

**Newsletter
of the
Harbor Soaring Society**

**December, 1994
VOL. 31 NO. 12**



H.S.S. BOARD MEMBERS

President: Steven Fink	(714) 645-0459
Vice President: Sean Monahan	(714) 631-0719
Secretary: Eric Marcussen	(714) 730-7998
Treasurer: Del Marcussen	(714) 730-7998
Contest Coord: Mike Aguirre	(714) 645-6419
General Dir: Andy Sanders	(714) 751-9235
Ross Thomas	(714) 638-0705
Newsletter Ed: Pete Young	(714) 892-3473

NEWSLETTER SUBMISSIONS

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.

MEETING LOCATION

Hobby Shack Retail Store, Bandilier Circle, Fountain Valley. The meeting will be held in the back storeroom of the store.

PRESIDENT'S MESSAGE

As we approach the holiday seasons and the end of 1994, some interesting developments have taken place. Roger Lackey, pilot extraordinaire, has taken a long step forward and volunteered to be HSS President for 1995. Other voluntary commitments for Board positions include Will Conrad for Treasurer, Ben Clerx as Secretary, Pete Young as Editor, and Ross Thomas/ Mike Aguirre serving as a team for Contest Coordinators. Along with Gerald Briggs at VP and Dave Nemecek as General Director, that completes a new Board which, barring any other nominations, will be taking the reins of our club for the New Year. Congratulations to all.

It has been my pleasure to serve our members for 1994. I could not have been more blessed with the dedicated Board members this year! The dynamic duo, Del and Erik, kept us balanced and informed. Sean provided general support. Andy stepped in to close out legal issues and to conduct monthly meetings in my absence. Ross continued to bring launching equipment to the field, and the venerable Pete Young kept things moving. My thanks to you all.

- Steve Fink

HSS MONTHLY MEETING

¶ The November meeting called to order by Steve Fink.

¶ Treasurer's reports accepted as read.

¶ Ross Thomas noted the poor turnout for SC2 monthly contests as well as HSS fun flies. A long discussion ensued on ways to improve attendance.

¶ Mike Aguirre reported that HSS has a slim lead in the SC2 standings going into the final contest @ SULA. HSS took the lead in season points after trailing all year.

¶ Ben Clerx and Roger Lackey commented on the lack of fun at recent competitions and suggested trying man-on-man competitions with landings de-emphasized. This would spotlight piloting skills and hopefully attract those who don't want to "lawn-dart" an airplane trying to nail a landing.

OLD BUSINESS

¶ Club nominations for the 1995 board were opened. Gerald Briggs had previously volunteered for Vice President, and the nominations proceeded as follows:

Roger Lackey - nominated for President

Dave Nemecek - volunteered for General Director

Will Conrad - nominated for Treasurer

Ross Thomas and Mike Aguirre - nominated for Contest Coordinator

Ben Clerx - volunteered for Secretary

Pete Young - volunteered for Newsletter Editor - again!

All nominees will be appointed at the December

meeting barring any other nominations.

NEW BUSINESS

¶ Roger suggested creating a survey of club members' interests in order to promote more club participation. Questions will be formulated to find out what can be done to bring more people to meetings, contests and fun fly days, as well as finding out what's fun and what's not.

Chris Cabaj suggested looking at what other clubs are doing, particularly the Torrey Pines Gulls, who boast monthly meeting attendances of 90+. Any ideas for questions or comments should be directed to Roger or any board member.

¶ Steve will be picking up new winch and retriever line - contact him if in need.

¶ Steve told a very funny joke - see what you're missing when you don't attend a meeting?

¶ Meeting adjourned.

Erik Marcussen, Secretary

FYI

FLASH: Jerry Bridgeman 1st individual at F5E Electric World Champs, USA team second overall ... at SC2 finale at SULA, HSS team finishes a strong second to TPG, PSS a close third ... Congrats to Mike Aguirre, Ben Clerx, Roger Lackey, and Ross Thomas for their strong SC2 showings for 1994, let's get more HSSers in there next year ... R.I.P. (Rest in Pieces): Nick Buz-olich's 122" Mako ... Seen at the field: Mike Carrico's 1.5M NSP Chuperosa, Pete Young's 2M Easy Answer and 5.5 oz V-tailer...

