

The Harbor Soaring Society Newsletter

JULY 1993, VOL. 30 NO. 7



JUNE MEETING MINUTES

The June meeting came to order at 7:45PM with HSS President Andy Sanders presiding. The minutes from the May meeting were accepted as written. Frank Chasteler gave a Treasurer's report which included checking account balance, income, and expenditures such as trophies, name badges, and HSS hats. The Treasurer's report was accepted as read.

New member Ken Notelbora was introduced. Ken is flying a Paragon and is looking forward to new challenges.

Competition coordinator Ross Thomas reported that the SC2 contest was successful with a good turnout of club helpers and very few breakdowns of club equipment. Ross also reported the Astro Champs went smoothly with lots of help from club members. There were 47 airplanes entered at the Astro Champs.

The meeting ended at 8:15PM. Andy introduced the guest speaker, Bud Mears, to the meeting. Bud has been flying full scale gliders for many years and flew model gliders before he got

started in full scale. In the last two years, Bud has been getting back into model gliders. Flying full scale is quite a bit different from flying RC models because of density air calculations, temperature gradients, etc. These factors are even more difficult with models because the pilot cannot be in the aircraft, as in full scale, to feel the different conditions as the plane passes through them.

Bud described flight tests for full scale gliders where sink rate, drag, and velocities are measured in flight. Wake
(continued on page 2)

H.S.S. BOARD MEMBERS

President: Andy Sanders	(714) 751-9235
Vice President: Pat Scheer	(714) 744-3375
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.

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

JUNE MEETING MINUTES. continued:

rake test equipment for measuring wing profile drag was shown and explained. By measuring drag and sinking speed for various combinations of flap settings and wing loadings, optimum performance parameters can be determined. Ordinary Dymo-tape works well for approximate boundary layer studies, but special (and very expensive) turbulator tape is preferred for competitive flying. Zig-zag turbulator tape, manufactured in Germany, is one pattern available.

Bud is presently flying a composite 15 meter standard class ship with no flaps. The glider was ground looped and slightly damaged before Bud purchased it. Since all the boundary layer devices had been removed for the repairs, Bud undertook an extensive series of flight tests to determine the best placement for the boundary layer trips. A flow separation problem was uncovered which initially caused flying problems in one area of the flight envelope, and the wake rake probe helped to diagnose and fix the problem.

For full scale gliders, flaps have advantages and disadvantages, and once applied commits the glider to landing. Narrow opening blade spoilers are favored by many pilots because of the cleaner wing created with less drag, compared to the standard spoilers used on other full scale gliders.

Woody Grosvenor, Secretary

MAY HSS MONTHLY/SC2 TOURNAMENT

On Sunday May 23, a cool overcast day with threatening rain showers, CD Ben Clerx welcomed fliers to the May SC2 tournament hosted by the HSS at Fairview Park. For HSS

club members, this month's SC2 tournament also counted towards HSS' monthly points in the Unlimited class since HSS' 2 Meter Monthly had been flown earlier in May.

Looking over the lineup of planes entered, there were several Mark Levoe Super V's entered - are V-tails 1993's design feature for competition sailplanes? Tekoa Shadows were also popular, and there were a small number of RnR Genesis/Synergies, Clerx Mako's, and Greco Modi's present. At least to this observer, there is a strong and clearly established trend towards composite/foam/multi-function aircraft and away from Monokoted/built-up polyhedral designs. Comments, anyone?

The flight format, 3 rounds of 4 or 7 minute maxes, punished fliers not fortunate enough to find helpful air. Under overcast and weak lift conditions, capability to launch high and range afar at minimum sink proved to be powerful weapons, and the Super V's were particularly impressive in this regard.

Thanks to extremely good support by many HSS members, the contest proceeded smoothly with minimum delays. The winches and retrievers in particular worked particularly well with few line breaks or tangles. The landing circle judges worked hard to keep the circles free of congestion and landing delays.

When the flying ended, HSS had placed three fliers in the top five! Blair Atwell and Roger Lackey finished 1st and 2nd, with Greg Baggerly from ISS placing 3rd. Ben Clerx finished 4th - putting Mako's 2nd and 4th for the day - and Aaron Valdes from TPG finished fifth. HSSers Duane Gibbs and Mike Aguirre placed 1 - 2 in Sportsman and both advance to SC2 - Expert status. Other results can be found elsewhere in

the newsletter.

- reported by Pete Young

FROM THE CD

May's SC2 contest hosted by HSS went very smoothly, thanks to everyone who brought equipment, ran winches, judged landings, ran transmitter impounds, and kept score. A special thanks to those who showed up only to help and didn't fly in the contest. Your help raised many favorable comments from visiting competitors, made the contest director's job much easier, and set a standard for other clubs to follow (over 220 official flights were completed by 1 PM). Thanks again for your help.

