

P. O. BOX 1673
OSTA MESA, CA. 92628

92708
WILL R. CONRAD
9359 SHRIKE AVENUE
FOUNTAIN VALLEY, CA



The Society Column

EDITOR: Tony Martin 960-6915

PRESIDENT: Fred Biddle
970-7207

TREASURER: Don Manning
964-4349

VICE PRES. Rich Garner
779-0624

CONTEST DIRECTOR: Herman Hall
637-2704

SECRETARY: Steve Dow
962-0261

GENERAL DIRECTOR: Bob Sliff
893-8311

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

APRIL 1986

Volume 23 Number 4

MAY CLUB MEETING

The May club meeting will be held on Wednesday, May 7, 1986 at 7:30 PM at the Consolidated Water District office, 1965 Placentia Ave., Costa Mesa. Larry Jolly from P. S. A. will be our guest speaker.

MAY ELECTRIC MEETING

The May meeting will be held on Wednesday, May 14, 1986 at 7:30 PM at Crystal Creations Apparel (Hatch's place of business), 1821 Newport Circle, Santa Ana (714-540-7505).

SCHOOL REST ROOMS - OPERATION Mgr. DON MINARD 556-3386 OR RAY SCHNIERER-556-3240
MARION PARSONS SCHOOL 2350 CANYON -

JUNE CLUB MEETING

The June meeting will be held on Wednesday, June 4, 1986 at 7:30 PM at the Consolidated Water District office, 1965 Flacencia Ave. Costa Mesa.

UPCOMING EVENTS

MAY 7 Harbor Soaring Society Club Meeting
MAY 10 SULA Thermal Contest
MAY 11 Mother's Day
MAY 11 Harbor Soaring Society Thermal Contest
MAY 14 Harbor Soaring Society Electric Meeting
MAY 18 Harbor Soaring Society Electric Contest
MAY 18 PSA Thermal Contest
MAY 24 SULA 2 Meter Contest
MAY 25 Harbor Soaring Society SC2 (Counts as HSS Contest. also)
MAY 31 SULA Novice Contest

JUNE 4 Harbor Soaring Society Club Meeting
JUNE 8 Harbor Soaring Society Thermal Contest
JUNE 8 SULA Thermal Contest
JUNE 11 Harbor Soaring Society Electric Meeting
JUNE 15 Harbor Soaring Society Electric Contest
JUNE 15 Father's Day
JUNE 15 PSA Thermal Contest
JUNE 28 SULA Novice Contest
JUNE 29 Soaring Union of Los Angeles SC2

JULY 2 Harbor Soaring Society Club Meeting
JULY 6 Harbor Soaring Society Thermal Contest
JULY 9 Harbor Soaring Society Electric Meeting
JULY 12 SULA Thermal Contest
JULY 13 Harbor Soaring Society Electric Contest
JULY 20 Pacific R/C Soaring Society SC2
JULY 27 SULA Novice Contest

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 Ball (Magnolia High School).

