

# T O S S " U P



## NEWSLETTER

AUGUST 1990

T.O.S.S. P.O. BOX 1955

THOUSAND OAKS, CA. 91360

A.M.A. CHARTERED CLUB #1493

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Next Contest: SEPT 8th 9th  
C/D: Eric Hendrickson  
Type: X Country

Next Meeting: Aug 29th 1990  
Place: Oaks Mall  
Next to Bullocks  
Hillcrest Dr. T.O.  
Time: 7:30 p.m.



THE WIZARD OF ID By Parker and Hart

MDD. JB



**FLASH**  
**TOSS TAKES 6 out of 15 TROPHIES IN LSF TURNEY.**

Myles Moran Reporting

Fifty five people showed up for the LSF tournament held August 19th at Pasadena.

The tasks were two five minute rounds and a seven minute round.

A one hundred point landing to a one and a half meter radius circle proved quite a task. Only three people made the landings. Obviously those were the first three places.

The fourth round was a optional re-flight. If you chose to re-fly a round you must announce which of the three rounds you wanted to re-fly immediately upon landing after the third round.

Out of Three Thousand possible points in the unlimited category a unknown took a total of 2997 points. I believe his name was Joe Wurts flying a Falcon 880. Second with a total

of 2994 points was yours truly flying a Falcon 600. And third with 2988 points was Mike Regan flying a Falcon 800. There was also a two meter class with Mike Regan in first flying his hand launch. Joe (what's his name) Wurts flying his bagged 2 meter. And Gary Anderson with 2897 points.

TOSS showed up with five contestants Joe Wurts, Edgar Weisman, Mike Regan, Mike Leal (first time at a LSF turney) and myself. Fun was had by all.

*Myles*

**MORE JUNK**

**READ THIS.** The contest day will be alternated every month between the second Saturday and the second Sunday for the rest of the year. This will give everyone a chance to fly in at least half the contests. I believe that Myles tried to talk the club into this last year and didn't succeed. The correct day

will be advertised on the front of the Newsletter under Contest Date. Please pay attention to this date. September's contest is the Cross Country so there will be no formal TOSS monthly contest in September.

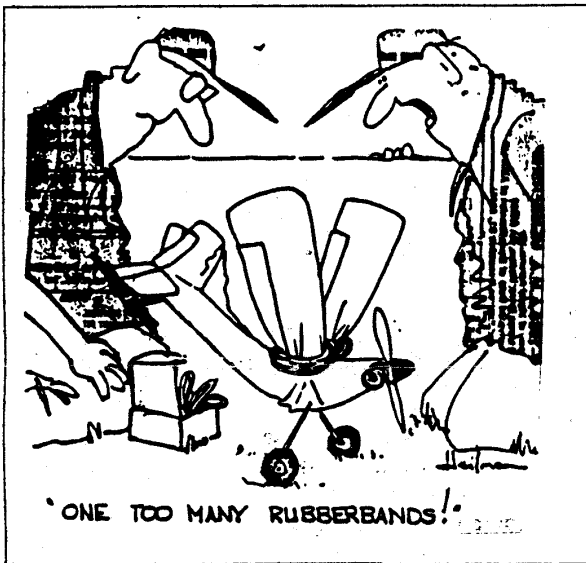
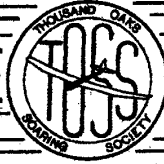
The Redwood school is open for flying every weekend. Please use good judgment. Don't cause us to loose the field because of a dumb stunt.

Terry Koplan gave me an article for the Newsletter. Good stuff. It really gets you thinking. Funny thing, everyone says the same thing. Practice, practice, practice. I wonder if there is significance to saying it three times. I do know that it takes practice more than once a week. You'll stay at the same level with a one session a week. Twice a week and you start to improve, slowly.

Well the SC squared contest is a memory. The winches worked (part time) I.S.S. had a nice

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comment. And all in all I would imagine that we got the job done, thanks to Eric Hendrickson and all that helped.

