TOSS - UP

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MEMBERSHIP DRIVE:

Larry Jimenez 1943 Channel Drive Ventura, CA 93001 (805) 652 - 1937

NEWSLETTER

EDITOR / PUBLISHER: Bob Swet, 2600 E. Ponderosa Drive #15, Camarillo, CA 93010 -4737, (805) 388 - 9619

UPCOMING EVENTS

MONTHLY MEETING: June 30th, 7:30 PM, Cameron Center, Thousand Oaks, CA

MONTHLY CONTEST: July 10th, 9:00 AM, Redwood School, Thousand Oaks, CA

THEME: 2 Meter "TOP GUN" (see advertisement inside)

CONTEST DIRECTOR: B.J. Weisman

SC² CONTEST: July 31, 9:00 AM. Hosted by Harbor Soaring Society

MAY MEETING NOTES:

OLD BUSINESS

- Field rules for Redwood School were handed out by Edgar Weisman to all those attending. For those who missed out, a copy is included in this newsletter. As previous, you are required to keep a copy in your possession while flying at the school field.
- 2) Special Use permit for Paramount Ranch will cost \$111.00 to renew. Attending members approved payment of fee. All agreed it was a reasonable price for a good field.

NEW BUSINESS

- TOSS will hold a Cross-Country contest at Taft September 17 & 18 if the field is available. CD's will be Edgar Weisman and hopefully Art McNamee.
- 2) F3J Hand tow was brought up by B.J. Weisman. Let B.J. know if your are interested in having an F3J type contest.

- 3) Larry Jimenez suggested that we should start a chain calling list to help remind people of club meetings and contests. (Until I can get one created, please feel free to call any member in your toll free area. Thanks ——Bob)
- 4) How about purchasing all weather club jackets? Larry Jimenez is willing to look into the idea if enough members are interested. Of course, all orders would have to be pre-paid. Let Larry know if you are interested.

SHOW AND TELL

Don Northern brought in his new, beautifully finished Northeast Sailplane's "Sparrow" for the slopes. Complete (RTF) it weighs 19 ounces. Has a NSP handlaunch fuselage. Designed for light lift and increased aerobatics (so he claims). With such an excellent finish, it is no wonder that this guy completes a new plane every year or two or Special Note: Excess Monokote Trim Solvent will cause visible "fogging" of the film.

RAFFLE WINNERS

\$10 Gift Certificate at SR Batteries - won by Charley Babcock, donated by Dane Vannett.

\$10 Gift Certificate at Marty's Hobbies - won by Devin Holzer, donated by Marty's.

\$25 Gift Certificate at Marty's Hobbies - won by Mike Stern, donated by Marty's.

SPECIAL THANKS is extended to Marty Friedman and all his support and donations to TOSS.

TREASURER'S REPORT

As of 6/22, TOSS has \$345 to its name along with approximately \$250 plus in debts.

RED BARON/TOSS PRO-AM CONTEST

First of all, I would like to thank Bill and Joan Hinman of The Red Baron Hobby Store for making this contest possible. Bill's generous donation of the trophies, raffle prizes and covering all other costs is greatly appreciated. Any novice / beginner desiring to enter the Pro - Am did so at absolutely no cost.

The first annual Red Baron / TOSS Pro-Am was held on June 12th. The purpose was to get R/C sailplane pilots who have never competed in a contest to participate and learn the thrill of competion. The concept was to have an "expert" type pilot teamed with a "novice" flier. Hence the Pro-Am was born. After much discussion, we decided to let the AMs go head to head against one another. The task would be to fly four rounds with a seven minute maximum per round. No landing points were to be awarded. The person with the highest total time at the end would be the winner. The PRO's role would be to assist in any way possible with the least amount of flying. The PRO could launch and land, even recover the plane if it was "out of control". It was strongly suggested to let the AM launch and land if they were comfortable doing such.

Teams were randomly paired and off they went. After round three, only a few minutes separated each of the top the teams. The final round was flown in a "slight" wind and after a very tight fourth round, winners were determined. 1st place - Wyatt Sadler (AM) and Sonny Kim (PRO), 2nd place - Ed Skow (AM) and Bob Swet (PRO), 3rd place - Devin Holzer (AM) and Mike Reagan (PRO).

The day ended with a raffle for all amateurs that had entered the contest. The three lucky winners were Mat Tennison, Wyatt Sadler and Devin Holzer. The prize for each winner was a new High Start donated by The Red Baron Model Hobbies.