Visalia Fall Soaring Festival

Exceptionally good flying conditions greeted fliers at this year's Visalia Fall Soaring Festival, the 21st running of this major soaring event hosted by CVRC. 214 registered fliers were tasked to fly 5 rounds of precision duration on Saturday (3", 5", 7", 6", 4") and 3 rounds (4", 6", 8") on Sunday. Landings were scored in a series of rectangular zones with possible bonuses of 10%, 15% or 25% of target score.

CVRC's organization and efficiency continues to be exceptional, and the weather cooperated by being moderate with mild crosswinds - no searing temperatures and strong tailwinds as in previous years, thank you.

HSS' Roger Lackey blitzed the field by leading from start to finish - a truly impressive achievement and demonstration of consistent and superior flying. For his #1 placing, Roger won round trip tickets to Guatemala, courtesy of TACA Airlines and Team Guatemala.

As always, the kibitzing, tale-telling, and renewals of old friendships added to the enjoyment of the "Visalia experience." There were also the latest in "gee whiz" sailplanes and sailplane products - truly a sailplaner's version of "sailplane heaven."

Here's a quick run-through of interesting sailplane products. Christine Cassidy AKA the Bag Lady is marketing absolutely superb glider carrying nylon bags which are sized to fit all the

popular sailplane designs, or to any supplied specs.

Mark LeVoe has added a 100" Super V to his Unlimited and 2M line. Ron Vann's new Spectrums and Prisms looked terrific, and Ron flew a Spectrum into the top ten. Barry Kennedy of Kennedy Composites had very high quality obechi; he's also a distributor for Slegers' International line of sailplane products.

--- reported by Pete Young

K&A Models Unlimited

Editor's note: Ken Williams was a recent speaker at the November HSS monthly meeting. The following is a summary of his remarks.

Ken is the sparkplug behind K&A Models based in Lakewood, CA., specializing in high performance thermal and slope gliders. K&A presently produces 9 kits available through hobby shops and discounters. The Mini-1 was his first kit design and was first produced in 1987; it is an extremely aerobatic sloper and is still available, a testimony to its popularity. The 59" HLG Thermal-Buster is now available with either a glass or balsa fuselage. Ken's other projects are each unique and well-executed.

Ken described movie projects that he was involved with while working for Larry Jolly; these included Flight of the Intruder, Cliffhanger, Forever Young, and Honey I Blew Up the Kids. For Forever Young, Ken built a 22' B-25 using vacuum bagged foam wings; this plane is featured

K&A Models, cont.

in a spectacular crash in the movie's opening scenes. For a Disney movie, he built a full size replica of a sports car out of composites; it was used as a "toy" for a "giant kid."

Ken currently provides fabrication services for model manufacturers. He has a semi-automatic foam cutter which can cut 100 wing sets per hour and he has cut wing cores for Global's 1/2A SST and Super Ridge Runt, and Estes' Astro Blaster rocket glider. Ken also described his work producing 150% full size "master tooling" used to develop dies, tooling jigs, etc. for various Cox Hobbies projects.

K&A will be introducing a new slope glider series in early 1995 called the "Honest Warbird" series. These are slope scale designs of the following: P-38 Lightning, P-40 Warhawk, P-51D Mustang, and F4U Corsair. Ken showed us his prototype P-38 which features fiberglass pods and fuselage booms - very impressive work with exceptional craftsmanship.

Ken does all his own composite work and does not use seam tape on fuselages, instead using wet layup lap joints which are lighter and stronger. He has made "Madera" all-composite Unlimited racers. An admitted perfectionist, Ken uses high temperature epoxy resin produced by BJB of Santa Ana; this takes 7 days to cure but is thermally stable to 350 deg F, compared to the 125 - 150 deg F range of more commonly used resins which are also twice as heavy.

Ken closed his presentation by passing around kits and completed models that he is currently producing. He passed around glass fuselages for his current kits; the workmanship was impeccable and weights were very low. Ken fabricates all his own tooling and plugs, and recommends "never" dry-sanding fiberglass fuselages - use 400 sandpaper, wet. The high quality of the fabrication and kit engineering was evident and very impressive. The HSS members were all extremely impressed by Ken's enthusiasm and energy, and thanked him for an excellent presentation.