The monthly contest for August was three ten minute rounds and an in-out landing for one hundred points. We got back to who is the best thermaler. Forget about the landing. Van is a died-in-the-wool 100% Oly flyer now. He got a 8 minute flight when most others were scratching for 5 minutes. The problem, he was having such a good time thermaling that on the second round we couldn't shoot him down in 10 minutes. I think that Van is starting to find out about the up stick. Good job Van!

We have two new members. Larry Jimenez and Ed Carter, Welcome. I had a chance to fly

Larry's new Oly 650 after the contest. I launched a little hard and folded the wing. It flew well with a few degrees more dihedral in the center section. For Oly 650 builders this might be an idea. Larry insisted on

fixing the wing himself. He was back next weekend with it repaired and flying well. Also seen on the school yard (more than once) recently, world Two Meter champ, Mike Regan and the father of cross country-Jerry Krainock. You would have to have been in the hobby for

awhile to know this bunch. Both are informative and fun to talk to.

The following Sunday saw everyone turn out for a fun fly. The suggestion in the Newsletter worked. Eric bought Art McNamee's Rookey for half the national debt. By the time everyone had flown it I don't think he could have given it away. Don McNamee saved the day and the Rookey by adding a half oz. to the nose. I then proceeded to run it into everything in the school yard. Jerry Krainock showed up and led the put down section followed closely by Bob Goldsmith. If you aren't ready for a little good natured harassment don't make any mistakes, it's a jungle out there.

Next month is the Cross Country. Again Eric Hendrickson is doing the honors. You can't keep a good man down. He will need help on both days, come out and give him a hand. More at the meeting.

Does anyone have a pill for getting the building bug. Don McNamee and I would like to buy the whole bottle. We just can't get started. It must be the summer heat.

*Chuck*

C/D's For the Year	
Jan 13th	Ed Weisman
Feb 10th	Don Northern
Mar 10th	Art McNamee
Apr 8th	Ed Oldenburg
May 12th	Eric Hendrickson
Jun 9th	Bob Goldsmith
Jul 14th	Terry Koplan
Aug 11th	Chuck Griswold
Sept 8th&9th	X/C Hendrickson
Oct 14th	Richard Hartman
Nov 10th	Ralph Morgan
Dec 9th	Myles Moran



**The Hot Scoop  
From the Man in  
the Field**

**Eric Hendrickson**

SC2 is history. Thank you to everyone who attended and helped out. I really appreciate the effort and I believe everyone had a good time. For those of you that didn't come out, you missed the fun We did have our share of winch problems but I will make sure that doesn't happen next year. I got a lot of good feed back from the guys running the retrievers and it will work smoother next time. The important thing is we had a successful contest and while we did have three mishaps (broken models) on the field, nobody crashed off field. How about a special thanks to Diane Goldsmith and my wife Tara whom without Bob and I would still be there scoring. Thanks gals. (I think they even had fun.)

Just got home from a fun fly at the field. It was the day after our monthly contest. Boy if you couldn't dish it out you shouldn't have come. It was fun just to BS and fly. I even saw a Windsong come out of mothballs not to mention my Rookie taking on a chain link fence (and winning) and the retriever (and Losing). One other thing came up at the monthly contest.

POLICE and they weren't there to fly. It seems someone is complaining about us trespassing at the school. Edgar and I showed and gave them our permit to take back to the station and hopefully it will be the end of it. It also seems there is a group of kids flying power. That may be how the complaints got started. Needless to say we need to police the site ourselves and FLY SAFE. Don't give the complainers any reason to kick us off. One other thing I noticed. We are getting a lot of looky loos at the field. Some from across the street. A little PR here is worth the effort.

I was talking to Bob Swet and we thought, How about the club members all having T-shirts made with the club logo on them. Wouldn't it be great. I have a contact that can make a 3 color silk screen for about 8 bucks a shirt if we order 15 shirts. Anybody interested out there. I'll keep mentioning this and if I get enough orders I'll have them made up.

There has been some talk in the magazines about clubs having frequency controls with 1991 approaching. I have not been to a club meeting lately but has anyone brought this up. I don't know if everyone out there has dual conversion receivers. How about our frequency board

when someone shows up with a old radio? Just a thought.