Special Thanks also goes to Mike Stern who let anyone who desired to fly (under his close supervision) to gain some stick time and to discover the joy of R/C sailplanes. Whenever you peered over at Mike, you would always see someone different with a wide smile on their face. A special area was established for "get your feet wet" flights including their own High Start. All went well, perhaps to well. At times, it was un-nerving to see that multi-colored Gentle Lady just floating around while we competitors were struggling to stay aloft. It really hurt to imagine you were being out thermalled by some first time flyer.

A great time was had by all and we even got a few new members.

Larry Jimenez

PRO / AM Contest Results

	TEAM	PLANE	TIME
1	Wyatt Sadler and Sonny Kim	Easy Answer	22.45
2	Ed Skow and Bob Swet	Oly 650	21:29
3	Devin Holzer and Mike Reagan	Wanderer	19:42
4	Bob Gray and Don Northern	Tiny Dancer	11:06
5	Brian Maulhardt and Larry Jimenez	Gentle Lady	10:18
6	Mat Tennison and E. Weisman	Aquila	DNF

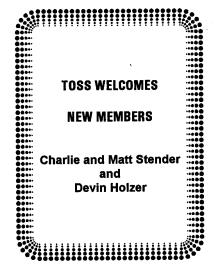
PRO/AM Raffle Winners

Mat Tennison Wyatt Sadler Devin Holzer

CLUB CONTEST

The June club contest was 3, 6, 9 minute (pilots choice) with 300, 200, 100 points for landing. Larry Jimenez was the Contest Director playing double duty for both the club and the Pro-Am contest. This sure kept him hopping while also trying to compete in two classes and play an "PRO" as well

Contest went as normal. Starting with a light breeze. Intermittent good lift and finishing with a stiff breeze. This format was new to us and was quite successful. There was a couple of "off-field" landings and why shouldn't there have been. Doesn't the 'R' of R/C stand for REMOTE? The worst part, was that the two pilots who are "experts" and will remain nameless (Don Northern would be ever so happy to tell you who) should have set a better example.



MAY's SC² CONTEST

What more can I say other than our club walked away with three Trophies. Mike Reagan won 1st place, B.J. Weisman placed 3rd and Edgar Weisman won the "Seniors" division. Not bad for only five TOSS members attended. All deserve a hearty congratulations. Let me not forget that Dane Vannett placed forth in Sportsman division and yours truly would just like to say that I had fun and thanks to Edgar for loaning me one of his planes.

For Sale

Toss Key Chains.

They have the 1994 TOSS logo and can have a message if specified. They are made on CAMM (computer-aided-milling-machine) and drawn on a Autocad based program (Versacad). They measure 1 3/4" x 3". The price is \$2.25 per key chain with key ring. Also for a extra \$0.75 you can get a oak

stand stained and all. As a bonus you will be donating a percentage of the cost toward TOSS. If you want to see one come to the next club meeting and you'll also see the new trophies to (basically the same but say first place in such and such and mounted on a oak stand). For info. or orders call (818) 889-2788 and ask for Jonathan Spoer. Please Call weekdays 4pm. to 9pm. and weekend 10am. to 9pm. (all times are pst.). So buy one now and be one of the first to have one like the new TOSS trophies.

SAIL PLANES for Sale:

Contact Art McNamee (805) 526 - 6292 if you are interested in any of the sail planes listed below.

2 Meter SHADOW - Fully Assembled and painted ... \$250

BANSHEE - Fully Assembled and painted ... \$200

3 Channel 2 Meter - Fully Assembled and painted ... \$100

PARAGON - Fully Assembled and painted ... \$150

SAIL PLANES for Sale:

Contact James Cowley (805) 568 - 0077 if you are interested in any of the sail planes listed below.

Combat Models - F16 FALCON Slope Soarer - Fully Assembled and painted - Ready to Fly, 48 inch Wing Span - 60 ounces, Futaba 5UAP - 5 Channel PCM radio (Channel 34), Two S148 Servos with L&M ball bearing conversions Battery and Charger ... \$300

Scorpio - FALCO 180 Slope Soarer - Ready to Cover, 70 inch Wing Span - Eppler 374 Airfoil, Futaba 5UAF - 5 Channel FM radio (Channel 28), Three S148 Servos, Battery and Charger ... \$275

Culpepper Models - CHUPEROSA Sailplane - Fully Assembled - Ready to Fly, 60 inch Wing Span - 20 ounces - SD7037 Airfoil, Two RCD Apollo 20 Servos, Tekin 2 Channel AM Receiver, 270 mAH Barrery pack ... \$150

Douglas Aircraft - QUICKSILVER Slope Soarer-\$50 52 inch Wing Span - SD6060 Airfoil, New

JR - 347 FM Transmitter (only) - \$200

SAIL PLANES for Sale:

Contact Rich Warrick (805) 640-0589 if you are interested in the sail planes listed below.

