741.5	4
34	GATES MATTHEW	ADVANCED	3600.6	4
35	MILLS ARCHIE	SPORTSMAN	3293.9	4
36	LONG DICK	ADVANCE	3192.0	5
37	BOESE JIM	SPORTSMAN	3174.4	4
38	EDBERG DON	EXPERT	2978.5	3
39	RENAUD TIM	EXPERT	2682.4	3
40	LUPPERGER JOHN	EXPERT	2779.7	3
41	STOKER PAT	EXPERT	2668.0	3
42	McLELLAN KEITH	SPORTSMAN	2314.8	3
43	CHAMBERLIN RALPH	SPORTSMAN	2256.2	3
44	BONANNO TONY	ADVANCED	2244.2	3
45	RAMSAY DON	SPORTSMAN	2179.6	3
46	STALLS JARED	EXPERT	1848.2	2
47	HARRIS PHIL	EXPERT	1841.6	2
48	SCHOFFRO STEVE	SPORTSMAN	1753.3	2
49	DUNCAN BILL	SPORTSMAN	1699.8	2
50	AZVEDO GEORGE	SPORTSMAN	1586.4	2
51	GIBBS DUANE	ADVANCE	1563.3	2
52	OSTROWSKI JOHN	SPORTSMAN	1399.1	2
53	HAWLEY ED	SPORTSMAN	1362.5	2
54	VON GROTE BRAD	SPORTSMAN	1317.9	2
55	ROWELL WAYNE	SPORTSMAN	1095.2	2
56	HARVEY TIM	SPORTSMAN	981.0	2
57	STOVALL LEE	SPORTSMAN	915.5	1
58	BYRNE JIM	SPORTSMAN	855.7	1
59	YOUNG PETE	SPORTSMAN	782.1	1
60	CONRAD WILL	ADVANCE	769.6	1
61	STOVALL WILL	SPORTSMAN	705.5	1
62	GROSVENOR WOODY	SPORTSMAN	563.5	1
63	GREENE DENNIS	SPORTSMAN	514.8	1

TWO METER YEAR-TO-DATE  
BEST 7 OF 9

PLACE	NAME	SCORE	CONTESTS
1	RICHARDSON PETE	6763.2	7
2	MARTIN TONY	6606.3	7
3	JOY GEORGE	6560.4	7
4	WHITE LARRY	6521.7	7
5	THOMAS ROSS	6431.1	7
6	KUTCH NORM	6429.6	7
7	SLIFF BOB	6348.3	7
8	JOY BRYAN	6252.9	7
9	NEHRING CURT	5740.5	7
10	FINK STEVE	5262.8	6
11	LACKEY ROGER	5134.4	6
12	PARSONS JIM	3369.3	4
13	LONG DICK	2814.5	6
14	BUZOLICH NICK	2690.2	5
15	CHAMBERLIN RALPH	2464.4	3
16	EDBERG DON	1956.5	2
17	McLELLAN KEITH	1699.3	2
18	HENDRY STEVE	1606.1	2
19	STOKER PAT	1540.8	2
20	CONRAD WILL	1513.8	2
21	ANKENBAUER STEVE	1294.1	2
22	MILLS ARCHIE	1066.3	2
23	HALL HERMAN	942.1	1
24	ZINK DON	924.5	1
25	LAIR DANIEL	922.8	1
26	BONANNO TONY	863.5	1
27	DONAT KURT	855.9	1
28	YOUNG BRETT	836.8	1
29	DUNCAN BILL	747.4	1
30	OSTROWSKI JOHN	683.9	2
31	YOUNG PETER	665.4	1





August 30, 1991

My background gives me an appreciation for all types of modeling which will make writing a monthly column very enjoyable. The numerous activities and events staged by our Clubs within District 10 have won respect throughout modeling and the general public. With such a large and diverse District there is never a lack of reportable news.

As your V.P., I will be available to the membership via telephone, monthly column, meetings and meets. I look forward to attending the Council Meetings and be a positive part in policy making decisions that will effect our District.

Knowing the responsibilities of the job and understanding the authority given a District V.P., under AMA guide lines, helps greatly in all matters pertaining to promotion and the advancement of Model Aviation.

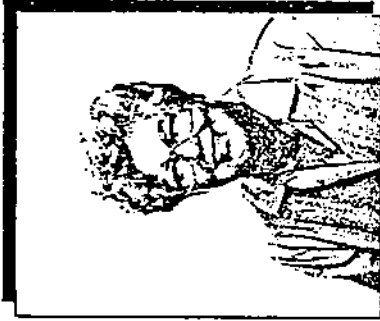
I hereby request that when you receive your AMA Renewal that you take the time to review the enclosed ballot and exercise your right as an AMA Member to vote.