I finally got my 1/3 Scale Libelle kit from Germany I ordered back in March. I can't wait to get started with it. I will bring it to the next meeting. The unfortunate thing is the shipping company managed to drop the wing box on both ends and smash the tips and roots. Needless to say I was ticked. The other experience was getting customs to clear it. What a fiasco. Talk about bureaucracy at its finest. I had to go to LA airport to pick it up from the shipping company. They told me to take this stack of papers over to customs (about 3 miles away) and have them stamp them. I only wish it was that easy. An hour and 15 minutes later after standing in three lines and paying duty I had the required stamp and it was back to the shipper to get them to release the plane. Getting it home was the other trick. This is no small kit folks. The wings are 8 feet for each panel.(16' span) and the fuselage is big enough for a small baby to ride in it.

My next problem was the instruction and plans, which are in German. Lucky for me a friend of my wife's has a mother who was visiting from

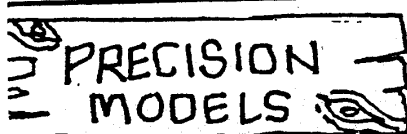


Germany. She learn a little about model building and I learn a little German during the hour and half of translating.

If you are considering bringing a model in from Europe, give me a call as I can help you with the traps and pitfalls. As you can tell I am quite excited about this. I'll keep you updated.

One final note. Does everyone know what is happening September 8th and 9th. ITS OUR CROSS COUNTRY. Can you help? PLEASE let me know. See you later.

*Lata Eric*



"Keep your left arm straight and remember to follow through."

### Winning Contests

....

### Beyond Thermaling

Terry Koplan

Over the years we have all read many articles on winning contests which usually involves various thermaling techniques. In the September issue you quoted Bob Mc Gowan's technique which as you mentioned is very similar to Fred Weaver's rules, Dave Thornburg's rules and yes even my rules.

There are other subtleties to doing well in a contest, especially a major contest, that are seldom if ever mentioned along with thermaling techniques or even landing patterns. I thought I would bring some ideas to light.

Going way back to 1971-1972, major soaring competitions were just getting underway. One of my first major contests I noticed the top competitors like Mark Smith, Rick Walters, Dave Shadel, John Baxter seemed to always stick close together when it came to flying. In fact in those days most people just grabbed a timer and flew. A few of us noticed that just having a timer was not enough, you needed a helper/spotter. This is

not news anymore but have you ever thought about who you use as your helper/spotter/ timer? How important is this particular part of your crew? With out a good helper you will never win a major contest. So what should a good helper do and be like .... read on.

If you don't not know anybody personally, then choose the best pilot you are aware of. The best assistant is a person that you know well, knows you well, and knows the capabilities of both you and your plane. What should your assistant do for you?

1. Watch the other competitors for thermal indicators.
2. Watch the general air conditions.
3. Give input to the flyer but allow the pilot to make his decisions.
4. If the pilot is placing his plane in some sort of jeopardy remind him about the possible consequences. (for example: flying to far and to low, trees the pilot may have forgotten about, other planes flying to close)
5. Leading the pilot to the spot



at the proper time. You want to give the pilot a chance to find a thermal but not wait until 30 seconds to get him to the landing circle.

6. While the helper is doing all of the above, he must also be informing the pilot of his time left. Every top pilot likes his time given to him in certain intervals. If you are timing for somebody for the first time you should ask before the pilot launches. The final countdown on a precision landing flight can be the difference in winning or losing.

7. Your pilot is going to make his time so your job other than counting down is done, right .... wrong. If there is a landing tape you need to make sure that the tape is stretched out the way the pilot likes it. Inform the pilot of other contestants that might be making a landing at the same time. You may need to quickly check with the other contestant as to his intentions to avoid a midair on landing. Also, inform the pilot as to localized wind conditions. A small dust devil on landing approach can screw up the unprepared. A sudden lull in the wind can also be noteworthy.

Individual preferences can also be important. In little to no wind conditions. when I am

obviously on a committed landing approach and the countdown is within 3 seconds left, my helper (usually Bill Nibley) knows to stop giving me the countdown. Why? There is something about gearing 3-2-1-zero. When most fliers hear zero they have a tendency to push down on the stick. This often means that you land slightly short of the frisby.