COYOTE Slope Plane - Built up wing, Partial completion of fuselage, one roll of slmon color monokote ... \$50

3 Channel Futaba radio, Model FPT3S transmitter (Pre - 1991) on 72.240 MHz ... Best Offer

SAIL PLANES for Sale:

Contact Ed Oldenberg at (805) 499-6534 if you are interested in the sail planes listed below.

COMET Cross - Country Sailplane: Completed Larry Jolly Design. Set a couple of club records years ago at Taft. 14 foot wingspan. No Radio. Need the space. \$300

FALCON Thermal Sailplane with graphite bagged wings. Weighs 80 ounces. Would make great slope ship...... \$300

PIXIE by Dodgson		\$200
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Rubber Band Holder

You can make a nice little rubber band holder out of a piece of scrap "lite ply". Simply cut a piece about 2" by 3" in the shape of an "H" (see drawing below). This device will keep more than enough rubber bands neat and organized so you don't have to stuff a bulky paper box in your field box. Make two, keep one for new bands and one for used bands, Make two, keep one for new bands and one for asset this way you don't get the new bands dirty with oil. from The Knight Plyer Paul S. Traw. Editor 4790 East Rudgley Road Edgerton, MO 64444





Custom Sanding Blocks

Don Olsen, Buckley, Michigan sent this hint into Jim Newman's column in Model Airplane News...

Pick up a bag of 80-grit Carborundum® from your local crafts store. Coat wooden blocks and dowels with white glue, then roll or pat them into the grit and allow the glue to dry (see above). The shapes of the sanding blocks you make are limited only by your imagination.

6/12/94	OPEN CLASS STANDINGS					HIGH SC	ORE =	2969.5	
pos	NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN
1	DON NORTHERN	TOSS	5385	703	914	994	840	973	961
2	EDGAR WEISMAN	TOSS	4412	702	611	982	1000	825	292
3	DANE VANNETT	TOSS	4342	610	801	955	980	996	0
4	BOB SWET	TOSS	3994	901	602	978	728	0	785
5	MIKE REAGAN	TOSS	3987	1000	0	998	0	1000	989
6	ART McNAMEE	TOSS	3553	716	0	0	902	968	967
7	LARRY JIMENEZ	TOSS	3470	632	0	948	0	725	948
8	BILL KARP	TOSS	3283	653	0	919	878	833	o
9	DON McNAMEE	TOSS	3087	638	0	568	0	977	904
10	PAUL TRIST	TOSS	2988	988	1000	0	0	0	1000
11	B.J. WEISMAN	TOSS	2739	739	0	1000	0	1000	0
12	MIKE LEAL	TOSS	1819	0	0	0	919	, 900	o
13	MIKE RATNER	PSS	1774	896	878	0	0	0	0
14	BEN MATSUMOTO	PSS	1433	464	969	0	0	0	0
15	GREG JOHNS	PSS	866	0	866	0	o	0	0
16	J. RODGERS	PSS	799	799	0	0	o	· 0	٥
17	ED DEVLIN	PSS	656	658	0	0	0	0	0
18	FRANK LEPPLA	PSS	615	615	0	0	0	0	0
19	PHILIP HALLFORD	PSS	810	0	610	0	0	o	o

6/12/94	2 METER CLASS STANDINGS						ORE =	2888.5	
pos	NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN
1	EDGAR WEISMAN	TOSS	4450	683	0	963	1000	907	897
2	DON MCNAMEE	TOSS	3947	1000] o	976	0	980	991
3	MIKE REAGAN	TOSS	3705	722	0	987	0	996	1000
4	B.J. WEISMAN	TOSS	2855	870	0	1000	0	985	0
5	ART McNAMEE	TOSS	1911	0	0	0	911	1000	0
6	LARRY JIMENEZ	TOSS	1571	0	889	0	682	0	0
7	PHILIP HALLFORD	PSS	1000	0	1000	0	0	0	0
8	GREG JOHNS	PSS	985	0	985	0	0	0.	0
9	ED DEVLIN	PSS	893	893	0	o	0	0	0
10	JONATHAN SPOER	TOSS	813	0	0	813	0	. 0	0
11	PAUL TRIST	TOSS	547	547	0	0	0	o	. 0

6/12/94	SP	SPORT CLASS STANDINGS						2526.0		
pos	NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	
1	DON NORTHERN	TOSS	5910	997	991	1000	938	1000	984	
2	LARRY JIMENEZ	TOSS	4507	910	1000	946	996	655		
3	BOB SWET	TOSS	4270	648	687	987	1000	0	941	
4	PAUL TRIST	TOSS	2723	1000	723	0	0	0	100	
5	SONNY KIM	TOSS	1697	648	283	0	0	0	760	
6	JONATHAN SPOER	TOSS	990	0	0	990	0	0		
7	MIKE LEAL	TOSS	985	0	0	0	0	985		
8	MIKE REAGAN	TOSS	985	985	0	0	. 0	0		
9	BILL KARP	TOSS	866	o	0	0	0	866		

THE FLEDGLING

Tom Dean

FREQUENCY CONFLICTS

Breaches of soaring etiquette can range from minor embarrassments to loss of a plane (your's or someone else's), or bodily injury (your's or worst yet mine).