- Ben Clerx

FYI

... the Mike Taibi-sponsored Composites Symposium at Cerritos College was a huge success... enthusiastic feedback received from the attendees who picked up many, many pointers from Mike Taibi, Roger Chastain, and Joe Wurts ...the Symposium was professionally videotaped, copies to be made available ... a hearty and well-deserved THANK YOU to the HSS club members who supported the recent SC2 tournament and the Astro-Flight Championships hosted by the HSS... TWO large and prestigious competitions successfully hosted on back-to-back weekends, an achievement in which the entire club should take pride... new planes seen at the field: Clerx designed Mako's by Phil Harris and Ross Thomas/Curt Nehring, Bill Duncan's Dodgson Saber, an RnR Genesis by new club member Mike Carrico, a Czech import "Dogan"

belonging to Dennis Brandt ... the new HSS club caps have arrived, contact Frank Chasteler... fashion colors have arrived in transmitter antennas, check out the fashion-conscious Rubber Ducky antennas marketed by Manny Tau - hot pink, neon blue, iridescent yellow, fiery red, and basic black... "Excuse Me, Could You Lend Me a Hand (Tow)? Dept": using a slick geared winch from Northeast Sailplanes, Roger Lackey and Mike Aguirre are achieving super-impressive F3J hand tows at the field, they're perfecting their technique for both wind and calm conditions...

HSS JUNE MONTHLY

Despite the previous day's unexpected rains (1 1/4" in June!), Fairview Park dried out well for HSS' June Monthly. CD Andy Sanders called for 3 rounds of 20 minute add-em up, 3 rounds, with the first two rounds subject to 2" min, 7" max limits. With landings on a modified runway centerline and only the last round counting for "precision" flight points, this was a contest emphasizing flying performance!

With the ground softened by the rains, there were several spectacular spot landings with aircraft literally "plowing up" the landing zones with noses and landing skegs. Under sunny skies, thermal activity was strong but spotty, pushed through by moderate westerly winds. The same winds caused many fliers to miss their landings, much to their chagrin.

Flying moved along smoothly but two horrendous crashes occurred for reasons unknown. Don Zink's composite 2 meter and the Thomas/Nehring Mako both went in, hard. For both ships, repairs appear doubtful due to extensive damage.

FOR SALE

Highlights: with the scoring format allowing long third flights to reach the 20" totals, several fliers made good times on their last flights in gusty air. Morrey Smith and Frank Chasteler both flew 11+ minutes with their 2Ms. Don Edberg, Roger Lackey, and Frank Chasteler were the only fliers to make 3 100 point landings. 16 out of 41 fliers made the 20 minute totals.

Final results showed Don Edberg, Frank Chasteler, and Bill Duncan topping the Expert category. New club member Mike Carrico, flying as a Sportsman, scored high enough with his RnR Genesis to top Advanced (move him up!). Tom Vincent took the Sportsman class with his Falcon 880. In 2 Meter, Sean Monahan, Tom Vincent, and Roger Lackey finished in that order.

- reported by Pete Young

- Harbor Soaring Society hats, shirts, and vinyl patches - contact Frank Chasteler at (714) 545-2185

- Airtronics Legend, perfect condition, \$250. Call Jim at (714) 840-6658.

- Sealy Laser - kit new-in-box. For price, call Mike at (310) 439-4173

- 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. LJMP Cheetah, ready to fly, less RX, includes wing bag. \$265. Gnome 2M ready to fly, less RX, includes wing bag, \$100. Gnome HLG, less radio, ready to fly, \$50. LJMP Pantera ready to fly, less RX, includes wing bag, \$175. 2 Airtronics Vanguard radio systems, less servos, includes TX bag, channels 28 and 56, each \$125. NEW, never used: 5/16" wing rod, 8 3/4" long. Contact Curt @ (714) 592-2105.

- Airtronics Adante, new-in-box, glass fuse, Quabeck airfoil, \$75. Foam-lined carrying case for TXs, holds two, \$15. Call Pete @ (714) 892-3473.

CONTEST LISTINGS

DATE/LOCATION	EVENT	POINT OF CONTACT	
7/4 Long Beach	July 4th Slope Fun Fly	Bob Reynolds	310 866-2104
7/10,11 Riverside	2nd Annual Slope Race	W. Gunther	909 943-3198
7/11 Costa Mesa	HSS July Monthly	Don Edberg	714 552-1812
7/11 San Diego	Anderson 2M Contest	H. Merrifield	619 578-7942
7/25 Thousand Oaks	TOSS SC2 Tournament	Myles Moran	818 882-4687
8/14, 15 Carson	1st Annual Summer Soaring Festival	Steve Addis	310 320-2708
8/21,22 Morgan Hill	SBSS Summer Classic	George Paige	916 273-0415

Note: for detailed information, contact the individuals listed. Not responsible for changes or cancellations. For clarifications, contact Pete Young.

BEGINNER'S CORNER

By Ken Simmonds

reprinted from the Central Arizona
Soaring League newsletter

I'm walking back from the landing circle, model and transmitter in hand. The stabilizer is wig-wagging around like a wet noodle in a hurricane. Just as I think I can make it to the car without further humiliation, I'm accosted by Harley Highstart. "They all break there," he says, as if to console me. I stifle the urge to say something cute, such as "Go Hot Stuff yourself to something heavy, H.H.," and I smile sheepishly. After all, Harley is the club's Grand Whizard of All Things Technical, and I am the dummy holding the broken airplane.

Encouraged by my smile, the Grand Whiz lays a technical gem on me. "Didn't have no doublers," he says, "Wallbanger 900's need doublers."