RESULTS of N.C.C. (SC)² CONTEST on 20 APRIL 1986
 CONTEST DIRECTOR -- KEITH FINKENBINER

<u>P</u>	<u>NAME</u>	<u>CLUB</u>	<u>CLASS</u>	<u>SCORE</u>	<u>NORMALIZED SCORE</u>	<u>TROPHY WINNERS</u>
1	Chasteler, Tom	HSS	EXPERT	2942	1000	1-E
*2	Jolly, Larry	PSA	EXPERT	2932	996.6	*2-E
3	Lueken, Jim	none	EXPERT	2932	996.6	3-E
4	Meienberg, Ken	PSA	EXPERT	2928	995.2	4-E
5	Brown, John	PSA	EXPERT	2907	988.1	5-E
6	Gerbin, Bobby	HSS	EXPERT	2897	984.7	
7	Chasteler, Frank	HSS	EXPERT	2867	974.5	
8	Fink, Dan	PSA	EXPERT	2850	968.7	
9	Gerbin, Bob	HSS	EXPERT	2840	965.3	
10	Doxtader, Lee	none	SPORTS-	2831	962.3	1-S
11	Schrameck, Rick	NCC	EXPERT	2830	961.9	
12	Wagner, Hugh	NCC	SPORTS-	2801	952.1	2-S
13	Brandt, Dennis	PSA	EXPERT	2789	948.0	
14	Bratrud, Randy	PSA	EXPERT	2787	947.3	
15	Bereczky, Alex	PSA	EXPERT	2781	945.3	
16	Raymond, Ken	NCC	EXPERT	2775	943.2	
17	Gilman, Richard	NCC	SPORTS-	2770	941.5	3-S
18	Durham, Jack	HSS	EXPERT	2768	940.9	
19	Hunter, John	NCC	SPORTS-	2762	938.8	
20	Silva, Manny	ISS	SPORTS-	2760	938.1	
21	Spencer, Randy	SULA	EXPERT	2746	933.4	
22	Bates, Jeff	NCC	SPORTS-	2744	932.7	
23	Stahlheber, Fred	NCC	EXPERT	2743	932.4	
24	Sliff, Bob	HSS	SPORTS-	2709	920.8	
	Auman, Greg	ISS	EXPERT	2707	920.1	
26	Martin, Tony	HSS	SPORTS-	2693	915.4	
27	Nigg, Don	PSA	EXPERT	2678	910.3	
28	Lupperger, John	ISS	EXPERT	2667	906.5	
29	Bunting, Don	SULA	SPORTS-	2648	900.1	
30	Poulsen, Gordon	HSS	SPORTS-	2646	899.4	
31	Doig, Al	none	EXPERT	2628	893.3	
32	Thomas, Ross	HSS	SPORTS-	2584	878.3	
33	Stowers, LeRoy	SULA	EXPERT	2578	876.3	
34	Richardson, Pete	HSS	EXPERT	2559	869.8	
35	Garner, Rich	HSS	EXPERT	2529	859.6	
36	Ford, Greg	PSA	EXPERT	2528	859.3	
37	Miller, Jim	PSA	SPORTS-	2515	854.9	
38	Billman, Todd	ISS	EXPERT	2510	853.2	
39	Clark, Lewis	SMSS	EXPERT	2494	847.7	
40	Biddle, Fred	HSS	SPORTS-	2488	845.7	
41	Bruce, John	SULA	SPORTS-	2450	832.8	
42	Chan, Brian	NCC	SPORTS-	2433	827.0	
43	Cole, John	SULA	SPORTS-	2339	795.0	
44	Warner, Garth	NCC	SPORTS-	2232	758.7	
45	Stevens, Jim	SULA	EXPERT	2215	752.9	
46	Tillman, Norm	none	SPORTS-	2176	739.6	
47	Langers, Henry	NCC	SPORTS-	2143	728.4	
48	Lee, Tony	HSS	SPORTS-	2085	708.7	
49	Spencer, Stan	NCC	SPORTS-	2071	703.9	
	Stafford, Irv	NCC	SPORTS-	2006	681.8	
51	Cron, Al	HSS	SPORTS-	1994	677.8	
52	McNee, Ross	NCC	SPORTS-	1966	668.3	
53	Pope, Bob	SULA	SPORTS-	1899	645.5	

P	NAME	CLUB	CLASS	SCORE	NORMALIZED SCORE
54	Miller, G.W.	ISS	SPORTS-	1864	633.6
55	Joy, George	HSS	SPORTS-	1763	599.3
56	Beeman, Chuck	ISS	EXPERT	1749	594.5
57	Smith, Mike	none	SPORTS-	1556	528.9
58	Monroe, Douglas	DUST	SPORTS-	1435	487.8
59	Harris, Phil	PSA	EXPERT	1432	486.7
60	Former, Robert	NCC	SPORTS-	1377	468.0
61	Former, Jack	NCC	SPORTS-	1115	379.0
62	Majelde, Ralph	ISS	EXPERT	960	326.3
63	Musgrave, L.	HSS	SPORTS-	895	304.2
64	Joy, Brian	HSS	SPORTS-	821	279.1
65	Pantzar, Dick	HSS	SPORTS-	612	208.0