The worst mistake, and one that happens all too often, is having two people on the same frequency at the same time. There is never a good excuse for this at an established and controlled club flying area. It can and does, however, happen in uncontrolled areas such local hills or fields where someone else may be flying just out of sight. Remember, a good radio can control an aircraft (yours or someone else's) from farther away than you can see it. For this reason it is a good idea to always do your flying at a recognized and controlled R/C flying site.

At virtually all club contests (our's and other's) and on most fun fly and practice days a frequency board is almost always used to control radio frequencies. The idea behind the use of a frequency board is that no one may turn on his or her radio (even with the antenna down or off) with out having the appropriate frequency pin in their possession or reserving the frequency on the board. Large contests often have radio impound areas to insure that no two radios with the same frequency are handed out at one time. Even with this degree of care, it is still your responsibility to know who else is on your channel and be aware of their radio use. Impound people can and do make mistakes.

In areas where there is no frequency control you should find out, when you arrive at the flying sight, who else may be on your frequency. I CAN NOT EMPHASIZE THIS POINT ENOUGH. IT IS THE RESPONSIBILITY OF **EVERY** PILOT TO MAKE SURE NO ONE ELSE IS ON THEIR FREQUENCY BEFORE TURNING ON THEIR RADIO. Also be aware of new arrivals. Even after checking for conflicts, call out your frequency before you turn on your radio. Also realize the some people concentrate so deeply while flying that they may not hear you announce your intention to turn on your radio. If you take more than one transmitter to a field, double check to make sure that the frequency that you have reserved is for the right radio.

FLYING SAFELY

Common sense will usually tell you when you are doing something that might be dangerous. Flying too low over people or property, flying beyond your skill level, flying in too confining an area are common mistakes even though they should be obvious. There are other more subtle potential safety problems. Radios and their batteries can fail with little or no warning. A mechanical failure due to prolonged stress or unnoticed damage. A plane flying at too high a speed can develop flutter of the control surfaces or wings which can cause loss of control Losing sight of one's plane, or mistaking someone else's plane for your own in flight can all result in disaster. All of these potential problems can be avoided with pre and post flight checks. concentrating on what you are doing, and realizing that the missile that you are controlling can be very dangerous.

There are many areas in San Diego that would seem to be excellent flying sites. Be aware that with the many local airports, some of these areas may be in the landing or takeoff corridors. You must not fly near them.

It is always advisable to fly with a spotter who can keep track of other planes in your area, and who might still be able to see your plane should you lose sight of it. Walk slowly and carefully if you should need to move about. Falling down has cost more than one flyer a plane.

FLYING FIELD ETIQUETTE

Wherever you fly you will notice that some people seem to be doing all of the work. Offer to help as much as possible. Be sure that the task that you are given is one that you feel comfortable with. Don't attempt to operate a wench or retriever without the proper instruction. Retrieve lines whenever necessary, (at least once for each time you fly). Watch where you walk. Some pilots get real cranky when you step on their wing tips. Don't bring unruly dogs or kids to the field, there is a lot of very expensive stuff on the ground. Keep alert at all times for

aircraft flying in your area. Be ready to duck at any time.

Alert other flyers in your area when you are launching, landing, or performing some maneuver that may interfere with their flight. Communication is one of the best ways to avoid problems. You should be aware of where all of the other aircraft in your area are. But, don't take your eyes off of your plane. (Now you see why a spotter is needed.)

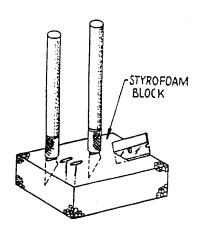
Last but not least is the <u>BLUE SKY RULE</u>. It is simply, keep blue sky between your aircraft and others. Don't assume you are above or below them. The difference in size of various aircraft can confuse your depth perception.