Back at the ranch, I contemplate the busted Wallbanger and wonder if there's enough five minute epoxy and carbon fiber in all of Albuquerque to fix it, or whether I should cremate it and send its soul to that Great Landing Circle in the sky. Finally, in the middle of a sugar high from two Snickers bars and four Ring Dings, I get the courage to call old Harl and ask the \$64,000 question: "WHAT'S A DOUBLER, DUDE?" Here's what the Grand Whizard said:

"The rear fuselage of the Wallbanger is just a simple box made from lite-ply and balsa sheet. It tapers down to quite a small cross section right ahead of the vertical stabilizer and there isn't enough stiffness there to withstand the loads imposed by the vertical stabilizer in a bad landing. In fact, the stabilizer stiffens the very rear of the fuselage and concentrates the loads at the very point where your Wallbanger broke. What's

needed is some local reinforcement to carry the loads forward to where the fuselage has sufficient cross section to withstand them.

"This is where doublers are handy. They're just simply pieces of 1/32" plywood or lengths of spruce, 1/4" by 1/8" would be good, glued to the inside of the fuselage from the vertical stabilizer location to 2 - 3 inches forward. Figure 1 shows how they are applied. Note that the ends of the spruce are tapered, and the plywood doublers have a double fishtail shape to dissipate the loads progressively into the surrounding structure. If these parts ended abruptly we would just create what is called a 'stress riser' at the end of the doubler, due to the structural discontinuity. It's very likely that the fuselage would now break at that point."

Thanks for the input, G.Whiz!

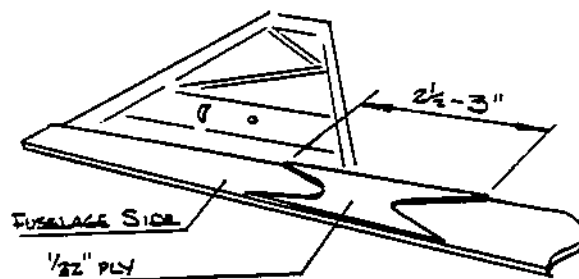
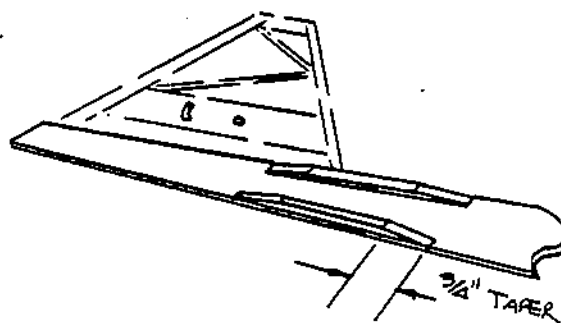


FIGURE. 1



July 11

**July 1993 HSS Soaring Contest Format
"Three Flights to Make 30 Minutes, With A Throwout Round"**

The July contest is intended to accentuate the soaring aspects, and minimize the landing emphasis so common in competitions today. Be sure that your batteries are fully charged, because you are going to get a lot of flying in! If you have the capability to change frequencies, bring it along.

Flight Task: 30 minute cumulative task. Each pilot will have three flights to accumulate a total of 30 minutes duration. Each flight may be no longer than 12 minutes, or penalty points will be assessed. Penalty points are 5 points/sec.

Throwout Round: After three flights are completed, the pilot may elect to replace one of his attempts with a fourth flight. In this case, the replaced flight will be erased from the scorecard, and the pilot must accept the fourth flight results, even if they are worse than the replaced flight.

Timing: The first two flights are timed and recorded normally. The target time for the third flight will be computed and displayed on the card. The third flight time will be scored with a three-second grace period. This means that the time may vary as much as three seconds from the target time and still score fully. This grace period is to eliminate the "dorking" that occurs to hit the time right on.

Landing: this idea parallels that of full-size aircraft: as long as you are on the runway, you are OK. We will use the line landing tapes. The pilot will receive 5% of the flight's duration score if any part of the model is touching or over the tape. If the model misses the tape, no landing score. Qualification area to receive flight scores is the general field boundary: inside the dirt area we fly in.

Scoring: one point per second. 30 minutes = 1,800 points max. Landings total 5% or 90 points maximum, for a perfect score of 1,890. Penalty points for exceeding a 30 minute total or 12 minutes on any flight are 5 points per second.

Ties: in the event of a tie, placing will be determined by the last model to land during a "man-on-man" simultaneously-launched round. In the event of a frequency conflict, the best individual flight will be used as a tiebreaker. If this does not resolve the tie, the tied pilots will separately fly a 7 minute precision duration flight with regular runway landings, scored 950/50.

Schedule: Open flight order. You may sandbag as much as you want! We'll begin the contest at 0900 (nominally) and end at 1300, subject to modification if frequencies are too congested. Two meter and open will fly simultaneously. A sign-up sheet will be provided for congested frequencies, but contestants will be responsible for policing it themselves.

The idea is to have a relaxed, laid-back contest.

CD: Don Edberg, AMA 6782. Call 1-714-552-1812 with questions.



South Bay Soaring Society
Presents
the

SBSS Summer Classic

A 2-Day event, Filled with Open Class Thermal Competition.

Date: Aug. 21, 22 1993

Tasks: Saturday 5 Rounds of Precision Duration.

Sunday 3 Rounds of Precision Duration.

Place: Flying Lady / Hill Country - Morgan Hill, CA.

Entry Fee: \$25.00 Pre-Registration

\$35.00 On-Field (Subject to Freq. Avail.)

Camping and RV parking on-site, Limited Facilities,
Food and Discount Hotels nearby.

