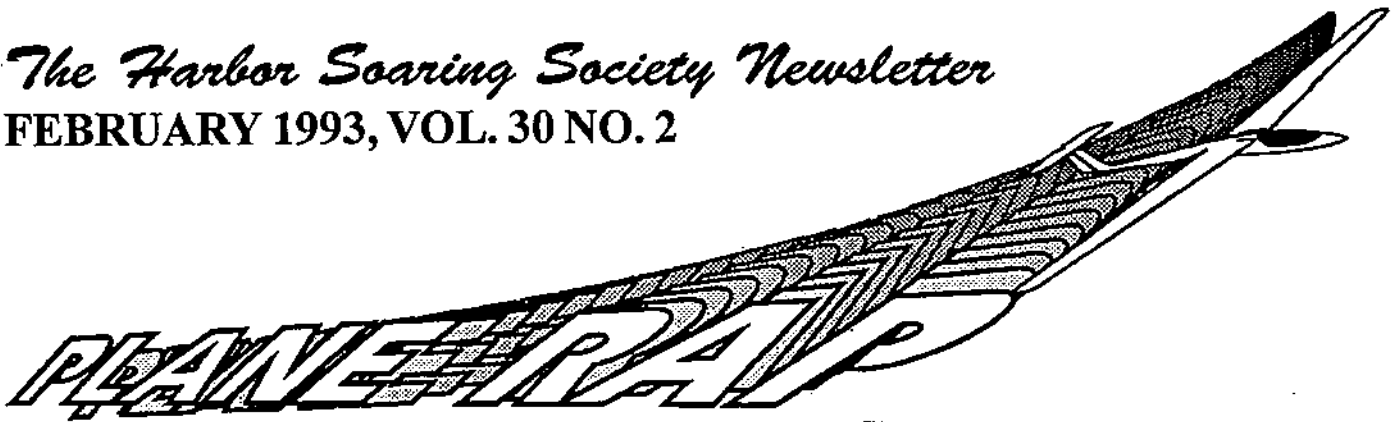


The Harbor Soaring Society Newsletter
FEBRUARY 1993, VOL. 30 NO. 2



FROM THE PREZ

During this past rainy spell, I've been working on new airplane projects and probably so have most of you. One of my goals for 1993 is to have more fun at the monthly meetings, and I'd like to generate interest for bringing our projects to the meetings. I for one would like to see what other club members are building as I want to learn as much as possible about construction, equipment installation, and finishes.

For the February meeting, we'll have an inaugural "show and tell" after the business meeting. I'm planning to bring a new plywood skinned original design, SD7037 airfoil, which uses a Sealy fuselage. Pete Young will show his new HOB 2x6, and all aircraft projects are welcome!

MEETING LOCATION

Lakes at Seabridge Condos. On Adams Ave. in Huntington Beach. Turn right at the first traffic light heading East from Beach Boulevard. 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

JANUARY MEETING MINUTES

The January meeting started at 7:30PM with Andy Sanders, 1993 President, presiding. No new faces were seen at the meeting. The December minutes were accepted as written. Frank Chasteler gave the treasurer's year end report covering 1992's expenditures and income. A backlog of club shirts was noted as a large debit for 1992, and all who requested shirts should contact Frank. The treasurer's 1992 annual report was accepted

(continued, page 2)

H.S.S. BOARD MEMBERS

President: Andy Sanders	(714) 751-9235
Vice President: Pat Scheer	(714) 631-0482
Secretary: Woody Grosvenor	(714) 969-1524
Treasurer: Frank Chasteler	(714) 545-2185
Contest Coord: Curt Nehring	(714) 592-2105
General Dir: Ross Thomas	(714) 638-0705
Newsletter Ed: Pete Young	(714) 892-3473

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.

JANUARY MEETING MINUTES, cont.
as read.

Pat Scheer, 1993 Vice President, gave a description of the club's VCR tape library. Pat requested that anyone who had ideas for guest speakers or monthly meeting topics should contact him.

Pete Young passed out a discount coupon for Futaba S133 servos from Hobby Shack. He also mentioned favorable impressions of JR 341 micro servos, available from Bob Sliff at Hobby Horn.

Curt Nehring, 1993 Contest Coordinator, asked for suggestions for future contests. Dave Nemecek asked about contests that are rained out - why not reschedule a new date instead of throwing it out? Andy explained that the contests would remain the same as last year, with a throwaway for some of the rain days, and gave a description of the contests planned for 1993.

HSS is planning to host the duration events for the Astro Flight Champs, Memorial Day weekend. Ross Thomas is the organizer, contact him if interested in participating or helping.

Roger Lackey mentioned that other glider clubs (El Dorado, SULA, etc) are good alternatives when HSS is rained out, the park is in use, etc. The clubs welcome participation from other glider clubs.