* WON FLY-OFF for 2nd

TEAM SCORES

PSA	HSS	NCC	ISS	SULA
996.6	1000	961.9	938.1	933.4
995.2	984.7	952.1	920.1	900.1
988.1	974.5	943.2	906.5	876.3
968.7	965.3	941.5	853.2	832.8
<u>3948.6</u>	<u>3924.5</u>	<u>3798.7</u>	<u>3617.9</u>	<u>3542.6</u>

15 Minute 'Add-em-up'. Precision DurationContest Rules

- 1) Three rounds, no flight over seven minutes.
- 2) 1st two rounds scored to the nearest minute:
(e.g., 3 minutes 30 seconds = 3 minutes less 30 seconds penalty deduction; 3 minutes 31 seconds = 4 minutes less 29 seconds penalty deduction)
- 3) Last round target time will be in even minutes depending on even minute scores of the first two rounds (e.g., if even minute times, not counting deductions for over or under, are five and six minutes, (totalling 11 minutes), the last flight target time will be four minutes.
- 4) Each second of flight time will count three points, and over or under time will deduct three points per second.
- 5) Landing will be with normal (i.e., 25-foot) landing tapes with a maximum of 100 points per landing.

Scoring

The maximum possible points for the contest is 3,000 -- 2,700 flight points and 300 landing points.

Editor's Column

Well, the gales that blew at Fresno during the Dr. Pepper contest sure gave us some new flying experiences. It's amazing how many pieces a 'Pantera' can become after it crashes nose-first into a concrete road! Planes of all types were demolished, and many a trek was made into orchards and wheatfields for retrieval purposes. One plane, lost in a farmers field on Saturday, was retrieved on Sunday only with the help of an ultra-light specially "chartered" to spot the plane, so that someone in the field could then retrieve it without causing too much damage to the farmer's crop.

Saturday's starting field of 80-85 was reduced to approximately 50 by Sunday. Some "drop-outs" were due to damaged planes, others were some low-scorers who didn't feel it was worth risking their planes any further in the windy conditions. On Saturday, most of the planes that managed to land in the circle were blown over before the tape arrived, despite the urgent rush made by the judges to try to reach the plane before it was toppled. So the scoring was interesting. Many fliers had a lower score after a flight than they'd had before it. Anyway, we'll all have a chance to try similar rules at our own club contest this month!

Last Saturday night I joined the Torrey Pines Gulls for some night flying. They had purchased cyalumes from a diving supply store, and these were taped to each plane's nose and wing tips. Even without thermals that night, it was still great flying. Maybe our group can organize a "Fly-by-night" some time - perhaps following a family barbecue.

Tony Martin

Thermal Trivia

Well guys, we have been rained out, winded out, mudded out - what else can happen? The contest season is upon us again and the SC2 at San Marcos is history. The strange behavior, weird looks, sweaty palms, shaky hands and glossy eyes are beginning to be noticeable at the field.

SC2 contests are a lot of fun to fly in. (After I said all of that)! For the benefit of new members, SC2 stands for Southern California Soaring Clubs. Five clubs make up SC2 in the Southern California area, and each club hosts a contest during the spring and summer months. Usually 50 - 60 pilots fly in these contests, which have two classes of pilots - sportsman and expert.

I believe these regional contests are a great way to develop and sharpen flying skills, exchange information, renew old friendships, meet new people and have a lot of fun. There is a lot of camaraderie and support from our own club as well as from other clubs. Be sure to bring your lounge chair, straw hat, sack lunch, iced tea, beer, tool box, "Hot Stuff", sailplane, transmitter, wife and/or girlfriend.

