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# The Society Column

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

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AUGUST 1986

Volume 23 Number 8

## SEPTEMBER CLUB MEETING

The September club meeting will be held on Wednesday, September 3, 1986 at 7:30 P.M. at the Consolidated Water District office, 1965 Placentia Ave., Costa Mesa. Bob Sliff will be our guest speaker.

## SEPTEMBER ELECTRIC MEETING

The September meeting will be held on Wednesday, September 10, 1986 at 7:30 P.M. at Crystal Creations Apparel (Hatch's place of business), 1821 Newport Circle, Santa Ana (714-540-7505).

## OCTOBER CLUB MEETING

The October meeting will be held on Wednesday, October 1, 1986 at 7:30 P.m. at the Consolidated Water District office, 1965 Placentia Ave. Costa Mesa. Felix Vivas will show slides of the F3E championships in Lamelle, Belgium

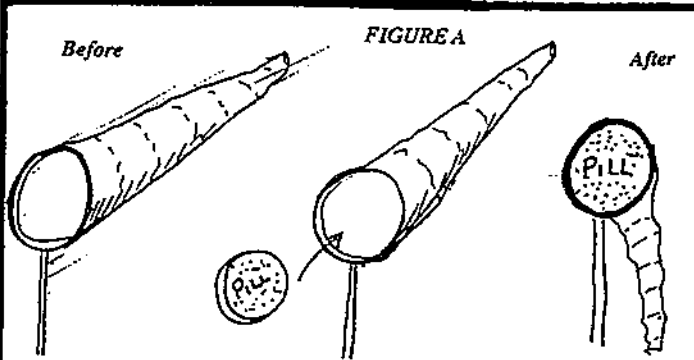
## UPCOMING EVENTS

SEPTEMBER 3 ... Harbor Soaring Society Club Meeting  
SEPTEMBER 6 ... SULA Thermal Contest  
SEPTEMBER 7 ... Harbor Soaring Society Thermal Contest  
SEPTEMBER 10 .. Harbor Soaring Society Electric Meeting  
SEPTEMBER 14 .. Harbor Soaring Society Electric Contest  
SEPTEMBER 21 .. Pacific R/C Soaring Association Thermal Contest  
SEPTEMBER 28 .. SCSC Contest (Inland Soaring Society Sponsor)

OCTOBER 1 ..... Harbor Soaring Society Club Meeting  
OCTOBER 4-5 ... CVRC Fall Soaring Festival (Visalia)  
OCTOBER 8 ..... Harbor Soaring Society Electric Meeting  
OCTOBER 12 .... Harbor Soaring Society Electric Contest  
OCTOBER 26 .... SCSC Contest (PSA Sponsor at HSS Field)

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

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



**DOCTOR PHANTOM'S WIND PILLS**  
*Are you sick and tired of turning up at your flying field and having your enjoyment ruined by excessive wind? Are you fed up with seeing your model buffeted around the sky like a half-dead chook? How often have you driven miles to fly your Old Timer and found it to be impossible because there's a two knot breeze blowing?*  
*Despair no longer. Dr. Phantom's Wind Pills are here. One pill will solve all your problems. Fit only one pill to windsock as in Figure A, and say goodbye to Meteorological Flatulence forever.*  
**ONCE ONLY PRICE: NEVER TO BE REPEATED. Only.....\$79.99©**  
*A scientific development of Phantom Laboratories.*  
*Send remittance to The Phantom, P.O. Box 003, Flatus Falls.*

## SEPTEMBER THERMAL CONTEST

Sign In: 8:30 A.M.  
Pilots Meeting: 8:50 A.M.  
First Flight: 9:00 A.M.

Rounds 1 & 2: 7 minute precision duration man-on-man.  
Scoring: 900 flight points, 100 landing points.

Round 3: 3 minute precision.  
Scoring: 500 flight points using the bell curve from the AMA rule book. 500 landing points using the 25 foot radius circle.

### Rules:

All pilots will fly in their assigned flight group or receive zero for the round. All late sign-ins will be placed in the first flight group for round 1. Sign-in after the pilots meeting will be considered a late sign-in.