Certain people make good helpers for certain flyers. Find out who works for you and stick with them. If the helper dows his fob, your flight will go smoothly, all you have to do is concentrate on flying, and that is a job in itself. (The longer the contest the more important the helper becomes.) If you do pick up a helper at the last second, think about all of the things in this article and convey the most important points to that new assistant.

A couple of other things to think about before flying in a contest. Walk out to the landing areas. Examine each landing circle and decide which one you would prefer to land in, but be prepared mentally to be able to land in any of them. Decide on the landing approach necessary to make your particular landing approach. Does your normal landing approach need to be different? What if the wind

changes direction? Is the ground hard, soft, rocky? How far are the winches from the landing area? Even discuss these things with your helper. Since your helper is usually a fellow flyer, you will both benefit from the information. Since most contests are won in the landing area, take the time to evaluate it. Watch carefully the first few landings of your fellow competitors.

Understand how the scoring is done. many decisions can be made based on the relative importance of time versus the landing.

Knowing your airplane, and having a backup airplane is extremely important. It was written that Larry Jolly had some bad luck when he had to fly his backup airplane at the World Championships because he had trouble with the speed event due to the differences in size of his airplane. It was bad luck, it was poor planning. Larry is an excellent pilot, but even the best cannot excel without really knowing their airplane. (There was a reason I flew a 12 year old Viking in the last Master's contest. I also had a backup Viking.)

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If you do not know a flying site ask the local flyers where the lift is normally generated. They will usually tell you. For a major contest arrive at least one day early to actually fly the site. Don't just fly the site, actually walk around the far perimeters of the site locating the possible thermal generators.

Fly in all conditions. When the wind starts to blow, most flyers pack up and go home. Yet the wind often blows hard at least one day during a major contest. Keep flying as long as you have ballast and can penetrate you can learn something. Almost anybody can make a good landing in little or no wind. Can you make a high

points landing in 20 mph wind? Joe Wurts can, Fred Weaver can.

Finally, One day a local flyer walked up to one of the top competitors while he was practicing his landings and said, "you sure are a lucky flyer." This pilot turned to this local flyer and said, " yes, you're right, but I have discovered the more practice, the luckier I get."

*Ferry Hopkins*

**Minutes of July 1990**  
Meeting called to order at 7:35 pm.  
8 members in attendance.  
Eric Hendrickson made plea for

helpers at the SCsquared meet July 29th.

TOSS will spring for Porta Potty for SC squared meet. Treasurers report. \$379.00 Redwood School can be used legally any time during the summer as long as we don't conflict with Soccer or Softball.

Next contest is Saturday Aug 11th.

Paramount Ranch still in waiting stage. Limited use OK. Fun fly on 1st Saturday at Redwood.

Put index of vidio in next newsletter.

*Bob Goldsmith.*



## League of Silent Flight

P.O. Box 517  
Winfield, Illinois 60190 USA

To: LSF Executive Board  
P.O. Box 517  
Winfield, Illinois 60190

I, \_\_\_\_\_ (please print), will support the philosophies, concepts and criteria set forth in the Bylaws of THE LEAGUE OF SILENT FLIGHT and give notice herewith of intention to attain Level 1 of the Accomplishments Program, and by so doing earn full recognition and privilege of membership.

\_\_\_\_\_  
(Signature)

Mailing Address: \_\_\_\_\_  
AMA (or other FAI Affiliate) Licence or Membership No. \_\_\_\_\_