In a recent P.S.A. newsletter, Randy Bratrud, their V.P. and a friend of mine, wrote an article titled The Winners Edge. I would like to quote a portion of his article: "Winners have learned to focus on the positive, rather than dwell upon their mistakes. Learn to recognize your mistakes and applaud them. They are your best teachers. A change in attitude will always cause a change in effect. Approach your contest with an 'I want to' and not an 'I have to' attitude and motivation ceases to be a problem.

'Compete only with yourself. The main reason people drop out of contests is that they compare themselves to others and they feel they don't stack up.'

I believe setting realistic goals for yourself, competing only against yourself, being open to constructive criticism and having fun are all important in contest flying. I'm still working on all of these.

Safety

A few years back the following accident happened at another field. Several pilots were gathered around a winch untangling a backlash when someone lit a cigarette and KaBoom! The pilots were knocked on their fannies and, needless to say, were wondering what in the world happened! Fortunately, no one was injured because they were not standing over the battery when it exploded. Lead-acid batteries release hydrogen and the conditions were right for an explosion. The moral of the story should be clear! The possibility exists of a lead-acid battery exploding when a spark or flame occurs.

Congratulations to the following pilots for doing well in April contests: North County Clouds SC2 1st place overall Tom Chasteler. Dr. Pepper at Fresno sportsman class: 1st Tony Martin, 3rd Jim Frye, 4th Al Cron, 5th Fred Biddle. Dennis Brandt of P.S.A. was first place overall and will have his name engraved as the first winner of the Dr. Pepper perpetual trophy

Rich Garner

Fresno Trip (Dr. Pepper Classic)

April 11, 1986: This day may have been filled with anticipation for some, as cars, campers, vans and trucks loaded with people (and, more importantly, planes) pointed their noses north. This odd conglomeration of the human race was to represent the famous Harbor Soaring Society at the Dr. Pepper Open. They began arriving at the Water Tree motel at all hours of the day and night. In this group from Harbor there was no age limit. Ages ranged from 10 months to ...

Saturday began with breakfast, as usual, then to the field for the pilot sign-up. Arriving at the field, we had a small breeze. The wind blew from a gentle 6 knots to 45 or so. An announcement was made to sacrifice your bodies and save the gliders. In fact, the bodies did start to take on a battered look and toward the end of the day the gliders looked pretty good.

Four rounds were to be flown on Saturday, but due to the wild, unpredictable winds, only three were flown. Some pilots chose not to sacrifice their planes and flew only two rounds. On Saturday airplane casualties ran high because of the unpredictable funnel clouds touching down.

Dick Pantzar found something to numb his contest jitters. It consisted of taking long slurps from a bottle with a funny green label that said 'Kamchatka.' (I think most of us knew it was mineral water.) Dick said, "Amazing what a little slug does for thermalling".

After being frozen, beaten and battered by the wind, the contest for the first day ended and we all went back to the motel and to dinner. Dinner was a normal affair. It was like having dinner with 24 escapees from a mental hospital. "Gordie, get out from under the table." " Dick, get your face out of your plate." Oh, heavens! "Tony don't wash your hands in your water glass." "Jack, the table is not a bed." "Jim, do you mind taking your feet out of the salad." "Fred, the butter and salad dressing is not for finger painting", and "Al, please stop dancing on top of the table." There wasn't a straight one in the whole group except, of course, for me.

Saturday night everyone retired early because the pilots had been up rather early that morning.

Those who stayed at the motel had breakfast together some time before 6:00 a.m. Now that breakfast was a real experience! Our ordering confused the waitress, who thought Gordie was the slickest thing on two feet. He finally convinced her that he should get his orange juice free. She was ready to give him the whole store free. Gordie's order was not only mixed up, but they were late getting it to him. So, by the time we left the restaurant the waitress wanted Gordie's phone number and address and even what type of glider he was flying.

