



NEWSLETTER

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- JUNE CLUB MEETING -

The next meeting will be this Wednesday, June 1st at 7:30 P.M. in the California School Library. The time is getting short for making preparations and planning for our SC² meet in July. Plan on making it to the meeting Wednesday and letting us know what you plan to do to help. (you do plan to help don't you? Ed.) The school is at 3232 California Street, in Costa Mesa.

- JUNE CONTEST -

* June 5th *
 Sunday

Dave Oberman is our lucky Contest Director for the June meet. (you know CD's have more fun, don't you? Ed.) Last months CD arranged, as a special surprise, a lovely little shower. No one can say Phil doesn't know how to come up with something original for his turn! Hopefully Dave has different ideas on the "perfect" contest. Dave will fly three rounds. First, goal post style distance with a four minute max time that starts upon entering the first gate. Second will be two minute precision, and third ten minute precision duration. Rounds two and three have modified precision landings, with down wind half-moon at full points and upwind half at one half value.

- UNOFFICIAL MINI-MEET -

After the rain-out on May 8th, a few Harbor members got together on the following Sunday, May 15th, for an informal fun fly. This does not count toward the Sweepstakes, as many members were away at the North-South Challenge Meet. Here are the results.

1. Frank Chasteler ----- 3000 pts
2. Don Endicott ----- 2758
3. Gorden Ritschke ----- 2496
4. Leo Lake ----- 2080
5. Matt Ontko ----- 1863
6. Jim Russell ----- 990

That's all... I said a few, didn't I? Three rounds of Five minute.

At the first SC² meet held by SULA, our Harbor Soaring team placed First with the following members.

Scott Miller Jim White
 Phil Harris Kirk Hanson
 Frank Chasteler

Good work fellas!

Just learned that the Harbor Soaring Society was once again well represented at the PSA SC² contest May 22nd.

- 1st ----- Scott Miller
- 3rd ----- Dave Oberman
- 5th ----- Ben Clerx
- 9th ----- Neil Taub

PRESIDENT'S CORNER-

Don Endicott brought up the subject of training Timer-Coaches. He pointed out that an expert flyer coach can improve your time in the air. Well now, of course this is possible, because if you follow the expert's advice HE is flying your model, not you. In the Navy, this is called having the conn. The Helmsman twiddles the rudder, but the person telling the helmsman what to do has the conn and is actually steering the ship. Now this kind of coaching is good stuff. Ask for and get all you can get, both at contests and while sport flying (he means practice, practice, practicing in the name of "sport" flying! Ed.) You students who wish coaching during contests are expected to follow protocol, which is that you are quite welcome to expert coaching at contests BUT you are NOT to assume that you are welcome to coach for the expert at that contest. The expert pilot has teamed up with his peers for years and has his own favorite timer-coach and strangers are not suitable. I am sure that the expert pilots at our contests are pretty well talked out and bored waiting for their turn to fly and will be glad to coach for you. The student is expected to ask for help when he wants it. Other clubs have set up elaborate systems to team up students and experts, one by adding their scores at contests, like golf AM-Expert partners another by drawing names from a hat, etc., etc. In my opinion, ALL the pilots in the HSS are sportsmen and do not need to be ruled to death to help out on coaching. There is another type of coaching that is necessary during man-on-man contest rounds. This coach spends most of his time keeping track of the opposition and their relative altitude and position in lift or sink, and keeps his pilot informed at frequent intervals. This type of coach has to be a fast judge of lift for 5 or 6 models in the air instead of just one for the pilot.



At the Nationals, where there will be 17 models in the air in each round, this coach will be a very busy man, indeed. The AMA rules state that each pilot is allowed only one helper with him. This will be enforced at the Nationals. The SC² meets with 6 winches are helpful training but nothing like 17 at once. Hey there Rick Norwood, how many landing spots are you going to furnish at the Nats? 2 for 17, 5 for 17? The man-on-man timer coaches could be trained at Estancia High with high starts. This field is wide enough for a dozen high starts at once, infact at SC² winch spacing of 50 feet, there is room for all 17 providing we could get different frequencies together at the same time. Since the object is to train coaches, high starts are good enough, and short high starts can avoid snarling. Also, the pilots could use the landing and flying training in dense traffic.

