



NEWSLETTER

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DECEMBER 1978

***** VOLUME 15 NUMBER 12 *****

The DECEMBER meeting will be at the Costa Mesa County Water District meeting room, 1965 Placentia St. Costa Mesa at 7:30 PM Wednesday December 6, 1978. Don't forget this is election night.

November Contests Results

The November contest was very well run by Leo Lake. Frank took home most of the marbles.

1. Frank Chasteler.....3740
2. Gordon Ritchke.....3286
3. Phil Harris.....3264
4. Kirk Hanson.....3125
5. Bob Gerbin.....3006
6. Bob Renaud.....2546
7. Jim Russell.....2459
8. Tim Renaud.....2390
9. Jim White.....2381
10. Leo Lake.....2313
11. Brent Foster.....2273
12. Ken Nelson.....2068
13. Jim Wiseman.....2057
14. Tom Newhard.....2050
15. Randy Ritschke.....2049
16. Gary Peterson.....1992
17. Judd Fryslie.....1784
18. Kay Lake.....1649

\$\$\$ SAVE \$\$\$

SD 100 Covered with Mono-Cote, Spoilers..... \$50.00

WINDWARD ready to fly\$20. 00

I am moving out of the area and I don't want to take them 1200 miles just to throw them away when I arrive because they got smashed.

Call 548-0726 Before Dec 13

*****THE PRESIDENTS CORNER*****

Allright! members the December meeting will be an important and busy one. Trophies for the top TEN fliers, also the annual sweepstakes award for the number one of the club- plus the RENAUD AWARD - also a chance to vote for all the club officers for the coming year.

Leo Lake put on a good and different contest for November after taking over the C.D. job at the last minute. Leo has always been an advocate for novice programs and two metre (sic) planes, and showed it very well in his contest.

The first and third tasks were - Precision Duration - 4-5 or 6 minutes, depending on the plane. Two metre, Standard and Unlimited. The second task was to get maximum laps between the goal posts with a five minute time limit. Different strategy was tried in this event. One was to let the plane drift down-wind as it made the laps. They landed in the field on the other side of the fence, which was permissible. Another was to add weight. Bob Gerbin used over a pound of lead in his plane and zipped back and forth for nine laps, but had time left of his five minutes when he got down. I put 12 oz. in my floater and made 11 laps, but had to come down when I got to close to the five minute limit. I did get some lift over the dirt track.

If you notice a bit of bragging on my part - I am - it wont happen very often that I can beat fliers like Kirk, Phil, Bob Gerbin and Jim White plus the others. So I am blowing my own horn - nobody else will.

Anyway the contest year is over so come and get your hardware and vote for the next years officers.

GORDON

A TALE TOLD A MONTH TOO LATE
FOR HALLOWEEN

Turn the lights down low as you read this. It will really curl your hair.

Dale launched his electric powered glider. Dogs started to bark and snap at things in the air, cats spit and ran for trees, women fainted, small children cried and screamed, strong men turned pale and trembled, Dale whooped and hollered, roared and bellowed, and tied knots in his control sticks. All to no visible help. The aircraft seemed to have a mind (or no mind) of its own. It continued up elevator, left rudder, around-and-around it went, ever closer and closer to the ground, just above the basket ball backstops and volley courts, pilots who had planes in the air, Boy!!!! was it exciting. One pilot while trying to keep track of his plane in the air and dodge Dale's plane at the same time was alledged to have been making water and breaking wind during this time. (however this has not been proven beyond a shadow a doubt : = to be uncertain about.= a state or feeling of uncertainty)

Needless to say Dale's plane came to a sad ending. And if he had built it with 3/8" ply as I had suggested it may have survived.

(Build strong)

ANALYSIS (separation of a whole into its constuent elements)

Nothing really wrong,

Dale just had a screw loose.

The leading edge of the stabilizer was locked in.

The trailing edge was held with a screw.

Somehow the screw worked loose and gave up elevator, then the rudder was caught on the screw head holding it in left rudder.

While trying to bring some sort of control, he put more pressure on the sticks and broke the servo mounts loose. SO---servo mounts sliding loose = No throttle = No elevator = No rudder = 0

(I told Him To Build Strong)

FINAL STANDINGS FOR 1978 HARBOR SOARING SOCIETY

(the two low scores have been deducted,
also the number of contests entered
has been omitted. Of the top 6 fliers
all but two have flown in nine contests,
B Gerbin (3 rd) and G Peterson (6 th)
only flew seven. Bob you were less than
300 points behind the winner, all you
needed was 288 points in one contest
to wear the gold crown.)

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1.	/	Phil HARRIS.....	6765
2.	/	Frank CHASTELER.....	6574
3.	/	Bob GERBIN.....	6478
4.	2	Gordon RITSCHKE.....	5506
5.	2	Tim RENAUD.....	5446
6.	2	Gary PETERSON	5079
7.	/	Kirk Hanson.....	4539
8.	1-2	Jim White.....	4174
9.	/	Scott Miller.....	3840
10.	3	Bob Renaud.....	3676
11.	2	Mike Muncey.....	2819
12.	2	Pete Richardson.....	2790
13.	2	Leo Lake.....	2630
14.	2	Ken Nelson.....	2627
15.	3	Jim Russell.....	2497
16.	3	Ron Milligan.....	2245
17.	3	Kay Lake.....	2244
18.	2	Lee Renaud.....	2201
19.	3	Mike Costello.....	2160
20.	2	Don Endicott.....	2050
21.	3	Randy Ritschke.....	1760
22.	/	Tom Jones.....	1740
23.	2	Bob Longstreet.....	1410
24.		Neal Taub.....	983
25.	3	Morris Smith.....	966
26.		Pat Kershaw.....	863
27.		Earnest Payne.....	754
28.		Tom Craven.....	594
29.		Bob Thacker, Col. USAF Ret.....	579
30.		Gene Rizzardl.....	577
31.		Ralph Ray.....	498
32.		Sam Stephens.....	444
33.		Lenny Popick.....	411
34.		Steve Kendall.....	404
35.		Paul Reid, G/Sgt USMC. Ret.....	336
36.		Richard Reyes.....	115