Contest Director: Gordon Ritschke

### EDITOR'S COLUMN.

We recently returned from a vacation in Australia. While in Melbourne we visited a hobby store and spoke with a couple of fliers. As we weren't going to have enough time in Melbourne to visit a field, we were told of a "contact" in Brisbane, where we did plan to have a spare day or two. We were given the phone number of a Catholic priest who was an avid flier and who, because of his profession, flew on week-days rather than at weekends. We were told that a call to Adrian Hellwig at the rectory would put us in contact with members of a Brisbane flying club and subsequently enable us to "see how we cut holes in the air down here."

It was a Friday evening when we arrived in Brisbane, and a call to Father Hellwig confirmed that he would not be flying on Saturday or Sunday but that other members of the Tingalpa Model Aero Club would be at the field.

We followed the directions and drove to the Tingalpa Club's field on Saturday morning, where we were warmly welcomed by the Club President, Phil Ramsay--a retired clergyman. (We were assured that it was not necessary to be a member of the cloth to belong to the club!)

We were interested to see that the members all used 2-stick transmitters. They also have a height restriction of 300 feet at their flying field.

The club members were particularly friendly, and we really enjoyed our visit with the Aussies at Tingalpa, Queensland.

Frank and Tony Martin

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Results of H.S.S. Electric Contest 2 - June, 1986

	Pilot	Model	Time	
1*	Chasteler	Sailplane	15:00	A
1*	Hollinger	Sailplane	15:00	B
1*	Frye	Sailplane	15:00	C
1*	Nigg	Sailplane	15:00	D
5	Nigg	Old Timer	14:22	
6	Amies	Sailplane	14:14	
7	Thomas	Old Timer	13:28	
8	Hollinger	Old Timer	12:03	
9	Chasteler	Old Timer	11:10	
10	Pantzar	Sailplane	9:51	
11	Ritschke	Sailplane	9:28	
12	Barnes	Sailplane	3:34	

- A Won first flyoff - 5 minute precision
- B Tied for second in first flyoff with C & D. Won second flyoff.
- C Came in second in second flyoff.
- D Did not fly in second flyoff.

Task: Three flights on one battery charge, no flight over 6 minutes. Pilot may restart motor more than once. Timing stops during motor runs. Old timers receive 15 seconds flight time for R. O. G.

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Results of H.S.S. Electric Contest 3 - August, 1986

Sailplane			Oldtimer		
1	Ritschke	986	1	Chasteler	982
2	Heacox	985	2	Hollinger	937
3	Chasteler	984	3	Black	859
3	Hollinger	984			
5	Short	573			
6	Pantzar	486			

## Thermal Trivia

The July 4th get-together at the Biddles was a lot of fun and everyone enjoyed the relaxed and non-competitive atmosphere. The food was great and a lot of tall tales and sea stories were shared.

Early the next morning at the crack of dawn things were back to normal and all the gladiators were ready to resume the battle of Mack Freed Field. Congratulations to Frank Chasteler and Jack Durham for their first place finishes in the July and August contests, respectively.

At the beginning of this year the steering committee discussed and evaluated the four different contest levels in the club. Their recommendations were then referred back to the general membership that the four levels, sportsman, advanced, expert, and master, remain unchanged. The general membership discussed, voted, and passed the steering committee recommendation. To move up in a class, a pilot must have three wins in his class. Winning a trophy in a higher class is the same as winning in your current class. For a pilot to advance to master class, he must have three wins overall. The reason for retaining the master class was to provide all pilots with the opportunity and incentive to develop and perfect their soaring skills. Three wins in any class is not easy and particularly difficult is three wins overall. A lot of hard work and practice combined with performance evaluation and determination is necessary to move up to the next class.

A few weeks back, I was reading Aldo Leopold's A Sand County Almanac. Leopold was a naturalist and explorer and, like John Muir, committed his life to protecting the environment. I would like to quote what he said about mans leisure time. "A good hobby must also be a gamble. When I look at a rough, heavy, lumpy, splintery stave of bois d'arc and envision the perfect gleaming weapon that will one day emerge from its graceless innards, and when I picture that bow drawn in a perfect arc, ready - in a split second - to cleave the sky with its shining javelin, I must envision also the probability that it may - in a split second - burst into impotent splinters, while I face another laborious month of evenings at the bench. The possible debacle is, in short an essential element in all hobbies, and stands in bold contradistinction to the humdrum certainty that the endless belt will eventuate in a Ford."

