

TOSSUP 05



Toss Monthly Meeting — Now its Pizza

Gary thought last month's Pizza was so successful that he's planning to raid Costco for some more munchies for this month's meeting. Not Pizza this time. I'm (Ed) planning to bring something to drink (alas, not beer but I'll see if I can find something more mature than flavored-corn-syrup-with-caffiine-and-carbon-dioxide).

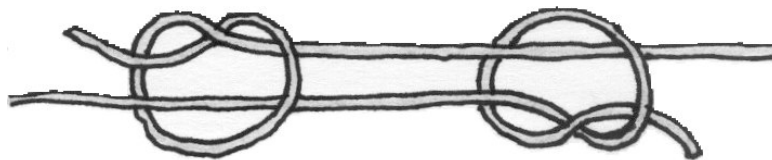
Last month's meeting broke up 2130ish — it sort of got late quite quickly.

"Just a bunch of guys sitting around talking about sailplanes and stuff....."

An Email from John Erickson

After the SC-2 contest Sunday at SWSA (Covina, CA) we'll be holding a hand launch contest for all interested flyers. Probably just 4 rounds with 10 minute windows. It'll start at 1:30 pm. Hope to see you there!

Fisherman's Knot



THE FISHERMAN'S KNOT

Richard Mason reminded me of the Fisherman's Knot which we can use on our winch lines. It seem sto work just as well as the Bloodknot that we normally use and its just as strong but it seems to be smaller and a lot easier to tie.

Don Northern

Simple Contest:-

Three rounds, 3, 5, & 7 minutes

900 Points flight

100 Points landing

NAME	CLASS	Glider	ROUND 1			ROUND 2			ROUND 3			TOTAL POINTS	Normalized Points	Yearly Flier Points
			Time	Landing	Points	Time	Landing	Points	Time	Landing	Points			
Mike Reagan	Open	AVA	3:01	96	991	4:59	92	989	6:58	100	995.7	2975.7	1000.0	1000.0
Bob Swet	Open	Isoar	3:00	89	989	4:58	87	981	7:05	80	969.3	2939.3	987.8	987.8
Don Northern	Open	Gemini 'S'	3:02	88	978	5:00	77	977	6:59	76	973.9	2928.9	984.3	984.3
Mike Stern	Open	AVA	3:01	93	988	5:05	39	924	6:59	60	957.9	2869.9	964.4	964.4
Bill Nibley	Open	Falcon	3:03	55	940	3:14	89	671	6:58	95	990.7	2601.7	874.3	874.3
Don McNamee	2M	Cara	3:03	94	979	5:00	94	994	7:01	88	985.9	2958.9	1000.0	994.3
Martin Usher	2M	Omega	3:02	71	961	5:07	0	879	7:04	80	971.4	2811.4	950.2	944.8
Art McNamee	2M	Cara	2:59	24	919	4:55	59	944	6:15	42	845.6	2708.6	915.4	910.2
Mike Stern	RES	AVA	3:03	94	979	5:02	84	978	7:00	84	984.0	2941.0	1000.0	988.3
Bob Swet	RES	Isoar	3:02	80	970	4:58	81	975	6:58	96	991.7	2936.7	998.5	986.9
Don McNamee	RES	Salsa	3:04	89	969	5:01	96	993	7:04	49	940.4	2902.4	986.9	975.4
Art McNamee	RES	Salsa	3:04	73	963	5:02	74	968	6:56	55	946.4	2867.4	975.0	963.6
Don Northern	RES	Gemini 'S'	3:05	95	970	5:00	98	998	2:48	3	363.0	2331.0	792.6	783.3
Bill Watson	RES	Mirage	3:05	77	962	4:57	82	973	3:02	0	390.0	2315.0	787.1	778.0
Jim Pendergrass	RES	Spirit 100	3:05	18	893	3:45	21	696	3:45	71	553.1	2142.1	728.4	719.9
Carlos Carbajal	RES	Salsa	2:58	70	960	2:41	0	483	5:05	0	653.6	2096.6	712.9	704.6