The status of the field was discussed. Moving of the dirt is still scheduled for late June, but city funding is still a problem. The county has been after the city to get rid of the field's standing water. Soccer teams are still looking at the flying field, but have been discouraged to date because of parking, trash, and size restrictions.

Curt Nehring talked about an

electric winch that needed upgrading with a safer on/off switch. Andy said this would be taken up at a future Board meeting. Dave Nemecek commented on how winch and retriever lines deteriorate with moisture and storage.

Ross Thomas talked about the Tri-Cities Challenge scheduled for January 17th. He described the events and the points system.

Ross and Frank passed out the year end trophies for 1992. Roger Lackey was the overall winner in both Open and 2M. See the separate report elsewhere in the newsletter.

The meeting closed at 8:45PM.

Woody Grosvenor, Secretary

1993 HSS CONTEST FLYING RULES

Note: HSS' contest rules have been cleaned up and updated to make them consistent with current SC2 rules. Read and heed! Refer any questions to Curt Nehring, Contest Coordinator.

- 1) General field rules and field safety rules as published in the Newsletter apply.
- 2) Two contestants may fly the same model.
- 3) Aircraft on tow have the right-of-way.
- 4) Collision with an aircraft on tow: aircraft on tow is permitted a relaunch.
- 5) A flyer will be allowed a relaunch if his model comes off the winch line before the model reaches 1/2 the normal launch altitude. If he chooses a reflight, he (or his timer) must immediately declare that a relaunch will be done. The flyer

(continued, page 3)

1993 HSS CONTEST FLYING RULES,
continued

must then land as soon as possible to avoid interference with other models in the air. He will be given the next available winch for the reflight, or at the option of the CD placed in a later flight group.

6) If a contestant's model collides in flight with another model, they are to continue the flight with no relaunch. If the model collides with another model during the landing approach, then either contestant may receive a relaunch to earn his landing points. The flight time will be changed based upon the time under or over for a 2 minute precision flight added to error of time from flight with collision.

7) Timer may count during last 10 seconds of a flight.

8) The pilot is responsible for time on the watch. No reflights due to timer not starting or resetting the watch. The watch must show total flight time to be allowed.

9) No changes are permitted to the score card once turned in to the scorekeeper. Pilots are responsible for the accuracy of the score card.

10) No metal landing aids forward of the tow hook will be allowed.

11) To receive credit for flight time, pilot may NOT land:

- below the bluff West or North
- in the park grass area
- inside the school fence
- any other off-field area

12) Final approach to landing must be in a westerly direction between the bike trail and the school fence.

13) Timers are responsible for walking the pilot to an open landing zone. There shall be at least 1 minute spacing between 2 models using the same landing zone.

14) In order to be awarded

landing points, there must be no lost parts (exception of rubber bands or bolt heads, and landing skid) during the landing, no inverted position of the model, and the model must be flown in the next round. If a contestant loses parts from his model during launch or in flight, he may continue the flight.

FYI

... Everybody had enough of those rains? How about changing HSS to be the Harbor Sailing Society? The drought-busting rains washed out the January Monthly and the Tri-Cities Challenge ... since Fairview Park may be muddy for a while, check further on in the newsletter for other glider clubs' scheduled contests, and be sure to call ahead to confirm dates and locations ... Gordon Ritschke may take his R/C sailboat for its annual outing around Fairview Park, call for details ... FLASH: Inland Soaring Society will host an SC2 tournament Feb 28 in Riverside.. ... R.I.P. (Rest in Pieces): Ross Thomas' venerable 3M Gnome, victim of a mid-air ... seen at the Pasadena IMS show: HSSers Ross Thomas working the Astro-Flight booth, Norm Kutch the TEKOA booth, Manny Tau pushing Modi's for GRECO Technologies ... HSS' planning is underway for the Astro Champs duration events Memorial Day Weekend ... firm events are 7 cell and Unlimited Sailplane and Old Timer, the pylon racing format is under review to increase entries, contact Ross Thomas for details... OOPS Dept: forgot to mention last month that Manny Tau took 1st Sportsman at TOSS' November SC2 and took home a leaded crystal trophy, belated congrats to Manny!

HSS GOES TO THE IMS

Here's my summary of some of the more interesting displays seen at the International Modelers' Show held at Pasadena 6-7-8 January. This report will focus on manufacturers and items displays not ordinarily seen - I will not attempt to describe every booth! By the way, all prices listed are list .. In alphabetical order, here we go -

Airborne Solar Technologies (4195 Chino Hills Pkwy, #344, Chino Hills, CA 91709 (714) 393-3304) is marketing RC solar power systems for on-field and in-flight charging.

Aveox Inc. (PO Box 1287, Agoura Hills, CA 91376 (818) 597-8915) has designed brushless DC motors for electric propulsion. Their 540-sized motor, available in four windings, must be used with Aveox's motor controller. Operating specs are impressive.