NEXT MONTH: THE FIRST **CONTEST**

Get Organized

Raymond Waiter of Philadelphia, PA has found a great way of keeping all the sharp things on his workbench organized and safely at hand. Just cut a block of polystyrene foam and spray one side of it with contact adhesive. Stick the block to your bench and keep your hobby knives, razor blades, pins, etc. neatly organized. It's easy, useful and the price is right!

from Here's How LeRoy Satterlee, Editor 1604 Huntington Road Waterloo, 1A 50701



10 Commandments for Contest Directors by Frank Weston

The quality of a contest is a direct function of the amount of fiying that gets done. A contest in which everyone files ten rounds is far more meaningful and enloyable than one in which everyone files four, no matter what the format. Therefore, the first job of the CD is to ensure that as much safe flying gets done as possible. Here are 10 rules that, if followed by the CD, will allow the most flying in a day.

Keep the number of flyers on a channel to a minimum. The number of liyers on a channel drastically affects the amount of flying that is done. Here is why. The number of light groups must be twee the number of liyers on the most crowded channel so as to avoid hequency conflict. gets done. Here is why. The and to have enough timers.

For example: If there are six priots on channel 42, there must be twelve flight groups. If the task is seven minutes, a flight group will take about two hours. If the flying day is eight hours, only four rounds can be complete. If on the other hand, at registration, the CD limits the number of flyers per channel to thee, there will be only six flight groups, which could then

(theoretically) complete eight rounds.

This theory assumes that there is no bottleneck elsewhere. At all major contests that I have ever attended, one channel has eight or len flyers, and drag down the whole contest the veryone else. This is the CD's faut. Better to restrict entries up front and initiate 150 competiors during the course of the contest. There are now well ever 50 channels available for our use, and the cost of changing channels, even on the most experiere radios is only about \$50. The East Coast CASA contest this year had over 10 entries and limited entres per channel to five (too many still). Five long tasks were completed in a relatively laid back style. Two more rounds could have been completed in the CD had followed the remainder of these rules.

louds peakers and other required equipment and peakers are used to the control of Zake care of logistica. "Amateurs plan strategy. Generals plan logistics.". perversion of a quote variously attributed to Robert E. Napoleon, and Norman Swartzkolp. Have enough workable winches, enough batteries. spare winch line, generators, score keeping equipt

Shorten distances. When setting up the contest minimize the distances between transmitter impound and winches, and winches and landing
area, and landing area and score keeping. Minimize these distances as much as safety and the lieid will allow. The less time people spend walking it
more time they will spend liying. Shorter distances also allow for better communication and for the exercise of better control of the contest.

4. Shorten winch lines. Another distance that could well stand to be shortened is the length of the winch line. Shorter lines give lower launches but they ploted bathery life, and vaded lewer line backs. Shorter lines are also easier in it or reset in case of a wind shit. Shorter winch fines mean shorter tasks, but more short tasks are better than fewer long ones. The only plots who will compain about shorter lines are the lies shilled, since the length of their light is usually determined by the height of their launch, not by any lift they may find on purpose. Everyone has to launch on the same

length line, everyone has the same chance to find lift.

contest down. It means getting to the it says that the first launch will go at 9:00 Start on time. Starting on time means being organized and attending to the small details that can drag a contest down.

minutes. Make this type of announcement, and then proceed on time. The stragglers can catch up later when and if it is convenient for everyone else if you can't start on time you will never run a good contest.

6. Less talk, more action. The more talk done during the pilots neeting, the more daylight is burned. Save the jabber and socializing for after the firing. Cover only what needs to be said in the pilots' meeting, and what needs to be said in the pilots' meeting, get them to save it for prior to the awards ceremony, when there is lost of time to burn. What needs to be said includes a description of talks, field boundaries, special procedures, safety precautions, and flight order. Much more and time is wasted. When the CD wastes time, people loss run increast, and when they lose interest the CD loses control. The CD will not impress anyone by talking on and on at the pilots' meeting and he will never on a good contest when he is not in comprol.

forcesn one of two piots will get their time and the rest will be left standing around. It as set of tasks is chosen which limit piot options, piots will attempt to increase options by sandbagging on a lough day the CD calls for four ten minute tasks. The first incrination of piots is to hold back and to increase options by sandbagging or example, on a lough day the CD calls for four ten minute tasks. The first incrination of piots is to hold back and wait for better conditions or two see what other piots find. This sandbagging will slow the word becomes it had obtoon, he one or two plots who may buck wait of the contest. A better call by the CD would have been for an ax will throw the flight order off causing some channels to that have delining and buring days in the contest. A better call by the CD would have been for a many six minute tasks as possible with a four minute option task to be flown at any time. If different duration tasks are called for, amounce some for as many six minute tasks as possible with a four minute option task to be flown at any time. If different duration tasks are called for, announce some provision for normalizing scores should the day be shortened by weather. Do no restrict when a short task can be flown. The purpose of having a short task will be defeated, and pilot options will be limited. 7. Pick the right teaks. If the wrong tasks are chosen, pilots will sandbag and the contest will slow. If tasks too long for the conditions are

8. Don't limit the flying by pronouncement, it is better to announce "We will fly as many rounds as possible with the last round starting no later than 4 300 PM. than it is to say "We will fly lour rounds." For some strange reason, the daylight always contracts to fit the number of rounds announced. Just as picies options must be kept open, so must the CD's. Don't lock anything in concrete that doesn't need to be.