TOSS Channel Usage

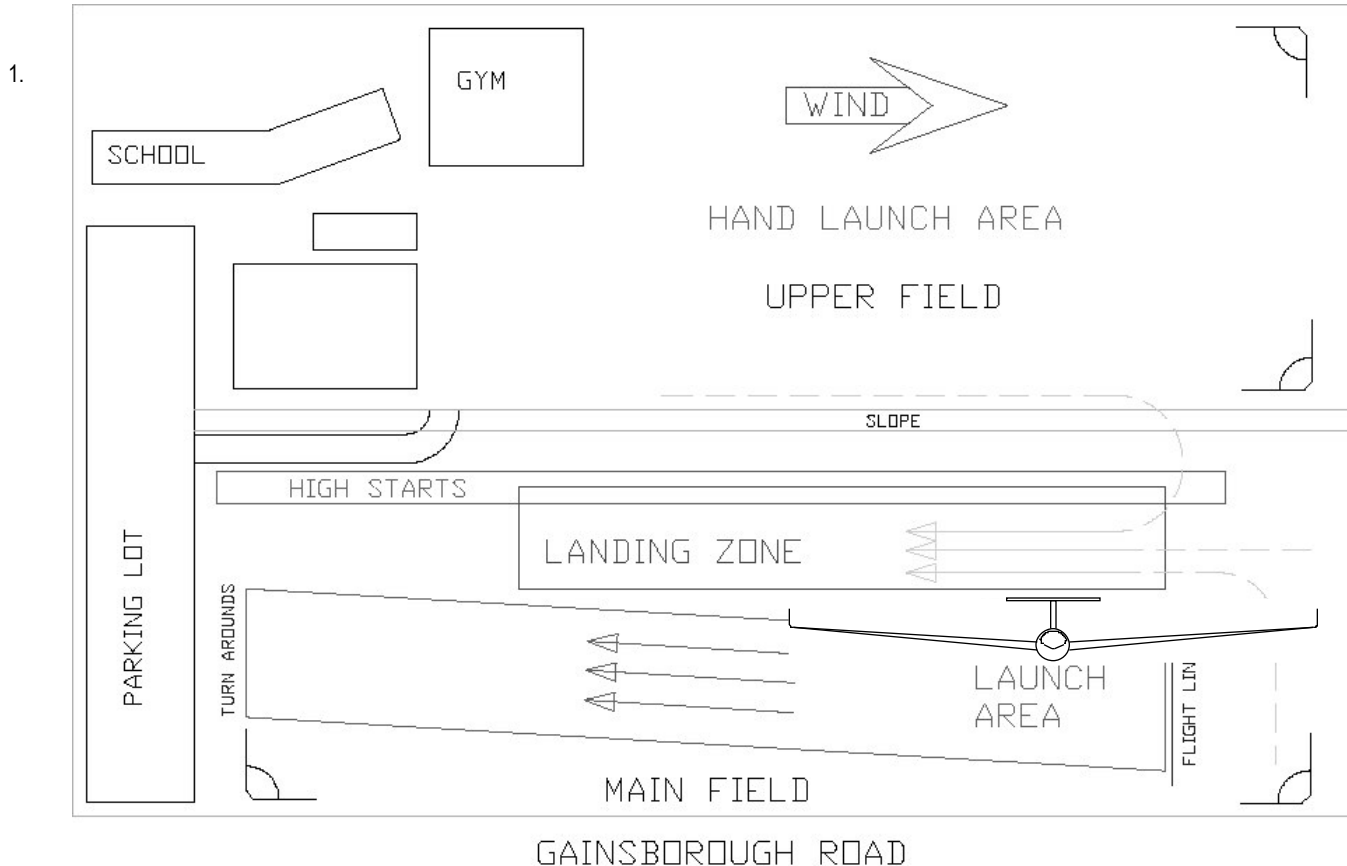
Charles Babcock	18, 26, 45
Derek Bennett	11, 59, 60
Craig Borstelmann	32
David Butkovitch	24, 27, 53
Carlos Carbajal	18
Tom Colp	18
Richard Davis	(Not Listed)
John Elias	18, 22
Alfredo Entao	48
Gary Filice	23, 25, 33, 50, 55, 60
John Gonzalez	59
Devin Holzer	14, 18, 20, 21, 29, 47, 48
Bob Hutten	22
Bill Karp	41
Chris Koplan	33, 35, 38
Terry Koplan	33, 35, 38
Jim Lueken	48, 52
Richard Mason	11, 15
Art McNamee	02, 04, 05, 06, 53.4, 53.5 (KG6J)
Don McNamee	8, 20, 34, 36, 39, 40, 57
Lex Mierop	08, 09, 15, 54
Joe Minton	15, 22
Myles Moran	(Lots)**
Bill Nibley	40, 44, 53.50
Don Northern	29, 32, 42, 44, 46, 48, 52
Ed Oldenburg	53.2, 53.3
Jim Pendergrass	11, 14, 17
Mike Reagan	22, 26, 28
Jason Rowlands	43, 50
Michael Stern	52
Bob Sutton	34, 38, 40, 44
Bob Swet	16, 25, 31, 34, 42, 54, 58
Len Thornback	36
Martin Usher	37, 44
Steve Van Wagner	15
Bob VanLandingham	45, 52
Bill Wible	12

