

Speed 400 continued from p.4

oz, heavy weight range would be above 24 oz.

"Well" you ask, "where can I buy one?" There are a few purpose built S400 kits available from companies like Aero-Model, Dymond, Hobby Club, and Hobby Lobby that run from \$130 on up without gear. A better deal is to realize that you can be competitive in this game by using old 1st and 2nd generation handlaunch airplanes. How many of you have, or can find, an old CR Climax, (fiberglass fus), handlaunch plane already built? With the nose cut off just in front of the canopy you can stuff a Hobby-Lobby Speedgear 4:1 right in there. An 8 cell, (4 cells soldered end to end, lying side by side), 600AE pack fits right in under the wing saddle. Two micro servos and a micro rx go in between the motor and the battery. Makes for a neat compact package that weights 21 oz. If that sounds like to much work you can always go down to the new Dymond Modelsports store in San Diego off Convoy. They carry a number of both small gliders and motorgliders that you could easily adapt for S400 competition. They also have quite a collection of electric props, yokes, spinners, etc, to help finish your own scratch built project if you are so inclined.

Watch for increased S400 LMR interest and activity on our field through August as we get ready to host a contest for this class in Sept. The Boyd/Clarkson Skunkworks are busy cranking out new killer airfoil designs, Don Richmond, Terry Throop and others are starting serious practice now. The rest of us are working furiously to get our toys done in time to play. Come on out and watch, ask questions, maybe even build one so you can play too. *L*

Musings on the IHLGF

Joe Wurts

It has been a over week since the annual "must attend" HLG event for 2002 was flown, the IHLGF. As per the norm, the TPG did an excellent job organizing and running the event. I'm quite impressed at how quickly the event has advanced from a development type event with the advent of tip launch, into what appears to be a relatively mature event, with aircraft that should be competitive for more than one season. Case in point, the Encore that I flew this year used the fuselage of last year, and a wing that had only very minor changes from last years wing.

The flying: The skill level of the competitors has seemed

Thank You TPG Members!


Your business and referrals are greatly appreciated. I look forward to helping you, your family and friends, sail through your next real estate transaction.



Ron Scharck

Office: 619-725-5434

Email: scharck@kw.com


**KELLER
WILLIAMS**
REALTY

to have come up quite a bit from previous years. There was a lot of talent displayed on the field this year, and the least coast was well represented. I'm getting the funny feeling that So Cal is beginning to lose its dominance in soaring. I'm confident that the next F3x team will have some "foreign" interlopers in it. The quiet Craig Greening showed a mastery of HL that goes quite a bit beyond his launch technique. Definitely the most improved (and still improving) pilot. Phil Barnes showed that he knows at least as much about flying as he does in building. Oleg gets the award for the most perfect launch. Every throw was picture perfect technique, with the highest launch of anyone there. I did appreciate that he showed a little bit more respect for his elders compared to his almost dethroning me last year.... :-) Jerry Krainock continues to show us all that HLG is not just for the young and fit, it is for the folk that can fly and thermal.

The airplanes: To me, it seemed that the performance variations between the various flap/aileron equipped aircraft is getting smaller. I did get a Taboo XL put together before the contest, and was impressed at how close it flew to my trusted Encore. The major difference was that it flew like the Encore with about two oz in it, due to the smaller wing and the higher empty weight. This wasn't an issue for Poway conditions, as at least half of the contest

Continued on p.6

Round	1	2	3	Total	Norm
Master					
Fred Sage	991.0	997.0	998.0	2986.0	1000.0
Authur Markiewicz	983.5	992.5	997.0	2973.0	995.6
Steve Condon	988.0	991.5	990.0	2969.5	994.5
Aaron Valdes	994.0	990.5	980.5	2965.0	993.0
Patrick Dionsio	973.0	986.5	993.0	2952.5	988.8
George Joy	975.5	977.0	992.0	2944.5	986.1
Bren Lugo	960.0	981.5	986.0	2927.5	980.4
Scott Condon	942.0	972.5	995.5	2910.0	974.5
Keith Fickenbiner	910.0	978.0	978.0	2866.0	959.8
Terry Throop	935.0	897.0	933.0	2765.0	926.0
Merrill Brady	970.0	562.0	988.5	2520.5	844.1
Expert					
Cliff Hunter	987.0	989.0	974.0	2950.0	987.9
Don Richmond	966.0	989.5	968.0	2923.5	979.1
Steve Hurd	981.5	980.0	933.0	2894.5	969.4
Rich Gilman	828.0	979.0	938.5	2745.5	919.5
Garth Warner	721.0	963.5	980.0	2664.5	892.3
Darrick Dalton	977.0	425.0	631.0	2033.0	680.8
Lenny Brzeznski	393.0	708.0	805.0	1906.0	638.3
Bob Brown	0.0	879.0	648.0	1527.0	511.4

June Thermal Duration results

Wurts on IHLGF continued from p.5

rounds made it highly desirable to carry some ballast. The Photon seemed to be the poly ship of choice. It is a very easy to fly plane that allowed the pilot to more easily work thermals, with the trade-off of a lower launch height and more challenging penetration into the traditional Poway winds. I still have the same opinions of the Encore as last year, the small changes that Phil put into my latest wing seemed to give it just a little bit more broadening of the performance envelope. The quality of the workmanship in the high-end DLG aircraft is quite impressive. Mr. Pearsons craftsmanship has become a benchmark, but he is getting some serious competition from the multitude of folks lined up to cash in on the "easy" money to be made in DLG (Denny, Oleg, and the other Phil being the primary US mfg capability represented at the IHLGF).

I do think that it is indicative that the flyoff had four poly, and six camber equipped planes, and that variable camber equipped aircraft took 1 thru 5. Using camber change is more demanding of the pilot, but does give the pilot a bit more handling and performance. For many sport pilots, the right choice is a poly, but in my opinion, high end competition is easier with adjustable TE and glide-path.

The tasks: The tasks have become a bit more tactical with the advent of penalties for extra throws. A few of the tasks are more challenging, but almost all of the tasks did a good job of applying a rational differentiation between the relative performances. I'm still philosophically opposed to the "ladder" task, but it seems to be a sentimental favorite.

The impact of DLG: In short, not the negative that I had feared back in the beginning. Even the highest thrower will get pounded after making a poor choice of air. It does allow the recovery from a poor read of a thermal location, but I was impressed with how a savvy pilot could perform even with a relatively poor throw. There was only one common denominator between the people with strong throws. It was not age, physical fitness, or body type. It was only technique. One of the strongest throwers was competing in the Eagle class. In short, I'm a strong advocate of DLG. ✂

May Raffle Winners

Lenny Brzezinski, Raffle Chairman

The May raffle was good. We had a good turnout for the meeting, seeing as how it is the beginning of summer. There we 20 people that showed up for the meeting. The winners of all the prizes are as follows:

Golden Rod	Stuart Taylor
Strapping tape	Merrill Meyers
Tape	Alan Butler
Zap glue	John McNeil
Screwdriver Set	Ron Scharck
Helping Hands	John McNeil
#64 rubber bands	John McNeil
2 HS55's	Ralph Powell
2 rolls monokote	Hank Leichner
Heat gun	Cliff Hunter
2 HS81's	Hank Leichner
THL Zagi	Stuart Taylor

I would like to Thank Airtronics for donating their new 94051z micro servo's. ✂