C.R. Aircraft Models (205 Camille Way, Vista, CA 92083 (619) 530-8775) has added new designs to accompany their Excels and Turbos. The Renegade (\$65) is S3014 foiled, designed to compete in the new 60" slope racing class. Their Climmax (\$60) is designed for hand launch thermal competition, and slope and thermal sport flying. The Contender (\$110) is a two meter "ultimate aerobatic flying machine" with wingers, elevator, and full-flying rudder. The Contender was so hot looking that I broke down and bought one! Kit review upcoming in a future Plane Rap!

Don Edberg's Dynamic Modelling (4922 Rochelle, Irvine, CA 92714) has a new expanded model directory entitled F.Y.I. - Model Flight. Also available are comparison charts of airfoil plotting computer programs, sailplane computer radios, and

servo wiring interconnectability.

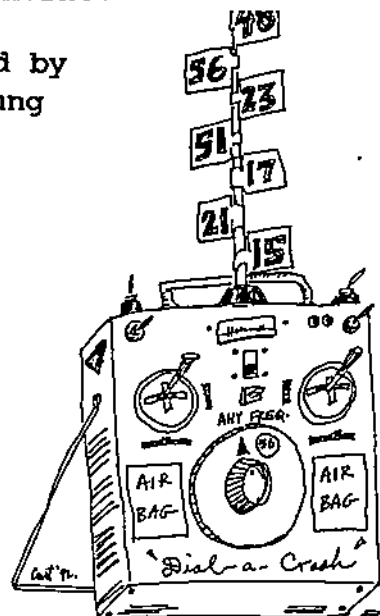
Future Flight (1256 Prescott Ave., Sunnyvale, CA 94089, (408) 735-8260) has a cute 2 meter trainer suitable for winch, slope, electric, or 049 gas - FF's Thermal Thing retails for \$30.

GRECO Technologies (PO Box 10, Pasadena, CA 91031 (213) 680-2070) has added a lightweight Duration Modi (\$350) to their product line - the D-Modi comes with a choice of S-3021 or SD7037 airfoils. GRECO has also released their Modi Javelin HLG which retails for \$150.

MM Glider Tech (PO Box 39098, Downey, CA 90239, (310) 928-3034) is a new company run by SULA member Merrill Farmer. They are offering 2 50" pod-n-boom gliders, the Merlin (rudder/elevator) and the Sorceress (aileron/elevator), at \$36.95 apiece. MM GT is also marketing FG cloth, Kevlar, and vacuum formed airplane accessories.

Ziegelmeier Enterprises (PO Box 3554, Torrance, CA 90510, (213) 321-3097) sells nice soaring supplies: heavy duty threaded towhooks, arrowshaft hinges, rubber "sharks teeth", control horns.

- reported by
Pete Young



1992 Harbor Monthly Summary

April: first Monthly of the season. Roger Lackey wins Open and 2M, Brett Young and Curt Nehring place well and move to Advanced. May: Steve Fink wins Open, Roger L. takes 2M.

June: Steve Hendry takes Open, Norm Kutch wins 2M. July: Ben Clerx wins Open, Bill Duncan wins 2M.

August: Frank Chasteler wins Open, Roger L. wins 2M. In the annual standings through August, Roger tops both the Open and 2M standings.

September: Brett Young wins Open, Roger Lackey wins 2M. Ben Clerx leads the year-to-date standings in Open, Roger continues to lead 2M.

October: Ben Clerx wins Open, Tom Vincent wins 2M, and Jim Boese moves to Expert with his win in Advanced. Roger leads in year-to-date standings in Open and 2M.

November: Ben takes Open second month in a row, Roger takes 2M. Brett Young moves to Expert and Pete Young moves to Advanced.

December: Steve Hendry wins Open with his new composite original, Larry White wins 2M. Bill Duncan moves to Expert.

Summary: Roger Lackey topped 1992's Open standings by finishing "in the money" six times, and dominated 2M with five outright wins. Ben Clerx finishes 2nd (by 6 points out of 8000!), Frank Chasteler 3rd, Al Cron 4th, Jim Boese 5th, Bill Duncan 6th, Ross Thomas 7th, 8th overall is Mike Aguirre (tops among the Advanced fliers) followed by Advanced Curt Nehring in 9th. Gordon Ritschke rounds out the top ten. Connie Wilhite (16th) topped the Sportsman field with Andy Sanders the next Sportsman at 21st.

- compiled by Pete Young

PILOT OF THE MONTH

The Harbor Soaring Society's Pilot of the Month is Roger Lackey. Roger put together a superb 1992 flying season, finishing second overall in the highly competitive SC2 annual standings and his excellent flying contributed to HSS' winning first place in SC2 team points. Rog also placed first overall in HSS' annual Monthly standings in both Open and 2 Meter. In addition, Roger finished an excellent 10th at the Visalia Soaring Festival, a key contribution to Harbor's winning team score at Visalia. Roger's consistently excellent flying skills throughout the year mark him as a true champion - watch out for Rog in 1993!