GNOME 100 - BIGGER IS BETTER by Jerry Briggs

After building a Gnome 2M, I got the urge to build a 100" span Gnome. My goals were to improve performance and be able to launch full blast off a 12V winch. Building tips from Pete Young, Steve Fink, and Ross Thomas were used in modifying a 2M kit.

Wing: The W-1 center section ribs were duplicated so that the center sheeting extends two additional rib bays out from the center. A beefier center section dihedral brace made from 1/8" aircraft plywood extends out 16 inches from the center. The trailing edge was made from 1/4 inch by 1 inch stock; this adds strength and reduces the trailing edge angle from 18 deg to 14 deg. The ribs were sanded to transition into the trailing edge smoothly. The wing was made one piece for additional strength.

Spoilers were made using leftover 1 inch TE stock and

Gnome 100, cont.

are 4 rib bays wide starting 12 inches from the center. An Airtronics 102 servo, hard-mounted into the wing center section, drives the spoilers with Sullivan #507 metal cables.

The stock wing tips were used as a form for building new tips. Two 3/16" by 3/32" balsa strips were laminated around the curved outlines, then 3/16" sq. and scrap TE stock was used to complete the new, lighter tips.

1/4" tip panel washout was built into the wing during construction. The center section was glassed with 2 oz fiberglass cloth and two coats of resin. Final covering was with Super Monokote for stiffness and strength. Total wing area is 825 sq. in.

Fuselage: I narrowed the fuselage to 1 3/4" to minimize drag, extended the tail moment 2", and added 1" to the nose. I used 1/2" balsa triangle stock for full length fuselage longerons, both for added strength and to allow extensive shaping to make the fuselage as round as possible. 1/4" balsa was added to the fuselage bottom from the nose to just before the towhook.

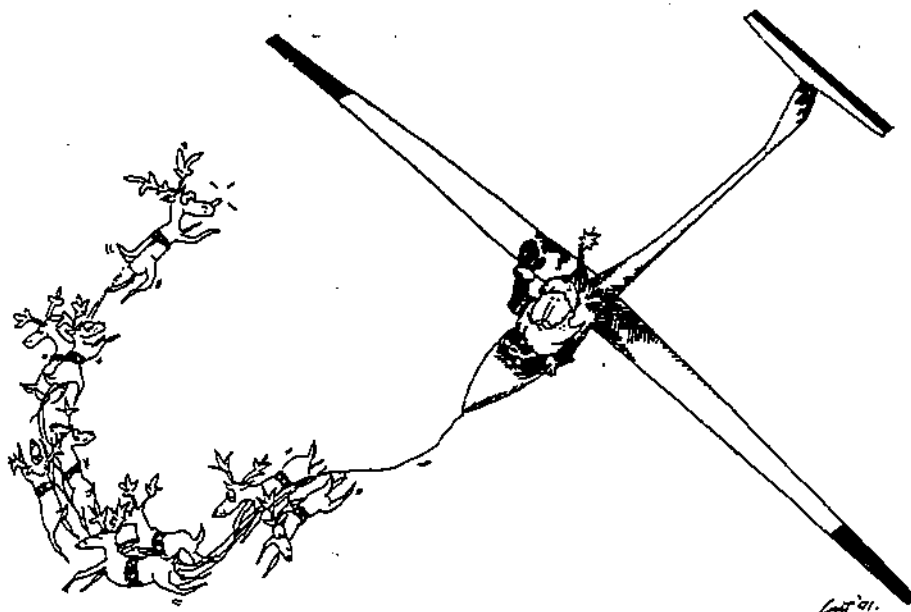
1/2" balsa triangle stock was used to make fuselage fairings for wing support and strength.

4 oz cloth was used from the nose to 2" behind the wing TE, with 2 oz cloth running from there back to the tail. A Zeiglemeyer 3/16" towhook with a ballast attach post was installed. Airtronics 102 servos were used for rudder and elevator control with Sullivan #580 carbon fiber cablerods.

Rudder and elevator: The rudder height and width were increased 1". Elevator span was increased 2" and the width increased 1/2". 3/8" triangle stock was used to reinforce the rudder and elevator junctions.

Flight setup: Initial flying weight came in at 60 ounces. After several test flights, ballast was added for evaluation. At 64 ounces (11.2 ounces/sq ft), flying qualities are noticeably improved. The CG is 3" from the LE and the towhook is 1/4" in front of the CG.