Note: ALL CORRESPONDENCE TO THE LSF MUST INCLUDE AT LEAST \$1.00 IN US STAMPS OR CHECK / M.O. FOR POSTAGE

1990 SOUTHERN CALIFORNIA SOARING CLUBS Annual Standings

BEST 4065 Score

Name	Status	Club	Score
WLRTS, J	EXPERT	TOSS	3991.6
MARTIN, R	EXPERT	HSS	3914.3
SHELBY, R	EXPERT	ISS	3888.8
MORAN, M	EXPERT	TOSS	3829.5
FERKINS, D	EXPERT	PSS	3813.0
CHASTELER, F	EXPERT	HSS	3790.5
BHATRUD, R	EXPERT	HSS	3783.8
STALLS, J	EXPERT	HSS	3757.7
VICKERS, D	EXPERT	SULA	3709.0
FINK, D	EXPERT	SULA	3702.5
WEISBERG, E	EXPERT	NCC	3667.8
WEISMAN, E	SPORTSMAN	TOSS	3597.7
DOULLAS, I	EXPERT	SWSA	3591.4
PETTEN, M	SPORTSMAN	ISS	3588.1
MCKINNS, H	EXPERT	ISS	3569.7
LUNG, D	SPORTSMAN	SULA	3557.6
SAIDRONI, H	SPORTSMAN	SULA	3515.5
HENDRY, G	SPORTSMAN	HSS	3483.3
JOY, G	EXPERT	HSS	3460.4
HULLEY, M	EXPERT	SWSA	3455.9
BUTOVICH, D	SPORTSMAN	PSS	3455.3
RODRIGUEZ, J	SPORTSMAN	ISS	3452.6
HIGGINBOTHAM, M	EXPERT	ISS	3424.2
LARSEN, O	SPORTSMAN	DUST	3326.2
BONANNO, T	EXPERT	SULA	3316.9
BROWN, G	SPORTSMAN	ISS	3145.9
TILLMAN, N	EXPERT	NCC	3127.0
OTHON, M	SPORTSMAN	ISS	3093.5
CHASTAIN, B	EXPERT	PSS	2904.1
HENDRICKSON, E	EXPERT	TOSS	2878.5
CRON, A	EXPERT	HSS	2858.1
MATSUMOTO, M	EXPERT	PSS	2792.5
FUCHALSKI, B	SPORTSMAN	SULA	2624.4
RATNER, M	EXPERT	PSS	2591.9
ANDERSON, G	EXPERT	TPG	2578.7
BLEDSE, R	SPORTSMAN	TPG	2539.8
FINK, S	SPORTSMAN	SULA	2532.0
THOMAS, R	EXPERT	HSS	2522.0
JOY, B	SPORTSMAN	HSS	2513.2
RICHARDSON, P	EXPERT	HSS	2512.0
STOKER, P	EXPERT	SULA	2475.6
ZINK, D	EXPERT	HSS	2412.0
CHASTELER, T	EXPERT	HSS	2392.8
PARSONS, J	SPORTSMAN	HSS	2376.7
EDBERG, D	EXPERT	SULA	2318.3
SHELBY, C	SPORTSMAN	ISS	2202.1
DUNCAN, W	SPORTSMAN	HSS	2135.4
CLIFTON, G	SPORTSMAN	SWSA	2120.4
RITTER, C	SPORTSMAN	DUST	2079.7
INGEBRITSON, G	SPORTSMAN	SWSA	2064.2
GOLDSMITH, B	SPORTSMAN	TOSS	2060.4
SLIFF, B	EXPERT	HSS	1963.2
REAGAN, M	EXPERT	TOSS	1932.8