• Outlet Shopping Tour on Saturday • Raffle • BBQ

For More Information Contact:
CD - George Paige (916) 273-0415
ACD - David Burwell (408) 365-7312



SBSS Summer Classic

The South Bay Soaring Society is proud to present "The SBSS Summer Classic". This will be 8 rounds of Open Thermal Competition with precision duration and landings. There will an Aero-Tow demonstration at lunch on Saturday. The contest is on the weekend of August 21st & 22nd. The site is the Hill Country Golf Course / Flying Lady Restaurant in Morgan Hill, about 15 miles south of San Jose on HWY. 101. The CD is George Paige and the assistant CD is David Burwell.

The 8 rounds are planned for two days: 5 on Saturday and 3 on Sunday. We will open late registration and check-in at 7 am Saturday morning, the pilots meeting will be at 8 am with the first flight at 8:30 am. There will be no rounds starting after 4:30 pm on Saturday or 1 pm on Sunday. This will allow everyone to relax and enjoy the BBQ on Saturday night, and then on Sunday, have enough time for the raffle and trophies.

If you pre-register, the entry fee is \$25. It will be \$35 on the day of the contest, subject to frequency availability. All entries will require a second frequency, we will allow only 5 entries per channel. Entries will not be accepted postmarked before July 1st. Entries will be limited to the first 150. The last day to pre-register is July 31st. You can use the entry form to show how many people will be coming to the BBQ on Saturday and if you would like a contest T-shirt. The cost of the BBQ and the T-shirts will be announced on the entry form. There will be two classes: Open and Novice. Trophies will be handed out to at least 5th in Open and at least 3rd in Novice.

Contestants may show up on Friday night. There is on-site RV parking, but no

hook-ups. We are billing this as one of the most civilized sites in the west. There is lots of shade. The RV and auto parking is only a short walk to the flight line. There are bathrooms (no showers) for men and women. There will be a Chuck Wagon with food and drinks all day Saturday & Sunday. The Flying Lady Restaurant is within walking distance of the field. There are many "Fast Food" style restaurants within 5 miles. We are planning to have discount motel rooms available within 2 miles of the contest site.

Saturday night, there will be a BBQ with chicken and ribs. There is also a raffle with many prizes from the different Sailplane companies and many of the local businesses. Raffle tickets will be available on Saturday & Sunday. We are planning a bus trip into Gilroy on Saturday for anyone interested in shopping at the Outlet Center, a local factory, outlet discount shopping mall.

Please bring the family to this contest. We want everyone to enjoy themselves here. We want to make this an annual affair, so we plan to do it right this time.

Contact:
CD: George Paige
15515 Mattson Lane
Grass Valley, CA. 95945
916-273-0415
ACD David Burwell
402 Gwinn Ct.
San Jose, CA. 95111
408-365-7312

The Soaring Union of Los Angeles And California State University Dominguez Hills

Host

The First Annual Summer Soaring Festival

A two-day R/C Soaring event in Carson, CA, to establish a Scholarship Program with the California State University Dominguez Hills School of Science, Mathematics and Technology.

Entry: \$30.00

Contest Dates: August 14 & 15, 1993

AMA Sanctioned Contest, All AMA rules apply, Event #444.

Awards: 1st through 10th, Top Club/Team, Youngest Pilot, Oldest Pilot

Raffle, R/C Manufacturers Booths, Catered Barbeque, Saturday Night Fun-Fly, T-Shirts.

Pilots Check In: Fri. 12:00 to 7:00 PM, Sat. 7:00 to 8:30 AM

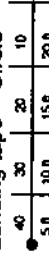
Pilots Meeting: Saturday & Sunday, 8:30AM. First Flight, 9:00 AM

Saturday: Round 1 = 4 min. 720 + 40
 2 = 7 min. 1260 + 40
 3 = 3 min. 540 + 40
 4 = 5 min. 900 + 40
 5 = 4 min. 720 + 40

Sunday: Round 1 = 4 min. 720 + 40
 2 = 5 min. 900 + 40
 3 = 3 min. 540 + 40

Called up order by groups
 3 flight points per second (+ or -)
 40 Max landing points

Landing tape = Circle



Max. pts. Sat. = 4340
 Max. pts. Sun. = 2280

Rahm Winches & Reireivers, 900ft.

On-Site Free RV Parking Available.

Motel Information and Map to be sent with confirmation.

Chairman: Ed Kennedy (310) 519-7628

Contest Director: Steve Addis (310) 320-2708

Auto Parking: Sat. \$1.50, Sun. Free

SULA SUMMER SOARING FESTIVAL ENTRY FORM

Age: _____

Frequency #1 Frequency #2 Frequency #3

Name: _____ Phone No: (____) _____

Address: _____ AMA #: _____

City, State, Zip: _____ Club: _____

Entry: \$30.00 Make checks payable to "SULA" T-Shirt Order (M,L,XL) _____

Mall to: SULA (\$12.50 ea.)