Editor's note: Jerry's 100" Gnome launches, flies, and lands superbly. It is one of the best flying polyhedral ships that I've ever flown. A well-done redesign project.



HOLIDAY GREETINGS
FROM
THE
HARBOR SOARING
SOCIETY!!

Harbor Soaring Society



P.O. Box 1673
Costa Mesa, CA 92628

A.M.A. Chartered Club
#128

APPLICATION FOR MEMBERSHIP IN THE HARBOR SOARING SOCIETY FOR 1995 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) \$ 6.00
(renewal or new)

FAMILY MEMBER - (For each additional renewal or new member at the same address) \$ 5.00
(Separate applications required)

New applicants making application for senior membership between July 1st. and October 31st. pay a reduced rate of \$10.00. 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 _____

FOR SALE

Harbor Soaring Society hats, shirts, and vinyl patches - Andy Sanders (714) 751-9235.

- Windspiel Kestrel 19 scale glider, 132" span, FG fuse, ready to fly, ailerons, flaps, T-tail, \$400; Super Plank, unlimited thermal design, proven contest winner, 134" span, with Vision 8SP system installed, completely ready to fly, \$850. Blair Atwell, (310) 425-3645.

- Contest winner, priced to sell! Agnew Banshee 2M, ready to fly - 6 servos and switch, \$400, Rx and battery optional. Rahm winch and retriever system with batteries, foot switch, turnaround, chute, line, stakes, \$500. Steve Fink @ (h) 714 645-0459.

- Comergy F3B (Synergy IV molded wings, Muller Comet fuse and tail), very good condition, \$650 with 6 metal gear servos, \$600 with wing servos, includes RX battery, carbon joiner. Muller King, imported from Germany, good condition, \$550 with 6 metal gear servos, \$500 with wing servos only, includes RX battery, carbon joiner. F3E model built by Steve Neu, 80" span, plane only, \$70; with elevator and 2 metal gear aileron servos, \$130; with Astro FAI Cobalt 60 motor and speed control, \$300.

Airtronics 94732 servos, 4 for \$85. Contact Don Edberg, (714) 552-1812 for info. All prices negotiable.

- Airtronics Championship Series FM system, 7 channels,

Ch #26, gold stickered, 2 dual conversion 8 ch FM/PPM RXs, new TX and RX batteries, 4 94831 BB mini servos, 4 mixing modules, many other extras, \$215. Airtronics TX carrying case, \$20. Morry Smith (714) 548-5353.

- 2 Mako's, RG-15 or SD 7037 airfoil, reduced to \$300 OBO. Sealy Laser, S-3021 airfoil, glass fuse, balsa/foam wing, 124" span, slip-on nosecone, kit NIB, \$140. Mike Aguirre (714) 645-6419

- Falcon 880, SD 7037, with 4 JR 341s, 2 Airtronics 102s, RCD Rx, Vision Ch 57 module, wingbag, battery, harness, \$525 firm, \$400 with servos only, \$250 airframe only. Curt Nehring, (909) 592-2105.

- P-51 Penetrator high performance slope ship, NIB, \$65. Kyosho scale Zero, ARF electric with 05 motor, battery, props, etc, still in box, \$130. Pat Stoker, (310) 598-9029.

- LJMP Meteor, NIB, glass fuse, 120" span, \$140. Airtronics Legend, NIB, \$180. Ridge Rat, glass fuse, RTF, \$75. Midwest Silent Squire, foam wing, NIB, \$30. Dave Nemecek (714) 775-7196.

- 2M Whisper, RTF less radio, \$125. Bill Duncan, (714) 892-8665.

- Gold Coast Vortex 2M, DCU Wind Weasel, call for prices. Futaba FP-7FG 7 ch radio, TX & RX + RCD Platinum RX, \$95. FP-4FG 4 ch radio, TX and RX, \$60. Pete Young, (714) 892-3473.

What's New in Sailplanes

Courtesy of Rocky Mountain Soaring Association

by Tom Gressman

It is most interesting to contemplate the progress made in sailplane design since my introduction to R/C soaring in 1977. One could take the position that the 90's represent the golden age in our hobby. The computer radio, Princeton tunnel tests, the use of new airfoils designed with programs that predict performance polars (much of which we owe to aerodynamicists such as Dr. Selig), new wing planforms, wing tip experimentation, exotic materials such as carbon fiber, kevlar and new construction techniques, have expanded the envelope. Competition in the F3B, F3J, thermal contests, and slope racing have been the empirical arena in which many concepts have been verified or rejected.