** (Myles uses so many frequencies that he distorts the table's size — 00,02,04,13,16,19,23,25,28,32,33,42,48,53,4 & 53,5 — "Give that man a synthesizer")

Field Safety and Courtesy Guidelines (2005)

TOSS MEMBERS.....

IN ORDER TO INCREASE THE CHANCES OF KEEPING OUR FLYING FIELD AT REDWOOD MIDDLE SCHOOL, PLEASE OBSERVE THESE 11 COMMANDMENTS OF FIELD ETIQUETTE. REMEMBER, THIS IS SUPPOSED TO A FUN ACTIVITY, THAT WE ARE ALL AM-BASSADORS TO A GREAT SPORT AND THAT COURTESY GOES A LONG WAY.



TOSS FLYING FIELD IS RESTRICTED TO NON-POWERED AIRCRAFT. YOU CAN FLY ELECTRICS AT SMITH HILL.

2. PLEASE DO NO LOITER OVER THE LAUNCH AREA AFTER COMPLETION OF YOUR LAUNCH. PLEASE MAKE ROOM FOR THE NEXT PERSON'S LAUNCH AS SOON AS POSSIBLE.
3. DO NOT FLY THROUGH THE LAUNCH AREA UNLESS YOU ARE HIGHER THAN TYPICAL LAUNCH HEIGHT.
4. PLEASE ANNOUNCE [OUT LOUD] YOUR INTENT TO LAUNCH YOUR AIRCRAFT. CHECK FOR CLEARANCE BEFORE LAUNCHING. THIS INCLUDES BYSTANDERS, PETS, OR OTHER LOW FLYING AIR TRAFFIC.
5. AVOID FLYING LOW NEAR POWER LINES, ROOFS OF HOUSES AND ALONG THE STREET PARALLEL TO THE FIELD.
6. IF YOU LAND ON PRIVATE PROPERTY, PLEASE CONTACT THE OWNER [BEFORE] ENTERING THE PROPERTY TO RETRIEVE PLANES FROM TREES OR ROOFS THAT ARE CLEARLY OUT OF REACH.
7. FOLLOW THE ABOVE LAUNCH/LANDING PATTERN FOR [NORMAL] WIND CONDITIONS. DIRECTIONS ARE REVERSED FOR NORTH WIND DAYS.
8. HAND LAUNCH GLIDERS SHOULD FLY ON THE UPPER FIELD WHEN IT IS NOT BEING USED BY OTHER SPORTS. THIS AVOIDS TOSSING ONES PLANE UP INTO THE LANDING APPROACH ARE NEAR THE SLOPE.
9. HIGH STARTS CAN BE STRUNG UP ALONG THE SLOPE AND PARALLEL WITH THE LANDING AREA. LANDING AIRCRAFT HAVE THE RIGHT-OF-WAY. WAIT FOR CLEARANCE BEFORE LAUNCHING ON THE HIGH START.
10. AVOID DISPUTES WITH OTHER USERS OF THE FIELD. CONTACT A CLUB OFFICER TO DISCUSS OR SETTLE DISPUTES WITH OUR FIELD PERMIT. ALL MEMBERS SHOULD CARRY A COPY OF OUR FIELD PERMIT IN THEIR FLIGHT BOX.
11. INEXPERIENCE PILOTS SHOULD ONLY FLY UNDER SUPERVISION OF EXPERIENCED PILOTS. IF A NEW PILOT INTENDS TO CONTINUE FLYING WITH THE TOSS CLUB, THEY SHOULD BECOME A MEMBER OF AMA. SEE ANY MEMBER FOR INFO.