The only blemish on Roger's otherwise awesome 1992 contest record was being part of the infamous, and losing, Lackey/Thomas HSS team in the EDSF/SULA/HSS Tri-Cities Challenge. Roger blames that debacle on lack of support from the HSS! Do you believe that?

Roger's 1992 soaring accomplishments were achieved with a Thermal Eagle in Open and a Falcon 600 in 2M, both aircraft Vision controlled.

Hats off and a round of applause for Roger Lackey - the Harbor Soaring Society's "most excellent" sailplane pilot for 1992!



FEBRUARY CONTEST LISTINGS

DATE	EVENT	POINT OF CONTACT
Sat 2/6	EDSF Monthly/2M	Dan Wilson (310) 866-0160
Sun 2/7	SULA Novice	Kevin Andersen (310) 352-6263
Sat 2/13	TOSS Monthly	Mike Leal (805) 529-7535
Sat 2/13	SULA Monthly	Randy Spencer, CD
Sat 2/20	SULABird/2M	J. Smith/G. Boss
Sun 2/21	PSS Club Contest	Dave Farless, CD (818) 249-9642
Sun 2/21	EDSF Electric	Dan Wilson (310) 866-0160
Sun 2/28	SC2 @ ISS	Marc Higginbotham (714) 882-7384 Harvey Jenkins (714) 980-5732

Note: For additional information on specific events, contact the individuals listed. HSS is not responsible for last minute changes or cancellations. Source of info: clubs' newsletters.

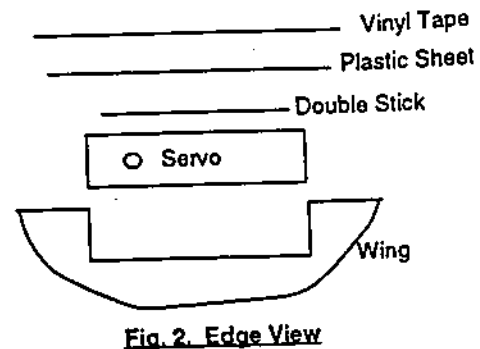
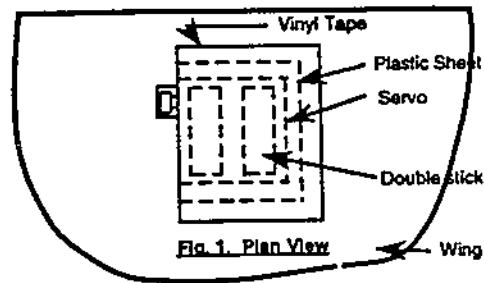
SERVO MOUNTING IN FOAM CORE WINGS — Skip Schow

A recent CASA Comments featured an item by Ken Troxell outlining a servo mounting method based on inletting a plywood "frame" flush with the wing surface, into which a thin plywood plate, with the servo attached, is fastened with screws. This method is indeed very elegant and quite rigid, but it is also complicated, tedious, time consuming, and expensive (if the pre-made commercial parts are used).

A much simpler approach which I have found quite effective is as follows:

1. Make the servo cavity in the wing a snug (but not super tight) fit for the servo to be used. (A Drenel with rudder attachment works really great.) If the cavity is oversize, shim as necessary with scrap foam.
2. Cut a piece of 3-5 mil plastic sheet about 1/4-5/16" bigger than the cavity all around. Notch/slot as necessary to clear the servo arm. A source of the plastic can be the clear acetate stuff used for report covers and making viewgraph slides. I've accumulated at least a lifetime supply from various office wastebaskets over the years.
3. Install the servo in the cavity. Apply double-stick tape (the 3M office variety works fine) to the exposed side of the servo. Center the plastic over the servo/cavity and rub down firmly over the double stick.
4. Tape over the whole mess with 3M vinyl tape (color of your choice) such that the tape extends 1/4-3/8" beyond the edges of the plastic onto the wing skin.

The resultant assembly is very rigid since the servo is attached to the stiff piece of plastic which is in turn firmly attached to the wing skin. Fabrication is simple and quick. Servos can be easily changed in the field (a spare servo can be pre-mounted on a piece of plastic). There are no screws to lose. See the drawings.