I thought it might be of interest to briefly discuss some of the new designs that are about to be available from the amazing cottage industries that represent the source of kits for the R/C soaring enthusiast.

Layne/Urwyler: These fellows have been turning out a number of competitive designs over the years including the 2.9t and 3.0 Saturn's. Byron Blakeslee remarked that the 3.0 Saturn is still a standard by which he measures other designs. Currently two other Saturn designs are under development. The Saturn X project has a number of prototypes flying that use the 2.9t fuse, are glass bagged, have a 118" span, with a Quabeck 2.5/9 transitioning to a 2.5/8, 980 sq. in. and a flying weight of approx. 70oz. Additional experimentation is now under way with a new approach to molded wings and the new Selig S7012 section. This project should produce a very competitive ship. Another Saturn in the works and currently flying is the Saturn F3J. This Saturn uses the Saturn 3.0 fuse with the 2.5/9 to 2.5/9 section on a 130" wing.

NSP: After more than a year of development of a no compromise kit, the Opus 750 designed by Dr. Selig is now available. Observing Michael Selig's Opus 750 in Denver during the summer of 1993 convinced me that an extremely efficient design at a low wing loading (less than 9 oz. per sq. ft.) Could be very competitive. I have wanted one of these from the very start as I think that its approach is logical and it represents some state of the art aerodynamic features in fuse design and new airfoils designed from Dr. Selig's Profoil program. The S9037 and sections designed especially for the vertical and

horizontal stabs are unique to this design. I encourage the reader to read the extensive article in the NSP catalog which discusses the design philosophy of the Opus 750. The kit is flying at 45oz. And is contest balsa over foam with such weight reducing features as a CF wing joiner. The kit version should be stronger than the all-wood version we saw in '93. I have seen the glass fuse and it is quite aesthetic.

RNR: A new 2 meter called the Evolution is an all molded kit with a SD7037, parabolic two-piece wing and a horizontal stab placed high on the vertical stab. The fuse uses a slip-on cone. Reported flying weight is in the 40 oz. region. At 650 sq. in. This puts the wing loading at less than 9 oz. per sq. ft. These are available through Slegler International and, of course, RNR.

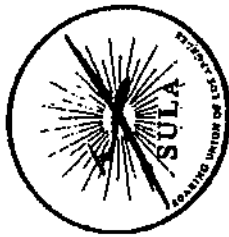
Slegler/Mark Allen: you probably have seen the ads in RCSD for the Skyhawk. Bighorn, Jack Zika and I have these kits in our possession. The fuse is an exquisite gel coat with a flush-fitting canopy made from carbon fiber. The Skyhawk is also available with a molded stab. Word from my good friend out east, who is a major Weston fan, is that the Skyhawk took a 1st on day one and a 2nd on day two, for an overall win on the last contest of the ESL circuit. Apparently, the Skyhawk did very well on a day that had little or no lift and was deadly on landing. Slegler will also have the Selig/Olsen Blackhawk available within 30 days. The Blackhawk has been written about or photographed in many of the monthly publications. This design not only represents the latest thinking in airfoils but in structure with a seamless, one-piece CF wing structure. Slegler is also about to release a new V-tailed 2 meter designed by mark Allen. This lightweight design will use the new S7012 and is named Vulcan..

CSR: The F3B raider is about ready to go and is available in a thermal 70 oz. version.

Levoe Design: At Visalia, a new 100" super v at 47 oz. with wing area in the 800 sq. in. range was flown. This may be the golden age with a very large number of excellent designs available. The Selig tunnel tests at university of Illinois may also create a new group of sections that will enable us to soar faster and further. These are indeed exciting times.

Tom Gressman

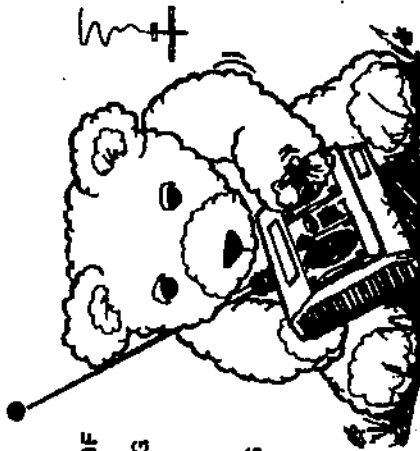
NEW LOCATION
THIS YEAR



6th ANNUAL

TOYS FOR TOTS CHARITY SOARING CONTEST

THREE ROUNDS OF
THERMAL
DURATION FLYING
PRIZES THRU
5th PLACE
CONTEST STARTS
AT 9 A.M.