Rich Garner

# H S S CONTEST VII

## AUG 10, 1986

CONTESTANT	RAW SCORE	MASTER	EXPERT	ADVANCED	SPORTSMAN	TROOP
1 J. DURHAM	2931		1000			M
2 F. CHASTELEK	2924	998				
3 R. SPENCER	2916		995(SULA)			1-E
4 D. BRANDT	2868	GUEST				
5 P. HARRIS	2808		958			2-E
6 P. RICHARDSON	2771		945			
7 H. HALL	2758.5			941		1-A
8 M. SMITH	2755		940			
9 RBT. GERBIN	2752	939				
10 J. FRETWELL	2727				930	2-A
11 R. SANGIOVANNI	2703.5	GUEST				
12 R. GARNER	2655		906			
13 B. SLIFF	2642			901		
14 R. THOMAS	2628			897		
15 W. CONRAD	2613.5			892		
16 A. CROON	2605			889		
17 T. LEE	2568			876		
18 J. AMIES	2485			848		
19 B. POPE	2485		848(SULA)			
20 B. PEETERS	2465	GUEST				
21 G. POULSEN	2435		831			
22 T. CHASTELEK	2401.5	819				
23 D. PANTZAR	2400		819			
24 D. NIGG	2155			735		
25 F. HEACOX	2139		730			
26 B. GERBIN	2107		719			
27 G. RITSCHKE	2085.5		712			
28 F. BIDDLE	1976.5			674		
29 S. DOW	1973				673	1-S
30 P. STOKER	1720.5		587(SULA)			
31 G. GLUCHOWSKI	1306	GUEST				
32 T. PASTORE	1297				443	2-S
33 L. MUSGRAVE	982				341	
34 C. HURLEY	590	GUEST				

(SC)<sup>2</sup> STANDINGS FOR 1986  
AFTER 3 CONTESTS

1- JOLLY	2980	26- GERBIN	1957
2- BROWN	2904	27- HIGGINBOTHAM	1945
3- DURHAM	2865	28- SPENCER	1905
4- BRANDT	2844	29- NIGG	1900
5- CHASTELERT.	2843	30- RAYMOND	1898
6- FINK	2837	31- MEINBERG	1874
7- AUMAN	2823	32- FORD	1844
8- STAHLHEBER	2803	33- VICKERS	1844
9- BILLMAN	2752	34- BUNTING	1843
10- SLIFF	2746	35- MARTIN	1753
11- CHASTELER F.	2728	36- DOIG	1750
12- GILMAN	2713	37- HARRIS	1729
13- POULSEN	2712	38- BIDDLE	1712
14- MILLER	2665	39- COLE	1711
15- SILVA	2611	40- LUPPERGER	1699
16- GARNER	2591	41- STOWERS	1668
17- HUNTER	2544	42- WARNER	1647
18- BRATRUD	2452	43- STEVENS	1643
19- BATES	2449	44- STOKER	1643
20- BERECZKY	2444	45- BONANNO	1610
21- CRON	2423	46- THOMAS	1610
22- LEE	2405	47- POPE	1546
23- JOY	2187	48- BEEMAN	1532
24- RICHARDSON	2184		
25- PANTZAR	1983		

TEAM SCORES

PSA	11,791.3
HSS	11,629.3
ISS	11,190.6
NCC	10,932.1
SULA	10,714.1

1986  
SC2

C.D. - CHUCK BEEMAN

FEE - \$5

DATE: Sept. 28, 1986 (Sunday)

PLACE: Riverside Elementary School (Iowa and Spruce)

AWARDS - 5 EXPERT  
3 SPORTSMAN

TIMES: SUNDAY: Pilots check in 8:00 am  
First flight 9:00 am

EVENTS: Round #1 5 min (man on man)  
Scored—900 flight 100 landing  
Round #2 either 3 min—700 flight 300 landing  
5 min—800 flight 200 landing  
7 min—900 flight 100 landing  
Round #3 3 min (call up order)  
Scored—900 flight 100 landing

WENCHES: Wenches and retrieval provided by ISS