...Matt Ontko ..

- TREASURERS REPORT -

Ending balance February	----	\$235.87
New membership income	-----	\$ 65.50
Other income	-----	\$ 83.30
Expenses	-----	(\$151.25)
New balance	-----	\$233.42

A bachelor friend reports he's found that you don't have to take the garbage out more than once a week, if you keep it in the refrigerator... Isn't modern science wonderful?

By the way, how about you guys who win the White/Ontko perpetual trophy award bringing it out to the following months contest? Show a little class and respect to Jim and Matt for their time and trouble to provide the trophy in the first place.

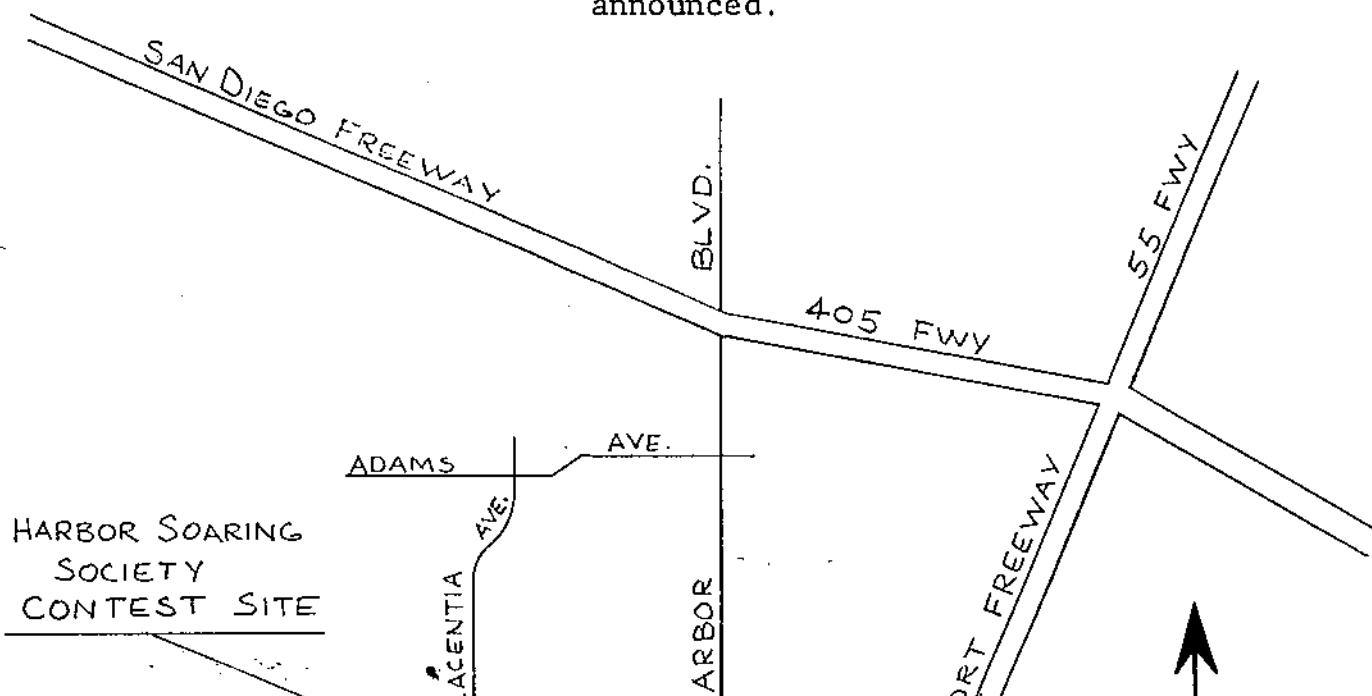
Welcome to the Harbor Soaring Society's Eighth Annual Western Soaring Championships. This contest is the fourth SC² Contest of 1977, and the last major practice meet before the Nationals in Riverside this year. The map shows how to get to our club field which is close to the freeways and easy to find. Come out and enjoy our famous huge all grass field.

DATE: July 24th, 1977

TIME: Registration starts at 8:00 A.M.
First flight away at 8:15 A.M.

FIRST ROUND: We will start with two minute precision and an open flight order. This will allow the first to register to start immediately.

Second and third rounds will be announced.



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