P.O. Box 5010 Sat. Nite BBQ (\$10.00 ea.)
 Torrance, CA 90510

NEW PRODUCT RELEASE

I'm excited to announce the availability of the R/C POWER DUCK. This is a rubber ducky antenna that replaces your existing telescopic antenna on your R/C transmitter. No longer will you have to deal with bent antennas, antenna crowding, and dangerous wanch lines. The R/C POWER DUCK quickly disconnects from your transmitter via a BNC mount, allowing ease of transport in a case. What makes these rubber ducky antennas a step above the others, is that each antenna is individually hand-tuned to 72 Mhz to ensure the closest SWR match and highest RF output. A comparison with a competitor's rubber ducky antenna revealed almost twice the RF output with the R/C POWER DUCK, indicating that hand-tuning the antennas surpasses those made through mass production utilizing only formulas.

Some are concerned about the range of the rubber ducks in general, but a recent article by Cal Orr (Radio Control Modeler, January 1993) demonstrated that the rubber ducky's antenna radiation pattern was greater than the stock telescopic antenna, when the rubber ducky was pointed at the receiver. Most fliers don't realize that the stock telescopic antenna on their transmitter needs to be perpendicular to the horizon to get the maximum range. Hence the R/C POWER DUCK maximizes most fliers natural grip on their transmitters when flying, antenna pointing at the aircraft.

The antennas are approximately 12 inches in height, varying due to the individual tuning each one receives. The R/C POWER DUCK comes in 5 colors: black, blue, red, pink, and yellow. The BNC/chassis mount easily screws into the transmitter's antenna opening, and a pre-mounted wire is soldered to the internal antenna plate. Installation takes about 5 minutes, and currently only mounts for Airtronics radios are offered. Futaba adaptors will be available beginning of summer.

Price is \$23.95, CA residents add 7.75% sales tax, \$3.00 S&H. For orders or questions, contact Manny Tau at (714)492-9553, or FAX (714)566-8508.

Also to coming this summer, R/C POWER DUCKS for your R/C car transmitters on 27 Mhz and 75 Mhz. Made in California.

FOURTH OF JULY SLOPE FUN FLY

Family "Fun Fly" and picnic & Swap, at Bluff Park in Long Beach!
(Sunday, July 4th, at the foot of Redonda ave., on Ocean Blvd.)

BACKGROUND . . .

Some years, our Fun Fly was just that, with no "events" and no organization! Just come and have a good time "hang'n out". So why mess with a good thing? Well, there has been a growing interest in "events" of a competitive nature, so we thought that we would tie an "Event" day with the Fun Fly day. So you get two happenings for the price of one!

But, the PRIMARY event will be a FUN FLY!

The "PICNIC" part of our fun fly will be a little different also, as it will be a "bring your own". Plus enough for two people, and we all will eat our own lunches, and invite those who didn't or couldn't bring a lunch to join your blanket. We also anticipate that some of the families will get together and have mini pot-lucks. However it comes down, the idea will be the meeting of new slope friends, and spending a little "sit-down" time with them!

THE EVENTS . . .

The primary event, will be the 3rd annual Light Lift Slope Race, with the pilot's meeting at 8:30am, and the Race will start at 8:45am sharp, and continue until someone completes 25 continuous laps. Any size or style of non-powered glider may enter, but only one official attempt per airplane, but you may try with another plane, if your first one lands before someone has completed 25 laps in one "flight".

The dilemma event will be an out and back ribbon pick-up on the beach from the top of the slope. The ribbon farthest away that is picked up, and returned to "altitude" will be the winner (music wire hooks and topic will be supplied).

There will also be a glider "Beauty Contest", with the spectators being the judges!

And last, but not least, a NIGHT FLIGHT contest (with lights, if you can stay up that long). While we are waiting for the FIRE WORKS from the Queen Mary, we will be having a "Lost one UP" contest (and I bought some miniature strobe lights at the last I.M.S.)!

PRIZES & ENTRY FEES . . .

The entry fee for the events will also be a little different. What will get you into the different events, are your "while elephants" (R/C related) that you have laying around and would just love a chance to get rid of (and the guilt trip that it represents), parts, & striped servos, unfinished, and/or unbuild projects that have been haunting you, a hardware "baggie", etc. Normally each event will require it's own "entry fee", but if you have a real "goody" of a white elephant to offer, you probably can talk your way into having it count for more than one (if not all) event(s). Your entry fees will become the prizes (some will be grouped together to make some good prizes, if need be).

And, as always, SWAP MEET, this will be your chance to sell those unwanted kits and parts and buildup and/or crashed planes, that you have been trying to unload on someone.

For more INFO, contact Bob or Kim Reynolds at (K & BR Model Products) (310) 966 - 2104