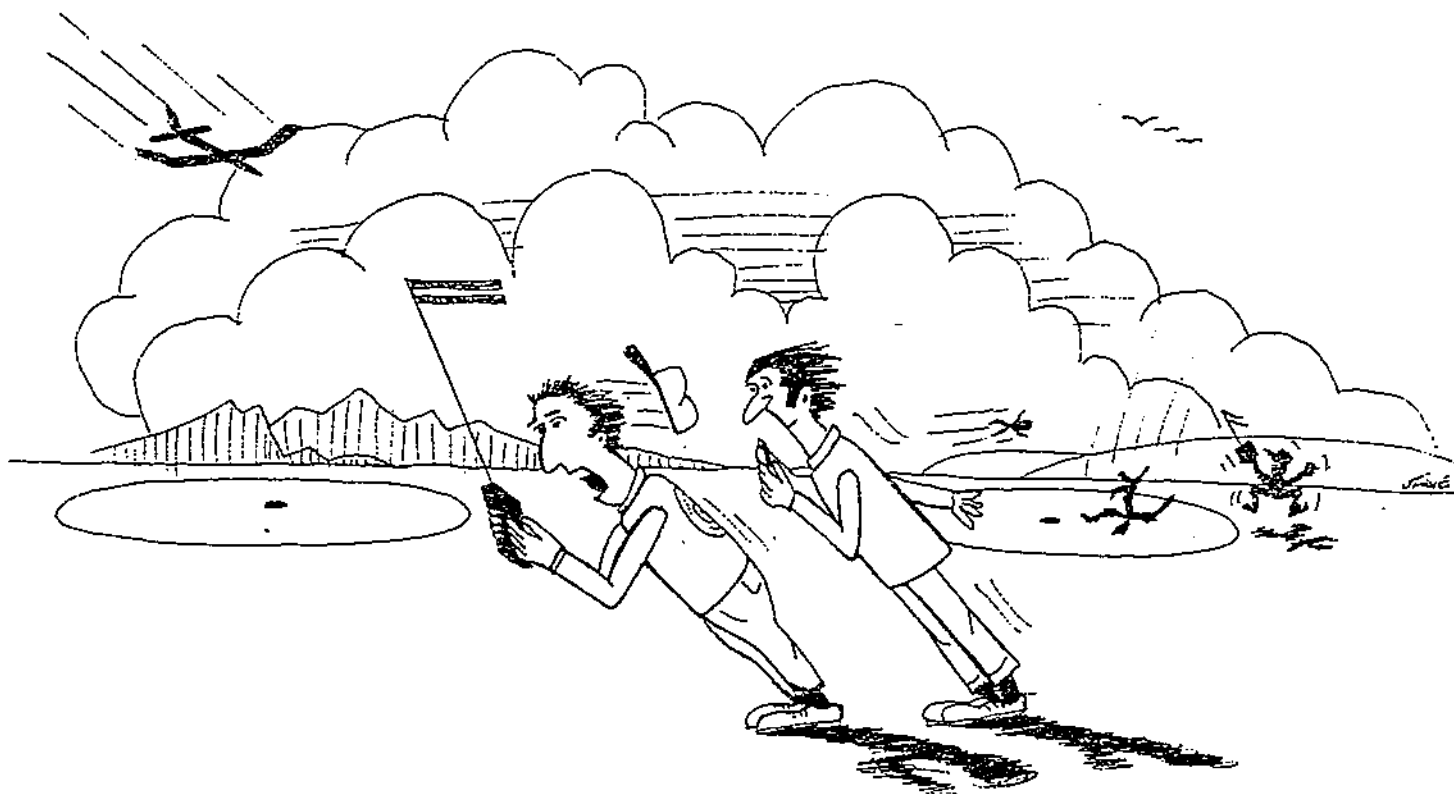
Sunday started cold and crisp, so we took up our field positions behind Jack's camper, so that any wind would be blocked. The day turned out to be sunny and hot, with occasional gusts of wind and dust-devils. With the change in the weather, our guys were able to fly much better.