Rnd 1: 3 Minute Precision
 Rnd 2: 5 Minute Precision
 Rnd 3: 7 Minute Precision
 Rnd 4: 8 Minute Precision
 Rnd 5: 6 Minute Precision
 Landings: 25 pt graduated tape, Full circle

2005 Bent Wing Contest
 April 9, 2005
 CD: Jerry Tonnelli

Pilot	Round 1			Round 2			Round 3			Round 4			Round 5			TOTAL POINTS	LGF POINTS	LANDING POINTS										
	Task Time	Flight Score	Landng Points	Task Time	Flight Score	Landng Points	Task Time	Flight Score	Landng Points	Task Time	Flight Score	Landng Points	Task Time	Flight Score	Landng Points													
1 Mike Reagan	3:00	3:01	179	22	4	5:00	4:59	299	24	3	7:00	7:01	419	23	2	8:00	8:03	477	14	3	6:00	5:58	358	21	1	1836	2000	104
2 Jerry Tonnelli	3:00	3:02	178	19	8	5:00	5:00	300	24	5	7:00	7:00	420	25	2	8:00	7:58	478	9	5	6:00	5:59	359	21	2	1833	1897	98
3 Don Northern	3:00	3:06	174	23	8	5:00	5:07	293	20	7	7:00	7:03	417	20	6	8:00	8:01	479	23	6	6:00	6:03	357	10	3	1818	1780	96
4 Max Whitson	3:00	3:02	178	18	10	5:00	5:07	293	2	9	7:00	7:02	418	19	7	8:00	8:01	479	24	7	6:00	6:04	356	0	4	1787	1655	63
5 John Erickson	3:00	3:00	180	24	1	5:00	5:00	300	25	1	7:00	6:57	417	25	1	8:00	7:59	479	24	1	6:00	5:03	303	0	5	1777	1549	98
6 Dan Chandler	3:00	3:00	180	19	7	5:00	5:00	300	8	8	7:00	5:05	305	24	11	8:00	7:57	477	19	9	6:00	5:58	358	20	6	1710	1397	90
7 Joe Nave	3:00	3:02	178	23	4	5:00	5:00	300	24	2	7:00	7:04	416	24	4	8:00	7:58	478	24	2	6:00	4:01	241	0	7	1708	1302	95
8 Scott Marnoch	3:00	3:01	179	12	11	5:00	2:58	178	21	18	7:00	6:36	396	11	12	8:00	8:00	480	21	10	6:00	6:05	355	18	8	1671	1183	83
9 John Przybyszewski	3:00	3:06	174	17	11	5:00	5:05	295	0	12	7:00	7:08	412	4	9	8:00	8:05	475	0	8	6:00	4:27	267	0	9	1644	1075	21
10 Bob Swet	3:00	3:02	178	23	4	5:00	4:59	299	16	6	7:00	6:59	419	18	5	8:00	7:59	479	22	4	6:00	2:58	178	0	10	1632	978	79
11 Terry Rose	3:00	3:00	180	2	14	5:00	4:56	298	8	12	7:00	7:00	420	19	8	8:00	3:07	187	0	15	6:00	6:03	357	22	11	1491	812	51
12 Hank Schorz	3:00	3:01	179	24	2	5:00	5:02	298	22	4	7:00	4:53	293	24	10	8:00	3:42	222	0	17	6:00	6:02	358	14	12	1434	703	84
13 Ken Moser	3:00	3:18	162	17	16	5:00	5:02	298	5	14	7:00	4:15	255	4	14	8:00	7:59	479	0	11	6:00	3:25	205	0	13	1425	621	26
14 Bill Sanders	3:00	3:07	173	0	20	5:00	3:23	203	5	19	7:00	7:09	411	0	13	8:00	5:37	337	0	13	6:00	4:33	273	4	14	1406	536	9
15 George Gilburg	3:00	3:01	179	23	3	5:00	3:27	207	25	16	7:00	2:50	170	25	18	8:00	7:54	474	20	14	6:00	3:27	207	24	15	1354	442	117
16 Scott Wells	3:00	3:15	165	16	15	5:00	5:29	271	7	15	7:00	3:58	238	17	15	8:00	5:52	362	3	16	6:00	4:04	244	4	16	1317	369	47
17 Amos Kleinsasser	3:00	3:04	176	0	17	5:00	4:54	294	21	9	7:00	2:13	133	11	17	8:00	3:49	229	0	18	6:00	6:05	355	24	17	1243	271	56
18 Harry Rose	3:00	3:02	178	9	13	5:00	4:41	281	21	11	7:00	3:19	199	12	16	8:00	8:02	478	0	12	6:00	0:00	0	0	18	1178	192	42
19 Stan Templeton	3:00	3:12	168	6	18	5:00	4:00	240	17	17	7:00	2:36	156	17	19	8:00	4:20	260	0	18	6:00	4:19	259	15	19	1138	124	55
20 Dick Stutzman	3:00	3:06	174	0	18	5:00	0:00	0	0	20	7:00	0:00	0	0	20	8:00	0:00	0	0	20	6:00	0:00	0	0	20	174	9	0