August 1st 2 meter  
June 1st 2 meter  
June 1st Sport  
January 1st Sport

NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
1 NORTHERN	TOSS	6512	929	0	1000	941	991	962	952	737
2 GRISVOLD	TOSS	5645	0	0	817	924	982	1000	921	1000
3 McNAMEE D.	TOSS	3363	0	780	966	876	1000	0	910	831
4 KOPLAN	TOSS	4701	947	971	0	998	0	960	0	825
5 WEISMAN	TOSS	4541	0	320	882	927	0	768	669	974
6 OLDENBURG	TOSS	3924	892	369	0	722	999	0	782	0
7 HARTMAN	TOSS	3579	1000	881	742	0	0	0	0	756
8 HENDRICKSON	TOSS	2742	0	0	0	972	872	0	0	897
9 MORAN	TOSS	2455	0	0	926	0	897	0	0	633
10 WLRTS	TOSS	1968	0	1000	968	0	0	0	0	0
11 BEN M.	PSS	1892	0	0	0	0	896	996	0	0
12 VICKERS	TOSS	1775	0	0	0	775	0	0	1000	0
13 RATNER	PSS	1671	0	0	0	0	919	752	0	0
14 McNAMEE	TOSS	1653	0	0	744	0	910	0	0	0
15 SVET	TOSS	1516	0	0	0	0	0	904	612	0
16 HIBLEY	TOSS	1496	690	0	0	806	0	0	0	0
17 GOLDSMITH	TOSS	1347	0	0	0	0	0	0	625	722
18 KRANCOCK	SWSA	1000	0	0	0	1000	0	0	0	0
19 BURNS	PSS	983	0	0	0	0	0	983	0	0
20 VICHERT	TOSS	979	0	0	0	979	0	0	0	0
21 BUTKOVICK	PSS	814	0	0	0	0	0	814	0	0
22 DOUGLAS J	SWSA	810	0	0	0	0	0	0	810	0
23 TURNER	??	631	0	0	631	0	0	0	0	0

2 METER CONTEST NORMALIZED TO 1000

NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
1 SVET	TOSS	4287	0	797	0	666	824	1000	0	1000
2 GOLDSMITH	TOSS	3286	391	305	0	798	888	0	0	408
3 GRISVOLD	TOSS	2714	0	0	0	1000	1000	714	0	0
4 HENDRICKSON	TOSS	2626	0	0	0	794	990	0	0	842
5 OLDENBURG	TOSS	1732	1000	732	0	0	0	0	0	0
6 WEISMAN	TOSS	1339	0	0	0	664	676	0	0	0
7 MORAN	TOSS	1279	619	660	0	0	0	0	0	0
8 VAN HAPERSVELT	TOSS	1066	0	0	0	513	553	0	0	0
9 WLRTS	TOSS	1000	0	1000	0	0	0	0	0	0
10 VICHERT	TOSS	899	0	0	0	899	0	0	0	0
11 McNAMEE D.	TOSS	869	0	869	0	0	0	0	0	0
12 VICKERS	TOSS	857	0	0	0	857	0	0	0	0

SPORTSMAN CLASS NORMALIZED TO 1000





NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
1 LEAL	TOSS	3214	0	0	755	1000	590	869	0	0
2 GOLDSMITH	TOSS	3105	823	383	0	899	1000	0	0	0
3 BUTKOVIC	PSS	2739	918	0	1000	0	821	0	0	0
4 MORAN	TOSS	1543	714	828	0	0	0	0	0	0
5 VAN HAPERSVELT	TOSS	1245	0	0	0	671	574	0	0	0