9. Itse control and bush hard. Never, ever allow winches to stand unused. Always have a line at the winches. Once pilots are in the winch line maintain both control over delays. Ensure that the transmitters and scores are turned in promptly. Use a turner for channels that are behind. Constantly be on the alert for bottlenecks which are stowing the contest. Delegate III. No matter how great the impulsion, do not personally repeir a winch time or leach a battery or performing by other policy as winch that listely our away from the contest action. The CD's job is to keep the contest allowing along as safely as safely as There are too many details that will require his attention, and either Take control and push hard. Never, ever allow winches to stand unused. Aways have a line at the winches. possible. In a big contest, it is probably a good idea that the CD does not compete. There are too many details that flying will distract him from the contest, or the contest will distract him from flying. Both ways a poor result is likely.

bying to be 'nice' guys. Nice guys finish last and run poor contests. Typically, they will call a pliots meeting to see how many more rounds, people want to fit. AbO IDCAL forwy poid at the meeting has his own apacked. The winners want to quit now, the losers want ten more rounds. A vote by the picits user uses daylight and is extremely unlist to the first fight group who were forced to launch not only order at the contest start, but now whole into vigning att. The CD is the boots, he and he alone should decide to contribue on this stop a contest. Il consultation is necessary, consult in phrise with other contest of infairs. On a related subject. Don't stop a contest to reposition winches for a wind shift unless the new wind direction and speed are so broken by the most well meaning of CD's. untavorable as to affect safety or the reliable function of windnes and retrievers. Many a good contest has been aunches Never, ever, stop a contest for consultation. This is a rule that is frequently

17796 SAVE Ę

MASS MAIL

MEMPHIS AREA SCARING

were definitely not related. The Parallels con

April SC2 Contest Results Steven Stricklets

TPG Has A Bad Day At Black

Rock

need them to tide you over till you get to was a good choice. That 40 minute wait for the table was well worth the 30 minute sandwiches to eat on the way. You will the restaurant. I must admit it though, it No, the hill out in front, just west of the turnarounds was not made up of ended up with the same results as in the old Spencer Tracy movie by the same rocks, however, the TPG team

hero who had been killed in action. The setting for the movie had Tracy arriving on a train to the sleepy town of Black Rock, which was a little out of the way their nationality being the same as the bad guys in the war) and had down some bad things to them and then tried to cover was trying to The local towns people had not trusted the war hero's family (something about might government agent who was trying to delivery a medal to the family of a war town with small mountains all around it. remember, Tracy played a one NON movie ln the

got to the bottom of the cover up, but not before he had suffered a lot of abuse and Tracy, needless to say, finally were uncanny a lot of people were hun. The parallels

results for the TPG team at this SC2 results in the movie and between the

couple of blocks away. At one point in time the wind had at least four pilots

looking up and down the neighboring streets for their planes. Fortunately all of guys found their planes, some of the Even flying at the field on

in some cases the neighbors back yards a

und, and the landing area, and

and the grou

counced our airplanes all over the sky,

befriending a local gal and spending a quiet night in the hotel in town. In the movie these two occurrences were not Most of us arrived quietly at a journey to a small out of the way little Thousand Oaks on Saturday evening after Tracy had journeyed from the movieland journeyed through Hollywood to our destination. He started off the movie by related. Remember, this movie was made capital of Hollywood to make his movie. town surrounded by small mour

station attendant (something about a supper raffle prize.) We then proceeded to spend a quiet night in the local hotel in In this case, these two occurrences Scharck negotiated with the gas We started off in a similar blue Nissan who needed some help while fashion when one of our group, yours truly, befriended a cute red head in a hor Ron

falcon on the final leg of his landing approach trying to get to the circle before his plane did eat a quiet meal the first night in a nearby restaurant while our gang did like wise

As I here tell, the only positive Markiewicz's good buy on a cross country was

of what was a nearby

estimation

the the Olive Garden, it's just up the

remember to pack

estaurant. If Rich ever says to you "let's

The only deviation here was Rich Stobel's

much grace to the towns folk in same manner as Tracy, I would ask you to At the end of the movie Tracy be kind to the guys and extend the same kind of grace and don't ask them how spite of the error of their ways. showed