The contest was run smoothly, as usual. The friendliness of this contest is something Fresno can be proud of. An example of how friendly the Fresno people are: At lunch on Sunday, if you bought something from their lunch wagon, Snake would sing you a song. Now that is friendliness! Who could ask for more?

As the day grew to a close, it was time for the raffle. We all gathered in the C.D. area. All pilots received a free raffle ticket. Dick Pantzar won a Gemini glider kit. After the raffle, the awards were given. As you already know, Harbor made more than a respectable showing.

This was the fourth Dr. Pepper Classic I have been to. Each year people get friendlier and it's nice to see old friends again. The Fresno club tries to make everyone feel at ease and have a good time. The contests are always well organized and well run. I feel this was the best and most fun. You learn something new at each contest. I learned that I can blow-dry my hair with a MonoKote heat gun. All joking aside, this year's Dr. Pepper was the best.

Donna Biddle



WIND, WHAT WIND?

Harbor Soaring Society 1985 Final Standings
 (Best 8 of 11 Contests)

			Contests Entered
1	Frank Chasteler	7788	10
2	Tom Chasteler	7650	11
3	Rich Garner	7615	9
4	Jack Durham	7609	11
5	Pete Richardson	7587.98	11
6	Morry Smith	7587.70	11
7	Dick Pantzar	7484	11
8	Tony Martin	7474	10
9	Don Nigg	7359	9
10	Gordon Ritschke	7275	8
11	Herman Hall	7271	11
12	Jim Frye	7206	11
13	Fred Biddle	7160	10
14	Al Cron	7020	11
15	Gordon Poulsen	7014	10
16	Dick Rash	6881	8
17	Bob Sliff	6397	8
18	Will Conrad	6361	10
19	John Amies	5800	7
20	Jim Anderson	5537	8
21	Don Manning	5384	9
22	Steve Dow	5143	8
23	Bob Gerbin	4752	5
24	Frank Heacox	4707	5
25	John Lupperger	4627	5
26	Dieter Lamprecht	4200	5
27	Al Mitchell	3326	4
28	Bobby Gerbin	2960	3
29	John Whyte	2905	4
30	Ross Thomas	2359	3
31	Jim White	1821	2
32	Bill Forrey	1696	3
33	Robert Bradney	1686	2
34	Charles Pomo	1487	2
35	Wayne Bradney	1383	2
36	Dan Fink	1266	2
37	Mike Neverdosky	803	1
38	Rosenberg	779	1
39	C. G. (Tony) Lee	764	1
40	Allan Sarver	755	1
41	John Fretwell	633	1

21 flew 8 contests
 16 flew 9 contests
 13 flew 10 contests
 8 flew all contests

HARBOR SOARING SOCIETY (SC) 2 CONTEST 25th MAY 1986

SIGN IN 8:00 A.M.
 PILOTS MEETING 8:45 A.M.
 FIRST FLIGHT 9:00 A.M.
 CUT OFF TIME FOR SIGN IN 9:45 A.M.
 ENTRY FEE \$5.00