ENTRY FEE IS A
NEW TOY WORTH
\$10 OR MORE

TOYS WILL BE
COLLECTED BY
THE U.S. MARINES

DECEMBER 4th 1994

NEW LOCATION - THE SULA FIELD AT CAL STATE DOMINGUEZ HILLS

HELP US BRIGHTEN THE CHRISTMAS OF
NEEDY CHILDREN EVERYWHERE

THE WESTERN STATES TRIAD IS ON

At a special meeting held at the recent Fall Soaring Festival at Visalia CA., it was unanimously agreed to go ahead with the proposed WESTERN STATES TRIAD series in 1995. This event is a compilation of scores from the three major soaring contests in the western US.

The meeting adopted the proposal as amended, and the details are:-

The three contests used to determine the Triad winner will be, 1) The SWMSC held in Gilbert Arizona. Traditional date is the first full weekend in February. 2) The Rosebowl Soaring Festival in Pasadena California, the 1995 dates are to be 5th & 6th of May. 3) The Fall Soaring Festival in Visalia California. Traditional date, the first full weekend in October.

Points from each contest (open class only in the case of the Rosebowl) will be normalized and added.

A significant trophy will be awarded, bought with contributions from each host club. The trophy will be awarded at the Fall Soaring Festival in Visalia. Computerized record keeping will allow almost instantaneous determination of the winner.

The Annual trophy will be returned to the C.D. at the Fall Soaring Contest the following year after it is awarded and the previous winner will be presented with a plaque or replica of the perpetual trophy.

Teams representing any AMA chartered club will also compete for an annual team award. The members of the team need not be the same at each contest.

The winning team will be presented with a banner suitable for display on club tents or awnings with the club name, the names of all pilots involved in the team effort, and the year for which it was won.

The purpose of this TRIAD is to add another dimension of interest to the growing sport of Radio Controlled Soaring.

Get those entries in, you can't win if you don't fly!

Press release to all western states newsletter editors for immediate publication. From Iain Githero CASL.

OPEN CLASS BEST 7 OF 9

	OPEN SCORES	1	2	3	4	5	6	7	8	9	TOTAL
1	MIKE AGUIRRE		1000	1000	986	899		1000	996	994	6875
2	ROGER LACKEY	926	986		988	997	987	980		990	6854
3	BEN CLERX		994	908	1000	1000		812	1000	1000	6714
4	TOM VINCENT		987		933	960	929	972	923	914	6618
5	ROSS THOMAS		942		999	830	932	915	969	785	6372
6	AL CRON	921		843	909	848		786	849	765	5921
7	MIKE CARRICO	887	989	928	872	931			979		5586
8	JIM PARSONS	795		971	961	927		730		975	5359
9	DAVE NEMECEK	821	915	882				731	970	958	5277
10	STEVE FINK	1000	988	854	986	838					4666
11	RICK BRIGGS					771	761	918	868	946	4264
12	NORM KUTCH	879		790		505	933	837			3944
13	JOHN BIKLE	990		864	869					899	3622
14	MANNY TAU	830	975	926				750			3481
15	NICK BUZOLICH	739	921			922			849		3431
16	ANDY SANDERS	936		905	842		748				3431
17	PETE RICHARDSON	914	891	700		870					3375
18	BILL DUNCAN		562	890	871			919			3242
19	PETE YOUNG	689		754				581	925		2949
20	JERRY BRIDGEMAN		978	951			959				2888
21	PAT STOKER	957	985				855				2797
22	RANDY BRATRUD			931	867		842				2640
23	ERIC THORNTON			465		584				817	1866
24	BOB SLIFF			814			961				1775
25	LARRY ENGER		965	611							1576
26	DICK PANTZAR	670	820	83							1573
27	GERALD BRIGGS	644	772								1416
28	MAC KIELTYKA	604	691								1295
29	GEORGE AZVEDO			460						712	1172
30	GORDON RITSCHKE		978								978
31	FRED BIDDLE		962								962
32	CURT NEHRING		780								780
33	PAUL STUBB				748						748