- reprinted from CASA Comments.
Gus Peleuses, Editor

INLAND SOARING SOCIETY

AMA CHARTER CLUB #1551



(SC)2 CONTEST - SUNDAY FEBRUARY 28, 1993

HOST: Inland Soaring Society

CONTACTS: CD Marc Higginbotham (714) 882-7384
Harvey Jenkins (714) 980-5732

LOCATION: New flying field at the University of California, Riverside

ENTRY FEE: \$6.00

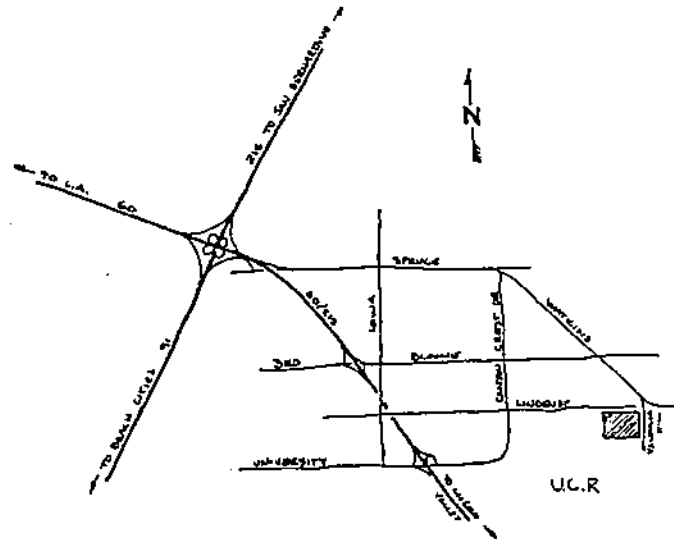
CONTEST TO CONSIST OF: Standard (SC)2 3-5-7 minute precision/duration
Pilots choose.

LANDINGS: Standard 25' radius circles

LANDING SURFACE: Mowed weeds

LAUNCH EQUIPMENT: 12 volt winches with 600 foot winch lines

TRANSMITTERS Must meet 1991 rules (Gold Sticker)



FEBRUARY MONTHLY

CDs: Ross Thomas, Ben Clerx

LOCATION: Fairview Park

DATE: Sunday February 14th
(Valentine's Day!)

EVENTS: Open and 2M

FORMAT: 3 rounds, 3/5/7 @ 1000
points per round. Carrier - style
landings, distance measured from
centerline.

PILOTS' MEETING AT 8:30AM

FIRST ROUND AT 8:45AM

Starting flight group to be
decided at the pilots' meeting.

PROOF OF 1993 AMA MEMBERSHIP WILL
BE REQUIRED - NO EXCEPTIONS!

Frequency Alert!

At the end of 1992 the Federal Communications Commission issued a Notice of Proposed Rule Making (NPRM - PR Docket 92-235). Implementation of the document would have a profound effect on model frequency use. Developed by the Mobile Land Services, the proposal creates a massive frequency restructuring - the first of its type in 60 years.

While the 455 page document addresses frequency use in another service, (Part 88 of the Code of Federal Regulations) it will also affect Part 95 where the RC frequency use lives. With out becoming too technical the restructuring inserts two new frequencies between those presently assigned for modeling use and commercial users. That means we could have a user, higher in power, transmitting only 2.5 kHz away from many of our 72 MHz and 75 MHz frequencies!

Example:
 Model Channel 12 - 72.030 MHz
 new insert 72.0325 MHz
 new insert 72.0375 MHz
 Present Commercial 72.040 MHz

Not only are these users very close to our frequencies, they are also designated as "mobile" therefore we would never know where they are operating, including right in the pit area at your field! Our equipment will not be free from interference at this spacing! The technical specifications suggest other concerns may exist as well.

The Academy of Model Aeronautics and Radio Control Manufacturers Association are enlisting your aid in contacting the FCC to express our concern. We've been urged by counsel, to use "every arrow in our quiver" to address this proposal. You and your club are arrows that can help us make our point!

Below you will find a listing for the FCC, and the United States Congress. You are strongly urged to write NOW! to those persons and agencies representing you, expressing your concern! The NOW! is very important since the deadline date for comments is February 26, 1991!

The AMA, with R/CMA's support, is now filing a formal letter of comment through their legal counsel. Three concerns will be used in objecting to the proposal.

1. Safety! RC models are not the silk and tissue items of years ago.
2. Economic impact.
3. The number of individuals impacted.

Be assured that we will monitor all actions in this matter carefully and pursue all avenues available. All arrows will be expended! YOU are one of them! Your target must be noted in your letter. It is referred to by the FCC as NPRM PR Docket 92-235.

These persons or agencies will count the hits!
 Senator: To a Representative:
 The Honorable (name) The Honorable (name)
 United States Senate United States House of Rep.
 Washington, DC 20510 Washington, DC 20515

Contact the AMA Technical Department for questions or concerns

California Legislators:

- US Senate: Barbara Boxer, Dianne Feinstein
- US House of Representatives:
 - 39th District: Ed Royce
 - 45th District: Dana Rohrabacher
 - 46th District: Robert Dornan
 - 47th District: Christopher Cox

RADIO CONTROL - RC - FREE-FLIGHT - FF -
 CONTROL-LINE - CL AEROBATIC SOARING SPEED
 ELECTRIC SCALE SPORT KITS TRAINING ENGINES
 MOTORS PROPELLORS MECHANICS ROTOR FUEL BATTERIES
 TRANSMITTERS
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 MOTORS PROPELLORS MECHANICS ROTOR FUEL BATTERIES
 TRANSMITTER RECEIVERS SERVOES BATTERIES
 CONNECTORS CHARGERS SUPPLIES SPEED CONTROLS
 BALSA HARDWOOD SPRUCE COMPOSITES FOAM EPOXY
 TOOLS GLUES CYANOACRYLATES ADHESIVES NUTS &
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ALSO AVAILABLE...