Together, through cooperation and team work not only on a District level but with National AMA Headquarters as well, we can achieve the goals of District 10.

Thank You and Good Modeling.

Bev Wisniewski  
Associate V. P. District 10

3316 South Kiowa Blvd, Lake Havasu City, AZ 86403 (602)453-7477



**Dear Club Members,**

Please let me introduce myself. My name is *Bev Wisniewski* and I am a candidate for the position of AMA District 10 Vice President. For those of you who do not know me or I have not worked with over my many years of involvement with the AMA, let me take this opportunity to let you know where I am coming from.

I have been attending and working modeling events of every type since 1952.

- Timer/Scorekeeper - Inst Free Flight World Champs at Taft, CA
- Tabulator - Tournament of Champions in Las Vegas
- Timer/Fueler - RC Pylon World Champs in Mass.
- Various Duties - RC Pattern Meets
- Management Team - "NATS" for 10 years
- Timer - Indoor Events
- Timing Chief - C/L Racing at World Champs
- Chief CD - Trans Am Rally (Sport Flyers Event)
- Ground Work - to get National Rally started
- Timer & Judge - numerous Fun Flies
- AMA AVP - District 10 for the past 3 years
- Active CD

Along with -

Mall Shows - educating the general public to our sport and the AMA  
AMA Booth - worked numerous Trade Shows (ie. IMS, Toledo, Puyallup, etc.)

Prior to our move to Lake Havasu City, I owned and operated a successful business. I know the importance of working with budgets. Also, working with the AMA Council and Headquarters staff for many years has given me an excellent understanding of its operation.

The AMA is a two part organization. It is a Membership Service along with being a Big Business. Having run a business and a home, I feel qualified to make sound business judgements. The Council, comprised of the AMA President, Exec. V.P., Exec. Director, NAA Representative and the eleven District V.P.'s, must make wise investments so profits provide more and better services to the Members.

I am well aware that response to the problems and activities of the District members and clubs is all important. It is my intention to use the District AVP Team to their fullest capacity to gain that information, if not submitted directly, and act upon it with all due haste. It will be our responsibility to solve any problems that arise to the best of our ability, if necessary with the help of Headquarters and the Council, and to report back as soon as possible.



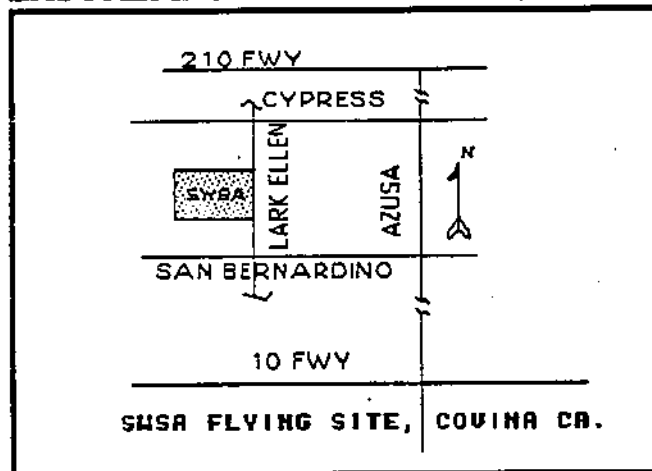
**SILENT WINGS  
SOARING ASSOCIATION**

INVITES YOU TO FLY  
(SC) <sup>2</sup> UNLIMITED

DATE                    OCTOBER 27 1991                    9:00 A.M.  
 CD                      IAN DOUGLAS    (714) 621-2522  
 Club Pres.            PETE OLSEN      (714) 597-2095  
 LOCATION            LAS PALMAS SCHOOL COVINA, CA

*NOTE:*

BECAUSE OF MANY  
PAGERS IN AREA  
NARROW BAND RECEIVERS  
ARE RECOMMEND



ENTRY FEE  
\$6.00

**EVENTS**

Three rounds Precision Duration Pilots Choice\*\*\*  
 SC <sup>2</sup> Supplemental Rules apply.  
 3 Min. Scored 700 flight/300 landing points  
 5 Min. Scored 800 flight/200 landing points  
 7 Min. Scored 900 flight/100 landing points

\*\*\* At least one flight must be scored as a 7 Min. round

**LANDINGS**

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

**WINCHES**

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