2 METER BEST 7 OF 9

	NAME	1	2	3	4	5	6	7	8	9	TOTAL
1	MIKE AGUIRRE		982		966	1000	975	1000	1000	947	6870
2	ROGER LACKEY		1000	888	1000	671	1000	971		1000	6530
3	ROSS THOMAS	934			949	975	818	754	831	750	6009
4	STEVE FINK	793	989	1000	841		861	470			4954
5	GORDON POULSEN			281	902	852	885	635	338	611	4504
6	BOB SLIFF	1000	992	868		968					3828
7	PETE RICHARDSON	769	985	884			890				3528
8	NORM KUTCH	486	656	964			283				2389
9	JIM PARSONS	796		642	773					958	3169
10	ERIC MARCUSSEN	674	717	603							1994
11	SEAN MONAHAN	996	998								1994
12	NICK BUZOLICH	543	743	479							1765
13	BEN CLERX			869	802						1671
14	RICK BRIGGS							626	831	938	2395
15	MAC KIELTYKA	649	521								1170
16	PETE YOUNG	593						444			1037
17	LARRY ENGER			746							746

NOVEMBER OPEN

	NAME	CLASS	SCORE	NORMALIZED	PLACE
1	BEN CLERX	EXPERT	2972	1000	1ST
2	MIKE AGUIRRE	EXPERT	2953	994	2ND
3	ROGER LACKEY	EXPERT	2941	990	3RD
4	JIM PARSONS	EXPERT	2899	975	
5	DAN WILSON	GUEST	2859	962	
6	DAVID NEMECEK	EXPERT	2847	958	
7	RICK BRIGGS	SPTS	2811	946	1ST. SPTS.
8	JOE RODRIGUEZ	GUEST	2719	915	
9	TOM VINCENT	EXPERT	2715	914	
10	JOHN BIKLE	EXPERT	2672	899	
11	DON EDBERG	GUEST	2654	893	
12	ERIC THORNTON	SPTS.	2429	817	
13	ROSS THOMAS	EXPERT	2332	785	
14	AL CRON	EXPERT	2273	765	
15	GEORGE AZVEDO	SPTS.	2117	712	

RICK BRIGGS MOVES TO ADVANCE

NOVEMBER 2 METER

	NAME	SCORE	NORMALIZED	PLACE
1	ROGER LACKEY	2886	1000	1ST.
2	JOE RODRIGUEZ	2829	980	2ND.
3	JIM PARSONS	2766	958	3RD.
4	MIKE AGUIRRE	2732	947	
5	RICK BRIGGS	2707	938	
6	ROSS THOMAS	2165	750	
7	GORDON POULSEN	1762	611	

OCTOBER CLASSIC

	NAME	SCORE	NORMALIZED	PLACE
1	ROSS THOMAS	2883	1000	1ST.
2	GORDON RITSCHKE	2443	847	
3	DICK PANTZAR	2284	792	
4	WILL CONRAD	1968	683	

DECEMBER MONTHLY

DATE: Sunday, Dec. 11

CD: Ben Clerx

FORMAT: 3 rounds precision
duration, 4", 6", 8" pilot's
choice, graduated circle
landings

EVENTS: Classics, Unlimited,
2M. Classics fly first.

START TIME: Pilots' meeting
8:45AM



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



Charter # 128

DECEMBER MEETING

**DATE: Wednesday, 7 Dec.
7:30PM**

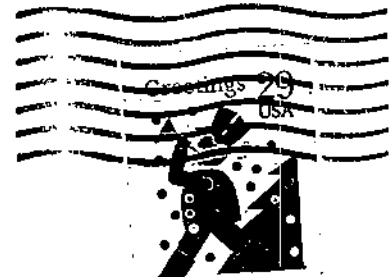
**LOCATION: Hobby Shack,
Fountain Valley**

**ELECTIONS FOR 1995 BOARD
MEMBERS!!**

**RENEW AMA AND HSS MEMBERSHIPS
FOR 1995!!**



**P.O.Box 1673
Costa Mesa, CA 92628**



FIRST CLASS MAIL

**WILL CONRAD
3959 SHRIKE AVE.
FOUNTAIN VALLEY, CA. 92708**