Results of the San Joquin (Bakersfield) Bent Wing Contest

“BURN-OUT”

I'm not talking about the kind you do with cars — but rather the type when fun or sport turns into a job and I'm sure the dictionary doesn't describe a job as fun.

At our last contest I took on the duties of getting all of the contest supplies out to the field because Gary Filice couldn't be there. Others took on duties as well — Martin, the CD, all scoring and going home to get another winch battery, Carlos — hauling equipment from car to field and setting up the lines (and he didn't even fly in the contest), Jim Pendegrass pulling in the lines at the end of the contest even though he could barely walk, Don and Art — helping with setting up and tear down. These are just some of the people who helped out (and the ones I've missed) — to them Thank You Very Much.

The contest and regular flying duties are not that great if they're spread out over everyone that's flying. They're not, there are people who show up after the equipment's setup, fly a bit and then leave. Sometimes that's the only way they can fly — and I understand that — sure surely not every time they come out.

We (and I include myself) “burnt-out” Charlie with all the responsibilities we put on him. Art brought out the winch for “18” years (a real glutton for punishment). Gary's been bringing equipment out and setting it up before anyone else shows up for at least 2-3 years. Sure, he gets some help sometimes but its too much work for one person to unload, setup, break down and load the equipment. I'm afraid he'll get burnt-out as well.

I've recently retired from one job and I don't want to start an-

other job or turn the sport I like into another job. We're supposed to have four winch and retriever setups. Couldn't we spread the load by using a different one each week so one person wouldn't have to do it all? Couldn't someone else find room in their garage for some contest equipment? Couldn't we all help set-up and dismantle equipment? If we spread the load it won't be so much work. I also realize there are other club duties that require time (one is to edit the this thing) and I don't think its fair to put all the workload on club officers. So lets see if we can't spread out the duties of the club so that no-one gets “burn-out”.

I'll see you at the next meeting so you can pick me apart-

From the Soapbox (and barely balaced)

Don Northern.

(Editor's Note.....

This turned up in the mail a couple of days ago. Actually if we're in pet peeve mode I might remark that haulin' a couple of winches is small stuff compared to the time needed to produce a newsletter, something I've been doing man & boy for let-me-see about 9 years (ye Gods, is it really that long?).

I don't see much change myself so my way of dealing with it is to rationalize the effort so its less of a chore. I usually take no more than eight hours a month to produce a newsletter, for example. We need to research ways of making the equipment more user-friendly and regular maintainance and housecleaning of the kit and things like the box 'o contest stuff makes it easier to work with.

BTW — I was retired but I appear to be un-retired for the time being,it comes as a bit of a shock, people really do this sort of thing day-in, day-out for years at a time?)