TOSS SC 2

JULY 25 1993

1000 OAKS, CA. VENTURA CO.

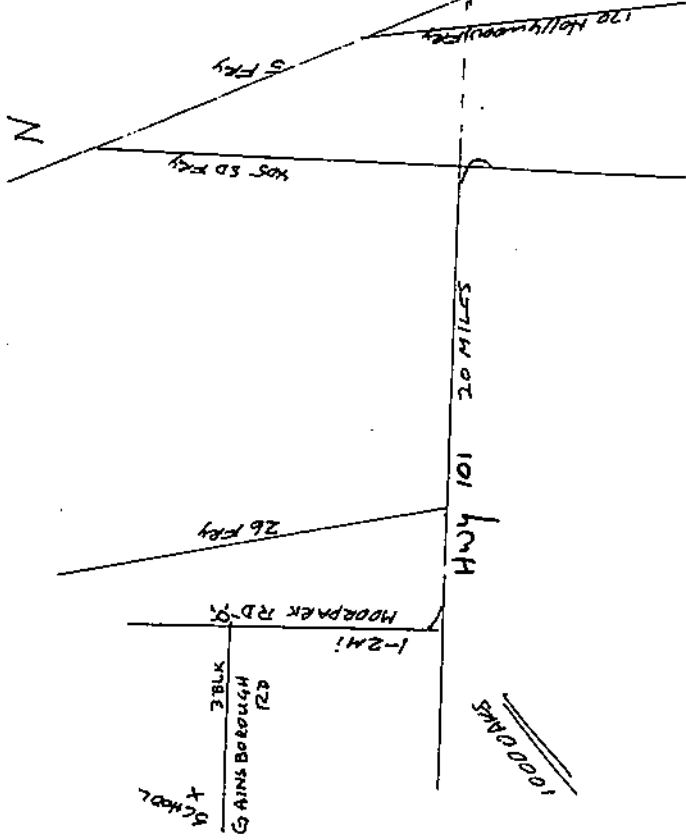
3 ROUNDS SC 2 FORMAT 3MIN 700-300

5MIN 800-200

7MIN 900-100

12 VOLT WINCHES RETRIEVERS GRASS 650 FT. TO TURN AROUND

CD MYLES MORAN (818) 882 4687 9AM



HARBOR SOARING SOCIETY
MAY CONTEST, 1993
OPEN DIVISION

SOUTHERN CALIFORNIA SOARING CLUBS
RESULTS OF MAY, 1993 CONTEST

PLACE	NAME	CLASS	SCORE	NORMALIZED	TROPHY
1	ATWELL	BLAIR	2962.0	1000.0	1ST EXP.
2	LACKEY	ROGER	2955.0	997.6	2ND EXP.
3	CLERX	BEN	2889.0	975.4	3RD EXP.
4	GIBBS**	DUANE	2841.0	959.1	1ST ADV.
5	SMITH	MORRY	2783.0	942.9	2ND ADV.
6	AGUIRRE	MIKE	2773.0	936.2	
7	RICHARDSON	PETE	2747.0	927.4	
8	PANTZAR	DICK	2731.0	922.0	
9	CRON	AL	2729.0	921.3	
10	SLIFF	BOB	2703.0	912.6	
11	THOMAS	ROSS	2683.0	905.8	
12	KUTCH	NORM	2647.0	893.7	
13	RITSCHKE	GORDON	2522.0	851.5	
14	TAU	MANNY	2501.0	844.4	
15	YOUNG	PETE	2468.0	833.2	
16	POULSEN	GORDON	2458.0	829.8	
17	SANDERS	ANDY	2437.0	822.8	
18	HAWLEY	ED	2433.0	821.4	1ST SPTS.
19	NEHRING	CURT	2429.0	820.1	
20	EDBERG	DON	2354.0	794.7	
21	PARSONS	JIM	2289.0	766.0	
22	HENDRY	STEVE	2169.0	732.3	
23	CHASTELER	FRANK	2139.0	722.1	
24	VINCENT	TOM	2121.0	716.1	
25	LONG	DICK	2073.0	699.9	
26	BUZOLICH	NICK	1702.0	574.6	