Ol' Spencer never did get to give he medal he had been carrying get close to getting any of the experts Oh' yeah The TPG around during the movie another similarity. ŧ,

conquer movieland again in his next Tracy lived to ride off into the sunset on the next train out of town and The TPG guys did the same We'll get 'em then." muttering all the way

When Sunday morning dawned for us, we met at Denny's and started

had done to the war hero's family

asking about the field and wouldn't you know it. This touched off a real wind The whirl wind of gossip caused

und the town

people ought to do about keeping Tracy from learning the truth about what they

nd the town as to what the town'

Tracy's first morning in town started a verbal whirl wind of gossip

drive to get there.

where virtue triumphed over evil, Rick Oh, by the way, as in the movie Good job Rick!

town's people to do some crazy and

흌

Our wind also cause

and carelessness.

some craziness careless things

sadists among you, the of the kindness of your heart you bypass results are below, but I would ask that our the results and move right on to the next

Norm.	
Score	
Name	

1 Keith Kindrick (PSS)2905.81000.0

	_	_						
885.0	863.3	4 44	756.9	642.1	567.4	486.3	0.0	
2571.6	2508.6	2453.7	2199.4	1865.9	1648.7	1413.2	0.0	
ge 2571.6	elby	Arthur Markiewicz	ope	arck	n Gundy	hmond	Steven Stricklett	
Fred Sa	Rick Shelby		Rich Strobel	Ron Scharck	Don Van Gundy	Don Richmond		
9 Fred Sage	11 Rick Sh	14 Arthur		34 Ron Sch	42 Don Van	45 Don Ric	55 Steven S	

Tracy spent most of the rest of

Saturday like Don Van Gundy and Art Markiewicz had done didn't help Don keep his plane on the field. The wind

other pilots weren't so lucky.

Score Y - T - D The year to date team standings are:

former into the said on to your made fairs	The same of the same of	
the movie racing around town looking for 45 Don Richmond	45 Don Richmond	4
the truth about what had happened. We	55 Steven Stricklett	
also spent the rest of the morning racing		4
around looking for the truth. Since I	I ne year to date team stanta	
spent 2 hours racing around the	Team Sc	Score
neighborhood looking for the truth of		
where my glider was, I didn't get to see	PSS 365	3658.2
much of the contest. However, I heard		3587.8
that many of the guys were racing around	TOSS 351	3515.1
the field trying to believe the truth that	TPG	3128.4
their planes might make it from the	EDSF 278	2780.1
launch point to the landing point before	SWSA 283	2833.2
they could What a site it must have been		
to see Ron Scharck running along side his		

7402.5 7236.1 7082.0 6531.3

7623.7

HARBOR SOARING SOCIETY JULY 31ST. 1994 SC2 CONTEST

(714)645-6419 (714)721-8848 CONTEST DIRECTORS
BEN CLERX (714)7
MIKE AGUIRRE (714) 8:00 AM PILOTS MEETING: 8:45 AM FIRST FLIGHT: 9:00 AM SIGN IN:

ENTRY FEE: \$6.00

3 ROUNDS OF FLYING

1ST. ROUND: 4 MINUTE FLIGHT/SCORED 800 FLIGHT-200 LANDING POINTS

2ND.-3RD. ROUNDS: 4 OR 8 MINUTE FLIGHT. PILOTS CHOICE 4 MINUTE FLIGHT /SCORED 800 FLIGHT-200 LANDING POINTS 8 MINUTE FLIGHT/SCORED 900 FLIGHT -100 LANDING POINTS