I would like to express my thanks to fellow clubmembers who helped me for hours, searching for my sailplane. We finally found it; a lot further away than we thought, and completely wrecked. I'll be back. Again, thank you!

Bob Van Sandingham

(If you go past the lot where we went in to search the face of the hill, until you get to another street on your left, and turn there. The first house on your left, a low wooden structure with a low-pitched roof, is where it came down. (On the roof of the house) We got there about 3:30pm; the couple was just returning to the house and Richard Mason asked them if they had seen a model glider. They said yes, and it had caused some damage to their roof.

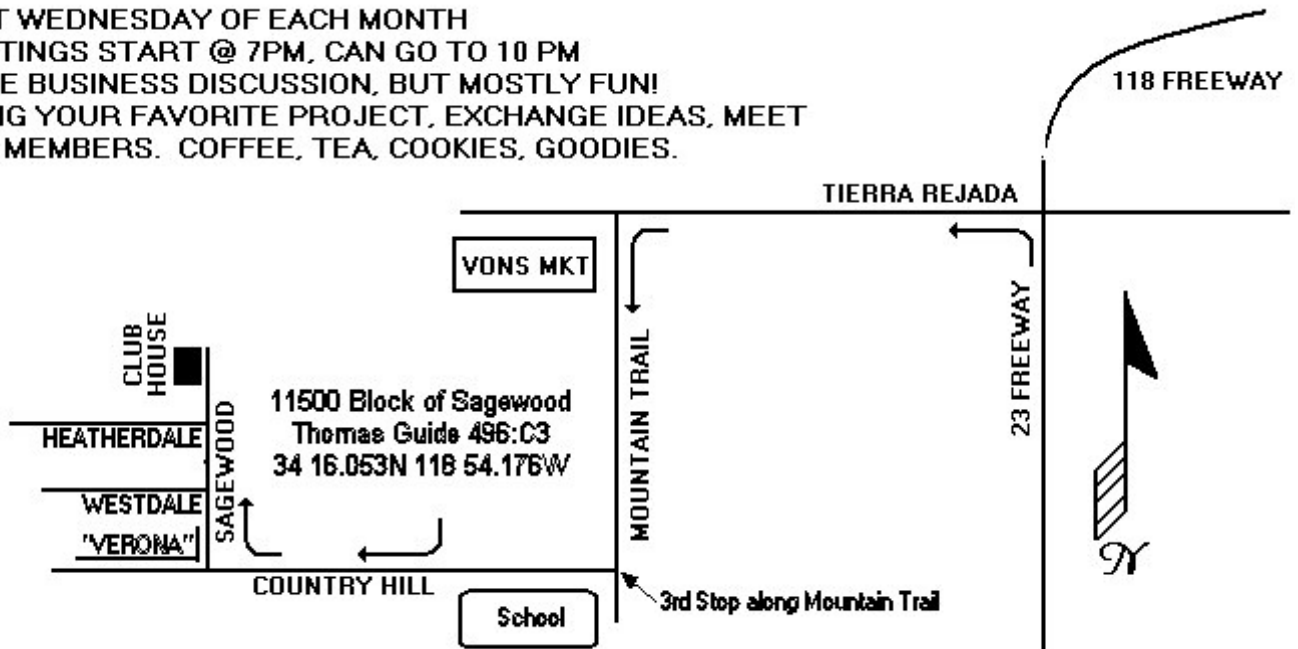
We exchanged names and addresses, I haven't heard anything from them. The guy used to fly RC, and may join us Sunday mornings.)

(SC)2 Contest: Sunday April 24th at SWSA (Covina)

Next Meeting: Wednesday, April 27th at Sagewood

Club Contest: Sunday, May 15th at Redwood

- ▶ LAST WEDNESDAY OF EACH MONTH
- ▶ MEETINGS START @ 7PM, CAN GO TO 10 PM
- ▶ SOME BUSINESS DISCUSSION, BUT MOSTLY FUN!
- ▶ BRING YOUR FAVORITE PROJECT, EXCHANGE IDEAS, MEET THE MEMBERS. COFFEE, TEA, COOKIES, GOODIES.



Thousand Oaks Soaring Society

Martin Usher

3081 Roundup Circle,

Thousand Oaks, CA91360