- Airfoil Plotting Program Comparison Chart compares 12 different airfoil and wing plotting programs for both IBM/compatibles and Macintoshes in 28 different categories. \$1 or four 1st class stamps
- Sailplane Computer Radio Comparison Chart answers questions about how the computer radios compare, and what types of sailplane mixing functions are available. This chart compares the Ace micropro, Airtronics Infinity 600 and Vision, the CSL Vision Upgrade, the Futaba NEW ZUGFS sailplane radio, as well as the 9VAP and Super Seven, and JR's r-347. It consists of four full-sized pages packed with data and printed on a single 11 x 17 inch sheet, and comes with a short written commentary with suggestions on how to evaluate the radios. \$2.
- Our Servo Conversion Chart and instructions tell how to swap servos between brands (yes, it can be done by slight modifications to the connectors and wires without soldering on new connectors). This chart shows how to interchange servos between Airtronics, Futaba, and JR, and provides information on hooking up aileron and flap servos in wings. The servo chart is available for US\$1 or four 1st class stamps.

Please enclose your check payable to
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HARBOR SOARING SOCIETY 1993

P.O. Box 1673
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A.M.A. Chartered Club #128
*"The Oldest A.M.A. Chartered Soaring Club
in the World"*

APPLICATION FOR MEMBERSHIP IN THE HARBOR SOARING SOCIETY FOR 1993 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
Renewal prior to January meeting includes
4 club decals.

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 \$15.00

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 _____

HARBOR SOARING SOCIETY, COSTA MESA CA

RADIO IMPOUND RULES

1. Place transmitter in the impound area (under HSS sign) by channel # in rows on channel number tapes (if available.) Each transmitter will have a Channel # on the antenna or the top of the transmitter in accordance with AMA specifications.

2. It is required that you have your name on or over your transmitter so that other flyers will know who is up next. (G. Joy has a labeler.)

3. Your position in the row of transmitters determines your turn to fly. Your transmitter coming to the front and the frequency pin coming back in, you may fly.

4. Never turn on your transmitter without a frequency pin.

5. As an extra precaution, always call out your channel numbers as you walk out to fly and as you turn on your transmitter.

6. Upon landing, be sure to collapse your antenna before you walk out to pick up your plane.

7. After flying, return the frequency pin to the pin board, make sure your transmitter is switched off, and return your transmitter, with the antenna collapsed, to impound behind the other transmitters in your row. Do not remove your transmitter from impound unless you are going to fly or are leaving for the day.

8. After flying of Electric models, make sure your airborne pack is turned off and make sure the motor arming switch is off or the airborne pack is disconnected.

9. Make double sure that your transmitter power switch is off.

GENERAL FIELD RULES AND FIELD SAFETY RULES

1. Do not fly at low altitude over the pit area.

2. All winch launching shall be in a Westerly direction from the launch area. Electric powered models will be launched/ROG'd to the North of the winch launch area in a Westerly, Northerly, or Easterly direction.

EXCEPTIONS:

a) Relocation of the pits and launch area to the Western end of the field.

b) Electric powered models, in the event of South winds, may be launched to the South or East provided launching is not over the pit area and is clear of people.

3. All pilots shall fly standing in the area "B" (between the bike path and the landing area,) or in area "C" well clear of the winches, and not East of area "D" (the landing area.) In order to minimize intermodulation possibilities, pilots should not stand in tight groups.

4. All Electric power planes (planes other than pure soaring types) shall be flown only to the North of the launching and standing area "C" when operating at low altitudes. F3E models doing laps should operate in the area between the winches and the bluff "E" so that the landing approach area is kept clear for landing models. A flight assistant should accompany the flyer during operation of the model for safety guidance.

5. Hand launching of models either for test gliding or for thermal hunting shall take place to the North of the winch launch and pilot standing area "C & D". (Obviously a pilot hand launching does not have to stand in the normal pilot standing area.)

6. All intentional low level approaches to landing shall be from the North and East. All high speed approaches shall be to the North of the winch launch and pilot standing area C & D, and shall not carry into the launching or standing area.

7. Under most circumstances, launching models have right of way over sailplanes inflight. But, the bottom line is to maintain courtesy and consideration for others whether you are flying or launching. (Note: Right of way for launching models is an AMA rule for contest flying, where the intention is to keep flying sailplanes from holding up launches and thus delaying the operation of a contest.)