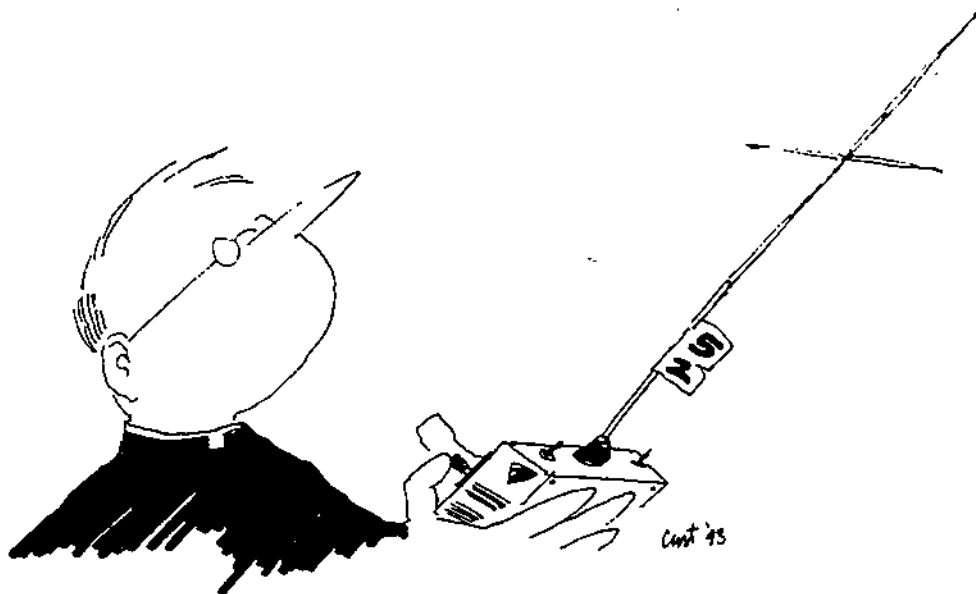
**DUANE GIBBS MOVES TO EXPERT

PLACE	NAME	CLUB	CLASS	SCORE	NORMALIZED	TROPHY
1	ATWELL	BLAIR	HSS	2962.0	1000.0	1ST EXP.
2	LACKEY	ROGER	HSS	2955.0	997.6	2ND EXP.
3	BAGGERLY	GREG	ISS	2906.0	981.1	3RD EXP.
4	CLERX	BEN	HSS	2889.0	975.4	4TH EXP.
5	VALDES	AARON	TPG	2873.0	970.0	5TH EXP.
6	LEVOE	MARK	PSS	2869.0	968.6	
7	MCNAMEE	DON	TOSS	2867.0	967.9	
8	PERKINS	DARYL	PSS	2865.0	967.3	
9	HALLFORD	PHILIP	PSS	2863.0	966.6	
10	BIKLE	JOHN	EDSF	2856.0	964.2	
11	MARKIEWICZ	ARTHUR	TPG	2844.0	960.2	
11	SAGE	FRED	TPG	2844.0	960.2	
13	GIBBS**	DUANE XX	HSS	2841.0	959.1	1ST SPTS.
13	LEPPLA	FRANK	PSS	2841.0	959.1	
13	MORTON	RICHARD	TPG	2841.0	959.1	
16	REAGAN	MIKE	TOSS	2834.0	956.8	
17	ZINK	DON	NONE	2822.0	952.7	
18	SADORF	STAN	ISS	2813.0	949.7	
18	VAN GUNDY	DON	TPG	2813.0	949.7	
20	STOKER	PAT	EDSF	2809.0	948.3	
21	SMITH	MORRY	HSS	2793.0	942.9	
22	AGUIRRE**	MIKE XX	HSS	2773.0	936.2	2ND SPTS.
25	RICHARDSON	PETE	HSS	2747.0	927.4	
27	PANTZAR	DICK	HSS	2731.0	922.0	
28	CRON	AL	HSS	2729.0	921.3	
30	SLIFF	BOB	HSS	2703.0	912.6	
31	THOMAS	ROSS	HSS	2683.0	905.8	
35	KUTCH	NORM	HSS	2647.0	893.7	
40	RITSCHKE	GORDON XX	HSS	2522.0	851.5	
43	TAU	MANNY	HSS	2501.0	844.4	
47	YOUNG	PETER	HSS	2468.0	833.2	
48	POULSEN	GORDON	HSS	2458.0	829.8	
49	SANDERS	ANDY	HSS	2437.0	822.8	
50	HAWLEY	ED	HSS	2433.0	821.4	
51	NEHRING	CURT	HSS	2429.0	820.1	
56	EDBERG	DON	HSS	2354.0	794.7	
59	PARSONS	JIM XX	HSS	2289.0	766.0	
63	HENDRY	STEVE	HSS	2169.0	732.3	
64	CHASTELER	FRANK	HSS	2139.0	722.1	
65	VINCENT	TOM	HSS	2121.0	716.1	
67	LONG	DICK	HSS	2073.0	699.9	
73	BUZOLICH	NICK	HSS	1702.0	574.6	

**DUANE GIBBS AND MIKE AGUIRRE MOVE TO EXPERT

TEAM SCORES

CLUB	# OF PART.	SCORE
HSS	26	3932.1
PSS	9	3861.6
TPG	7	3849.5
EDSF	12	3704.2
ISS	4	3696.5
TOSS	8	3680.8
NCC	4	3573.3
SULA	2	1819.4
SWSA	1	753.2



Cont '93

HARBOR SOARING SOCIETY
JUNE CONTEST, 1993
OPEN DIVISION

PLACE	NAME	CLASS	SCORE	NORMALIZED	TROPHY
1	EDBERG DON	EXPERT	2996.0	1000.0	1ST. EXP.
2	CHASTELER FRANK	EXPERT	2992.0	998.7	2ND EXP.
3	DUNCAN BILL	EXPERT	2954.0	986.0	3RD. EXP.
4	KUTCH NORM	EXPERT	2920.0	974.6	
5	FINK STEVE	EXPERT	2910.0	971.3	
6	WILSON DAN	GUEST	2854.0	952.6	
7	CARRICO MIKE	SPORTSMAN	2796.0	933.2	1ST. ADV.
8	ZINK DON	GUEST	2788.0	930.6	
9	SMITH MORRY	ADVANCED	2786.0	929.9	2ND. ADV.
10	VINCENT** TOM	SPORTSMAN	2782.0	928.6	1ST. SPTS.
11	SLIFF BOB	EXPERT	2780.0	927.9	
12	PANTZAR DICK	EXPERT	2754.0	919.2	
13	BIKLE JOHN	ADVANCED	2750.0	917.9	
14	POULSEN GORDON	EXPERT	2674.0	892.5	
15	NEMECEK DAVID	EXPERT	2644.0	882.5	
16	AGUIRRE MIKE	ADVANCED	2520.0	841.1	
17	POPE BOB	GUEST	2444.0	815.8	
18	BRANDT DENNIS	EXPERT	2362.0	788.4	
19	LACKEY ROGER	EXPERT	2250.0	751.0	
20	CRON AL	EXPERT	2198.0	733.6	
21	YOUNG PETE	ADVANCED	2168.0	723.6	
22	NEHRING CURT	ADVANCED	2086.0	696.3	
23	HENDRY STEVE	EXPERT	2026.0	676.2	
24	SANDERS ANDY	ADVANCED	1958.0	653.5	
25	HAWLEY ED	SPORTSMAN	1912.0	638.2	
26	MEARS BUD	SPORTSMAN	1896.0	632.8	
27	RITSCHKE GORDON	EXPERT	1826.0	609.5	
28	TAU MANNY	ADVANCED	1686.0	562.8	
29	THOMAS ROSS	EXPERT	1550.0	517.4	