PLACE	NAME	CLUB	CLASS	SCORE
1	WLRTS, JOE	TOSS	EXPERT	2568.0
2	NORENBERG, LOWELL	NONE	SPORTSMAN	2946.0
3	MARTIN, TONY	HSS	EXPERT	2924.0
4	PERKINS, DARYL	PSS	EXPERT	2898.0
5	HENDRICKSON, ERIC	TOSS	EXPERT	2891.0
6	REARER, MIKE	TOSS	EXPERT	2877.0
7	STALLS, JARED	HSS	EXPERT	2866.0
8	CHASTELER, FRANK	HSS	EXPERT	2832.0
9	DOUGLAS, IAN	SWSA	EXPERT	2835.0
10	MORAN, MYLES	TOSS	EXPERT	2831.0
11	MACENZIE, SCOTT	NONE	SPORTSMAN	2828.0
12	RATNER, MIKE	PSS	EXPERT	2808.0
13	CHASTELER, TOM	HSS	EXPERT	2790.0
14	MATSUMOTO, BEN	PSS	EXPERT	2779.0
15	CHASTAIN, BLAYNE	PSS	EXPERT	2777.0
16	STOKER, PAT	SULA	EXPERT	2771.0
17	GUSTIN, RONALD	SULA	EXPERT	2769.0
18	FINK, DAN	SULA	EXPERT	2762.0
19	OTHON, MIKE	ISS	EXPERT	2760.0
20	HENDRY, STEVE	HSS	SPORTSMAN	2751.0
21	FUCHALSKI, MARK	SULA	SPORTSMAN	2746.0
22	PETTEN, MICHAEL	ISS	SPORTSMAN	2720.0
23	OLDENBURG, ED	TOSS	EXPERT	2667.0
24	RITTER, GEORGE	DUST	SPORTSMAN	2645.0
25	SANDRONI, HUGO	SULA	SPORTSMAN	2631.0
26	HOLLEY, MARY	SWSA	EXPERT	2615.0
27	JENKINS, HARVEY	ISS	EXPERT	2594.0
28	LUNG, DICK	SULA	SPORTSMAN	2571.0
29	WEISMAN, EDGAR	TOSS	EXPERT	2567.0
30	WEISBERG, KEN	NCC	EXPERT	2548.0
31	PETTERSON, LES	SWSA	EXPERT	2547.0
32	BRATRUD, RANDY	HSS	EXPERT	2538.0
33	VICKERS, DON	SULA	EXPERT	2512.0
34	RICHARDSON, PETE	HSS	EXPERT	2488.0
35	HIGGINBOTHAM, MARC	ISS	EXPERT	2477.0
36	SLIDEAD, ED	NONE	SPORTSMAN	2475.0
37	SHELBY, RICH	ISS	EXPERT	2475.0
38	STAFF, TONI	PSS	EXPERT	2459.0
39	EDWARDS, TONY	SULA	EXPERT	2437.0
40	RODRIGUEZ, JOE	ISS	SPORTSMAN	2415.0
41	LEAL, MIKE	TOSS	SPORTSMAN	2409.0
42	COOPER, ROD	DUST	SPORTSMAN	2347.0
43	SWET, BOB	TOSS	SPORTSMAN	2275.0
44	BROWN, GARY	ISS	SPORTSMAN	2255.0
45	CRON, AL	HSS	EXPERT	2168.0
46	JOY, GEORGE	HSS	EXPERT	2126.0
47	LARSEN, URLA	DUST	SPORTSMAN	2034.0
48	RITTER, CHRIS	DUST	SPORTSMAN	2031.0
49	BUTOVICH, DAVID	PSS	SPORTSMAN	2019.0
50	DUNCAN, WILLIAM	HSS	SPORTSMAN	1942.0
51	PARSONS, JIM	HSS	SPORTSMAN	1926.0
52	ZINK, DON	HSS	EXPERT	1826.0
53	INGEBRITSON, GORDON	SWSA	SPORTSMAN	1713.0
54	GOLDSMITH, FOR	TOSS	SPORTSMAN	1668.0
55	HATCH, JOEY	DUST	SPORTSMAN	1519.0
56	MILLS, ARCHIE	DUST	SPORTSMAN	1462.0
57	COLLINS, TAYLOR	SULA	SPORTSMAN	894.0
58	NORTHERN, TOM	TOSS	EXPERT	484.0




SOUTHERN CALIFORNIA SOARING CLUBS  
RESULTS OF TOSS (SC)2 CONTEST OF 07/29/90  
CONTEST DIRECTOR - ERIC HENDRICKSON



# September 1990

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						T.O.S.S. Fun fly.Help for new fliers  1
S.W.S.A. Covina 2	3	4	5	6	7	TOSS CROSS COUNTRY  8
TOSS CROSS COUNTRY  9	10	11	12	13	14	15
P.S.S. Pasadena El Dorado Long Beach 16	17	18	19	20	21	22
23	24	25	TOSS meeting 	26	27	28
SC squared HSS 30						

# October 1990

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						T.O.S.S. Fun fly.Help for new fliers and practice for contests  6
SWSA Monthly Contest HSS. Monthly contest 7	8	9	10	11	12	TOSS Monthly contest  13
I.S.S. Riverside 14	15	16	17	18	19	20
P.S.S. Pasadena El Dorado Long Beach 21	22	23	24	25	26	27
SC squared SWSA 28	29	30	TOSS meeting 	31		

**T.O.S.S. Calendar of events. Please contact officers for car pool information**