8. When other flyers are on your frequency, you should limit your flight to 15 or 20 minutes. This courtesy time limit also applies to Electrics and Hand Launch thermal hunting,

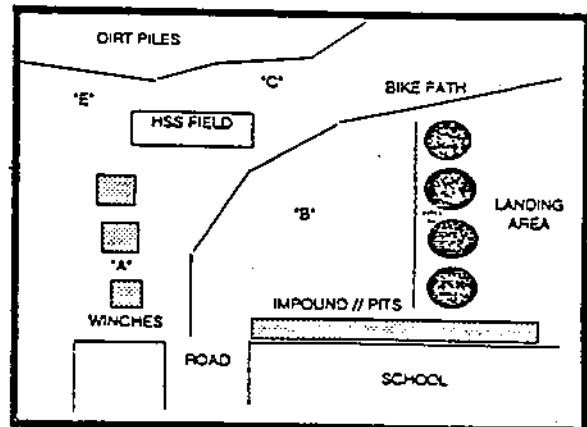
but is not intended to limit the number of hand launches made in search of thermals. (Remember, common courtesy prevails!) Exceptions to this are if one is attempting to achieve an LSF goal or if prior arrangements have been made with the other flyers on one's frequency.

9. The AMA safety code requires that your model be identified with your name and address or AMA number on or in your model. (Note: For AMA sanctioned contests, all nonscale and non-indoor models "... shall be identified by the contestants AMA licence number permanently affixed to the upper side of the right hand lifting surface... [with the] height of the numerals... [being] at least one inch or 1/3 of the wing root chord, which ever is less.")

10. Visiting pilots from other clubs are welcome on a limited basis with proof of AMA insurance.

11. Beginner pilots are welcome, and we will offer help in learning to fly through our Club Trainer Program.

12. Be aware of full scale aircraft over flying our field. Always give right-of-way to, and avoid flying in the proximity of full scale aircraft. Have another flyer spot for you to help you maintain clearance. As the FAA has chosen the Huntington Beach Steam Plant as a reporting point, full scale airplanes often fly directly over us.



**HARBOR SOARING SOCIETY
YEAR-END RESULTS
OPEN DIVISION**

PLACE	NAME	STATUS	SCORE	CONTESTS	AWARD
1	LACKEY ROGER	EXPERT	7872.0	8	TROPHY
2	CLERX BEN	EXPERT	7866.0	8	TROPHY
3	CHASTELER FRANK	EXPERT	7572.9	8	TROPHY
4	CRON AL	EXPERT	7419.4	8	TROPHY
5	BOESE JIM	EXPERT	7304.4	8	TROPHY
6	DUNCAN BILL	EXPERT	7298.2	8	TROPHY
7	THOMAS ROSS	EXPERT	7098.4	8	TROPHY
8	AGUIRRE MIKE	ADVANCED	6998.7	8	TROPHY
9	NEHRING CURT	ADVANCED	6798.9	8	TROPHY
10	RITSCHKE GORDON	EXPERT	6743.4	8	TROPHY
11	NEMECEK DAVID	EXPERT	6698.0	8	
12	WHITE LARRY	EXPERT	6376.8	8	
13	POULSEN GORDON	EXPERT	6311.0	8	
14	FINK STEVE	EXPERT	6012.4	8	
15	YOUNG BRETT	EXPERT	5866.5	8	
16	WILHITE CONNIE	SPORTSMAN	5802.2	8	
17	YOUNG PETE	ADVANCED	5231.6	6	
18	KUTCH NORM	EXPERT	5149.0	6	
19	PANTZAR DICK	EXPERT	5125.2	8	
20	PARSONS JIM	ADVANCED	4950.5	6	
21	SANDERS ANDY	SPORTSMAN	4812.1	6	
22	HENDRY STEVE	EXPERT	4618.5	6	
23	SLIFF BOB	EXPERT	4401.7	5	
24	SCHER PAT	SPORTSMAN	3948.0	6	
25	BIDDLE FRED	EXPERT	3860.8	4	
26	BUZOLICH NICK	SPORTSMAN	3841.1	5	
27	TAU MANNY	ADVANCED	3732.2	4	
28	ZINK DON	EXPERT	3512.1	5	
29	BRANDT DENNIS	EXPERT	3405.6	4	
30	MONAHAN SEAN	ADVANCED	3158.2	6	
31	GERBIN ROBERT Jr	EXPERT	2947.1	3	
32	HAWLEY ED	SPORTSMAN	2824.9	4	
33	MARTIN TONY	EXPERT	2538.0	3	
34	SMITH MORRY	ADVANCED	2363.1	4	
35	CLARKE GEORGE	SPORTSMAN	2067.4	3	
36	RICHARDSON PETE	EXPERT	2026.8	3	
37	EDBERG DON	EXPERT	1908.9	2	
38	LONG DICK	ADVANCE	1787.8	3	
39	KIELTYKA MAC	SPORTSMAN	1544.8	4	
40	STOKER PAT	EXPERT	1531.9	2	
41	VINCENT TOM	SPORTSMAN	1471.0	2	
42	DURHAM JACK	EXPERT	1432.5	2	
43	GROSVENOR WOODY	SPORTSMAN	1302.0	2	
44	AZVEDO GEORGE	SPORTSMAN	1200.2	2	
45	DANRICH DAN	ADVANCED	958.5	1	
46	GERMANE BRIAN	ADVANCED	892.5	1	
47	SCHOFRO STEVE	SPORTSMAN	594.3	1	
48	LAIR DAN	SPORTSMAN	553.3	1	
49	SEMMELMAYER ERIC	SPORTSMAN	525.5	1	
50	ROWELL WAYNE	SPORTSMAN	453.9	1	
51	RAMSAY DON	SPORTSMAN	163.7	1	