**TOM VINCENT MOVES TO ADVANCED

TWO-METER DIVISION

PLACE	NAME	SCORE	NORMALIZED	TROPHY
1	MONAHAN SEAN	2978.0	1000.0	1ST.
2	VINCENT TOM	2958.0	993.3	2ND.
3	LACKEY ROGER	2914.0	978.5	3RD.
4	CHASTELER FRANK	2796.0	938.9	
5	EDBERG DON	2364.0	793.8	
6	THOMAS ROSS	2200.0	738.8	
7	SLIFF BOB	2094.0	703.2	
8	KUTCH NORM	1960.0	658.2	
9	AGUIRRE MIKE	1900.0	638.0	
10	MEARS BUD	1684.0	565.5	
11	YOUNG PETER	1406.0	472.1	
12	ZINK DON	720.0	241.8	



Designed and Illustrated by Curt Nehring

FOR SALE

HARBOR SOARING SOCIETY
YEAR-TO-DATE STANDINGS
BEST 4-OF-5
OPEN DIVISION

PLACE	NAME	CLASS	SCORE	CONTESTS
1	LACKEY ROGER	EXPERT	3888.9	4
2	POULSEN GORDON	EXPERT	3769.2	4
3	FINK STEVE	EXPERT	3645.1	4
4	SLIFF BOB	EXPERT	3642.4	4
5	KUTCH NORM	EXPERT	3640.8	4
6	AGUIRRE MIKE	ADVANCED	3626.7	4
7	PANTZAR DICK	EXPERT	3625.3	4
8	CHASTELER FRANK	EXPERT	3621.8	4
9	VINCENT TOM	SPORTSMAN	3570.2	4
10	DUNCAN BILL	EXPERT	3562.4	4
11	HENDRY STEVE	EXPERT	3521.5	4
12	CRON AL	EXPERT	3449.8	4
13	THOMAS ROSS	EXPERT	3430.3	4
14	SANDERS ANDY	ADVANCED	3337.4	4
15	NEHRING CURT	ADVANCED	3302.0	4
16	YOUNG PETE	ADVANCED	3182.9	4
17	RITSCHKE GORDON	EXPERT	3179.9	4
18	TAU MANNY	ADVANCED	3171.8	4
19	CLERX BEN	EXPERT	2941.9	3
20	WHITE LARRY	EXPERT	2874.3	3
21	GIBBS DUANE	EXPERT	2825.6	3
22	EDBERG DON	EXPERT	2794.7	3
23	NEMECEK DAVID	EXPERT	2530.9	3
24	PARSONS JIM	ADVANCED	2543.4	3
25	BRATRUD RANDY	EXPERT	1884.3	2
26	SMITH MORRY	ADVANCED	1872.8	2
27	RICHARDSON PETE	EXPERT	1781.1	2
28	BIKLE JOHN	ADVANCED	1781.0	2
29	BRANDT DENNIS	EXPERT	1744.4	2
30	MONAHAN SEAN	ADVANCED	1705.9	2
31	HAWLEY ED	SPORTSMAN	1459.6	2
32	BUZOLICH NICK	SPORTSMAN	1218.2	2
33	BIDDLE FRED	EXPERT	1138.4	2
34	ATWELL BLAIR	EXPERT	1000.0	1
35	CARRICO MIKE	SPORTSMAN	933.2	1
36	BOESE JIM	EXPERT	775.8	1
37	LONG DICK	ADVANCED	699.9	1
38	MEARS BUD	SPORTSMAN	632.8	1
39	KIELTYKA MAC	SPORTSMAN	611.0	1
40	YOUNG BRETT	EXPERT	586.4	1
41	CONRAD WILL	ADVANCED	505.4	1
42	STUBB PAUL	SPORTSMAN	254.5	1

TWO-METER DIVISION

PLACE	NAME	SCORE	CONTESTS
1	CHASTELER FRANK	3779.8	4
2	VINCENT TOM	3527.4	4
3	THOMAS ROSS	3425.9	4
4	AGUIRRE MIKE	3303.6	4
5	KUTCH NORM	3300.1	4
6	SLIFF BOB	3207.3	4
7	YOUNG PETER	2938.0	4
8	LACKEY ROGER	2831.0	3
9	MONAHAN SEAN	2726.9	3
10	PARSONS JIM	2624.9	3
11	WHITE LARRY	2519.7	3
12	FINK STEVE	2476.0	3
13	DUNCAN BILL	2297.5	3
14	EDBERG DON	1750.6	2
15	BUZOLICH NICK	1536.4	2
16	RICHARDSON PETE	1303.1	2
17	CONRAD WILL	1096.8	2
18	CLERX BEN	928.6	1
19	NEHRING CURT	866.2	1
20	MEARS BUD	565.5	1
21	CRON AL	562.2	1
22	STUBB PAUL	263.2	1

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HSS JULY MEETING

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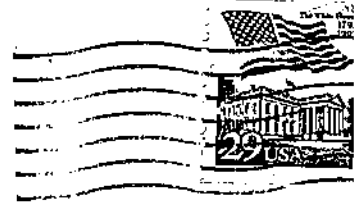
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