CONTEST CO-DIRECTORS

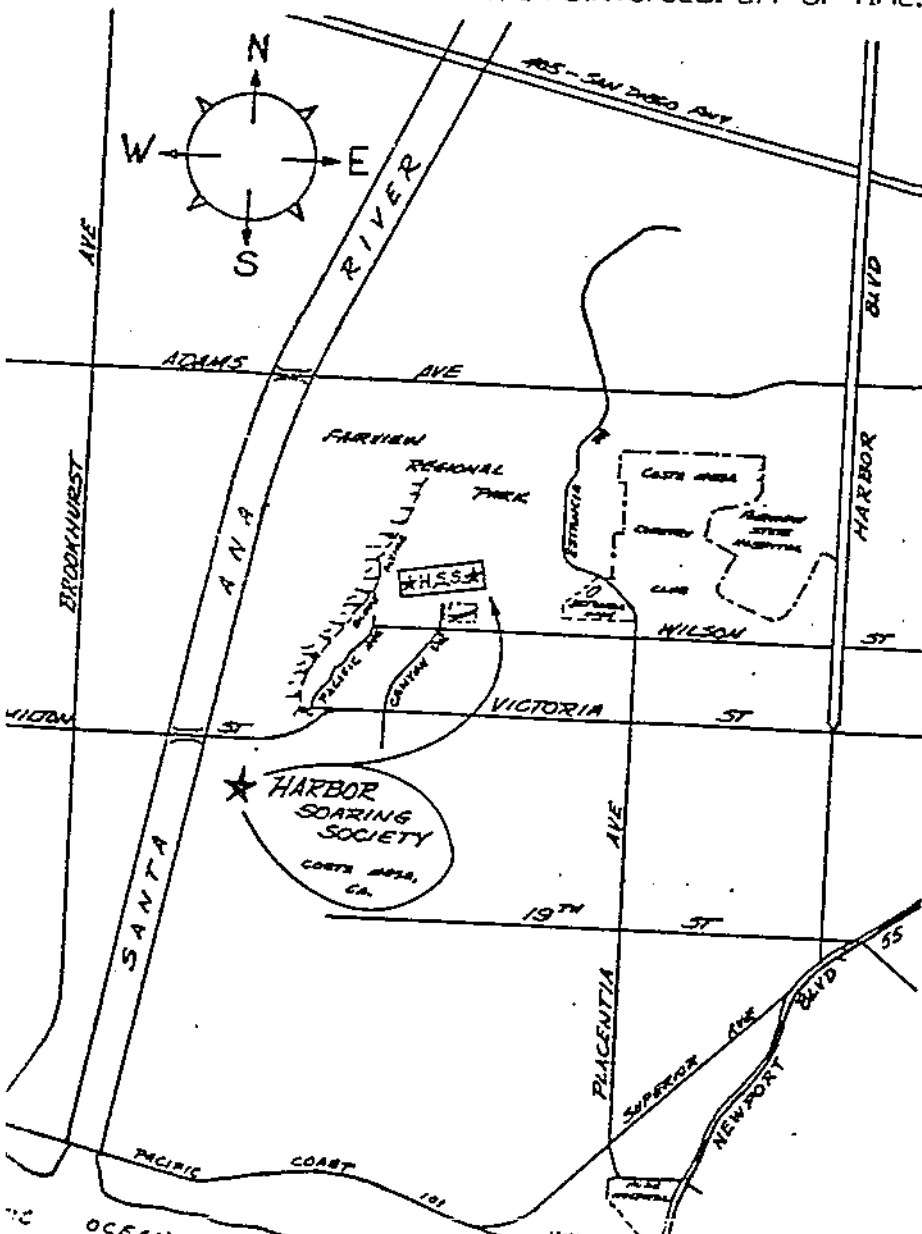
HERMAN HALL (714) 637-2704
 FRANK CHASTELER (714) 545-2185

AWARDS to TOP 5 and TOP 3 SPORTSMAN

ROUND #1
 ROUND #2
 ROUND #3

CONTESTANT FLYS A, B, or C

- A) 3 MIN. FLIGHT AT 700 POINTS. 4 POINTS/SEC. OFF OF TIME. LANDING AT 300 POINTS.
- B) 5 MIN. FLIGHT AT 800 POINTS. 3 POINTS/SEC. OFF OF TIME. LANDING AT 200 POINTS.
- C) 7 MIN. FLIGHT AT 900 POINTS. 2 POINTS/SEC. OFF OF TIME. LANDING AT 100 POINTS.



STANDARD 25 FOOT LANDING CIRCLE

WINCHES ARE ALL 12 VOLT.

LINE LENGTH AT 800 FEET.

LANDING SURFACE IS DIRT AND MOWED WEEDS

NOTE

FOOD & SOFT DRINKS WILL BE AVAILABLE AT THE FIELD

*576-1788
 Row Upman
 11/11/86 571-5168*