TWO-METER DIVISION

PLACE	NAME	SCORE	CONTESTS	AWARD
1	LACKEY ROGER	7950.6	8	TROPHY
2	THOMAS ROSS	7590.1	8	TROPHY
3	DUNCAN BILL	7186.9	8	TROPHY
4	WHITE LARRY	7080.1	8	
5	AGUIRRE MIKE	6833.6	8	
6	KUTCH NORM	5276.4	6	
7	MONAHAN SEAN	4930.3	7	
8	PARSONS JIM	4200.8	6	
9	SLIFF BOB	3671.4	4	
10	FINK STEVE	3647.9	6	
11	SCHER PAT	3085.8	4	
12	MARTIN TONY	2695.2	3	
13	LONG DICK	2071.1	3	
14	VINCENT TOM	1890.2	2	
15	STOKER PAT	1814.7	2	
16	BRANDT DENNIS	1792.1	2	
17	YOUNG BRETT	1667.4	2	
18	BUZOLICH NICK	1371.1	2	
19	KIELTYKA MAC	1190.1	2	
20	YOUNG PETER	994.5	1	
21	CHASTELER FRANK	946.1	1	
22	SANDERS ANDY	910.9	1	
23	KLATSKIN BILL	899.0	1	
24	SCHOFRO STEVE	874.0	1	
25	SMITH MORRY	806.3	1	
26	SIPOSS GEORGE	781.3	1	
27	NEHRING CURT	752.1	1	
28	CLARKE GEORGE	555.6	1	
29	SEMMELMAYER ERIC	551.6	1	
30	CONRAD WILL	531.7	1	
31	HENDRY STEVE	470.9	1	
32	MARKLE JIM	441.0	1	
33	RAMSAY DON	141.4	1	

FOR SALE

- Harbor Soaring Society shirts and vinyl patches, contact Frank Chasteler at (714) 545-2185
- Muller Comet 89T, all servos installed, 1200 mah receiver battery and switch harness. Excellent shape, phenomenal flyer! \$685 OBO, call Manny @ (714) 492-9553
- VOR-2500, 100" Italian sailplane, ready to fly. Includes two wing sets. \$80 OBO. Call George at 540-5452 (h).
- Ready to fly gliders!! Agnew V-tail Vertigo, 1.5M Chuperosa with 3 servos, Sig Ninja. Call Roger at (714) 636-3348.
 - 2M (78" span) Sealy Lumina - glass fuse, T-tail, NEW polyhedral wing with flaps. Buyer needs to cut out flaps and cover wing. Price includes a wing bag. \$125 - firm.
 - LJMP Cheetah, ready to fly, less RX, includes wing bag. \$265 OBO
 - Gnome 2M ready to fly, less RX, includes wing bag, \$100 OBO
 - Gnome HLG, less radio, ready to fly, \$50 OBO
 - LJMP Pantera ready to fly, less RX, includes wing bag, \$175 OBO
 - 2 Airtronics Vanguard radio systems, less servos, includes TX bag, channels 28 and 56, each \$125 OBO.
 - NEW, never used: 5/16" wing rods, 8 3/4" long, 2 available
- contact Curt @ (714) 592-2105.

- Sealy Laser - kit new-in-box. For price, call Mike at (310) 439-4173
- Airtronics Module 7SP radio system, \$200 OBO. Call Ed Hawley at (714) 821-8768

- HP Laserjet Printers:
 - Laserjet II, 8 pages/min., 1.5 MB. RAM 172 font cart. new toner. \$775.
 - Laserjet IIP, 4 Pages/min., 2.5 MB RAM, 172 font cartridge. Bottom sheet bin, extra new toner. \$675. Call John (714) 847-4871.

WANTED

- Electric winch. Retriever not required. Contact George at (714) 498-2754.



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



Charter # 128

FEBRUARY MEETING

DATE: Wednesday, February
3, at 7:30PM

LOCATION: Clubhouse at
Lakes at Seabridge
Condos. Refer to
instructions on page 1

SHOW AND TELL: Bring in
your latest projects
(refer to From the Prez
for details)

GUEST SPEAKER: George
Sparr of Aerospace
Composites!



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