LANDINGS WILL BE STANDARD 25 FOOT CIRCLE

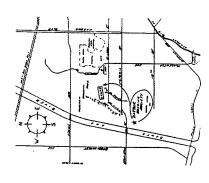
WINCHES ARE ALL 12 VOLT

LINE LENGTH IS 650 FEET

LANDING SURFACE IS MOWED WEEDS

ALL SC2 RULES APPLY





Pasadena Soaring Society

June 1994

	06/23/94 1994 THOUSAND OAKS SOARING SOCIETY ROSTER 01:54:43										
LAST	FIRST	PHONE NO	STREET	CITY	ST	ZIP	AMA#				
BABCOCK	CHARLES	(805) 495-3093	1807 HENDRIX	THOUSAND OAKS	CA	91360	497854				
BICK	WADE	(805) 379-4471	799 ST. CHARLES DR. #4	THOUSAND OAKS	CA	91360	501688				
BUSBY	H.DUANE	(805) 497-1014	1212 ENCINO VISTA CT.	THOUSAND OAKS	CA	91362	305216				
BUTKOVICH	DAVID	(818) 549-0302	1449 EL RITO AVE.	GLENDALE	CA	91208	409751				
COSGROVE	ROBERT	(818) 341-8459	10709 OKLAHOMA AVE.	CHATSWORTH	CA	91311	189026				
COUNCIL	BILL	(805) 499-6561	3837 CORONADO CIRCLE	NEWBURY PARK	CA	91320	466415				
DeBOER	CHARLES	(805) 492-1868	775 BRIGHTSTAR	THOUSAND OAKS	CA	91360					
GRISWOLD	CHUCK	(805) 495-1409	1646 LA JOLLA DR.	THOUSAND OAKS	CA	91362	12108				
HINMAN	BILL	(805) 482-8513	1195 N. MODESTO AVENUE	CAMARILLO	CA	93010	15233				
HOLZER	DEVIN	(805) 496-3555	1462 FEATHER AVENUE	THOUSAND OAKS	CA	91360					
HSIEH	ROBERT	(805) 987-6586	694 LANTANA #10	CAMARILLO	CA	93010	474171				
JIMENEZ	LARRY	(805) 652-1937	1943 CHANNEL DR.	VENTURA	CA	93001	378742				
KARP	BILL	(818) 876-0602	4532 PARK MONACO	CALABASAS	CA	91302	122971				
KEGLER	KEN & HANS	(805) 492-0757	2991 TEAL CT.	THOUSAND OAKS	CA	91360	482474				
KEIGHTY	w.	(805) 987-6443	542 SAN CLEMENTE WY.	CAMARILLO	CA	93010					
KIM	SONNY	(805) 523-3436	15266 #A CAMPUS PARK DRIVE	MOORPARK	CA	93021	437956				
KLUSS	BILL	(805) 497-2120	1368 MORROW CIRCLE	THOUSAND OAKS	CA	91362	15036				
LANKARD	KEN	(805) 485-7217	P.O.BOX 24606	VENTURA	CA	93002					
LEAL	MICHAEL	(805) 529-7535	844 CHARLES STREET	MOORPARK	CA	93021	334482				
LOBER	STEVEN	(805) 492-6769	3636 CALLE QUEBRACHO	THOUSAND OAKS	CA	91360	0				
MARX	BILL		174 KNOLLWOOD	NEWBURY PARK	CA	91320					
MORAN	MYLES	(818) 882-4687	10428 OSO AVE.	CHATSWORTH	CA	91311	18426				
McNAMEE	ART	(805) 526-6292	2645 PLACERVILLE CT.	SIMI VALLEY	CA	93063	7417				
McNAMEE	DON	(805) 526-3145	2291 NORTH HIETTER	SIMI VALLEY	CA	93063	48996				
NORTHERN	DON	(805) 523-1018	3977 WILLOW CREEK LANE	MOORPARK	CA	93021	28279				
OLDENBURG	ED	(805) 499-6354	261 EL GALLARDO	NEWBURY PARK	CA	91320	106776				
POND	BILL	(818) 707-7220	29723 KIMBERLY DRIVE	AGOURA HILLS	CA	91301-4121	504464				
RAKE	GARY	(805) 498-2613	947 DRIFTWOOD CIRCLE	NEWBURY PARK	CA	91320	437635				
REAGAN	MIKE	(805) 529-5513	14705 LOYOLA ST.	MOORPARK	CA	93021	93756				
ROUSHAR	NORM	(818) 982-1771	6747 AGNES AVE.#8	NORTH HOLLYWOOD	CA	91606	431725				
SKOW	ED	(805) 646-6544	315 N. LA LUNA	OJAI	CA	93023	0				
SPOER	JONATHAN	(818) 889-2788	30811 MAIN MAST	AGOURA HILLS	CA	91301	393152				
ST. LAWRENCE	DON	(805) 497-9681	207 SOMERSET CIRCLE	THOUSAND OAKS	CA	91360	409441				
STENDER	CHARLIE and MATT	(805) 499-5235	577 HILLCREST COURT	NEWBURY PARK	CA	91320					
STERN	MICHAEL	(805) 492-8452	745 LYNNMERE DR.	THOUSAND OAKS	CA	91360	131478				
SUTTON	ROBERT	(805) 498-4342	3415 CRESTWOOD CT.	NEWBURY PARK	CA	91320	81773				
SWET	BOB	(805) 388-9619	2600 PONDEROSA DR. APT.15	CAMARILLO	CA	93010	83283				
TRIST	PAUL JR.	(818) 545-7551	1101 MELROSE #1	GLENDALE	CA	91202	28643				
VANNETT	DANE	(805) 532-2473	4365 AMBERWICK	MOORPARK	CA	93021	433610				
WEISMAN	EDGAR and B.J.	(805) 371-4171	752 CAMINO VALLES	THOUSAND OAKS	CA	91360	67651				



