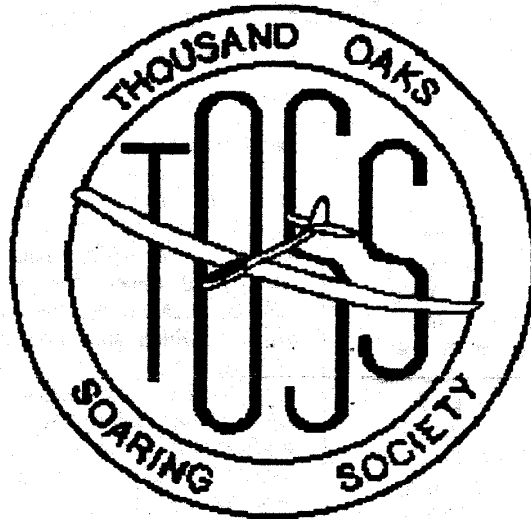


POSS-UP



NEWSLETTER

NOVEMBER 1989 T.O.S.S. P.O. BOX 1955 THOUSAND OAKS, CA. 91362

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Next Contest; DEC. 9th 1989

C/D: Don Northern

Type: ???

Next Meeting: ~~Nov~~ 29th 1989

Place: Oaks Mall
Next to Bullocks
Hillcrest Dr. T.O.

Time 7:30 p.m.



X/C SEMINAR

The X-C Seminar is history. I may be prejudiced but I believe it was a huge success for a number of reasons. I had 17 teams sign up which was about twice as many as I ever imagined. There were 4 no shows but we still had about 20 flyers. Probably the highlight of the weekend was seeing Ian Douglas' smile on Sunday afternoon after he had completed his Level 5 X-C which he had been trying to get for at least two years. Congratulations, Ian. I might point out he did it with a Constellation (it just happened to be the rebuilt version of mine that got cracked up two years ago.) But I'm getting ahead of myself.

Saturday morning dawned cool and hazy. You actually needed a jacket. By 9am most teams were set up and had managed to cross the Taft river to get into the field. Actually it was a creek but towing a trailer or driving a motorhome across it was tricky. As it turned out there is a way into the field without crossing the river. (The way we all left) The seminar got started about 9:20am. I explained the course and what we were going to do and then turned it over to Jerry Krainock. Jerry was nice enough drive out to Taft just to speak. Thank You, Jerry. I managed to miss most of his talk because a power R/C fellow started to set up right on the winch lines. This guy turned out to be the biggest most obnoxious Able Henry that I had run into. It turned out he was on Chuck's frequency. Anyway he flew throughout the seminar which made talking loud a must. Jerry kept the crowd interested until after I returned. I then talked about all the materials needed for bagging and where to get them along with my thoughts on flying X-C and modifications needed to a thermal sensor. At 11:15 my voice ran out and it was time to fly. From the comments afterwards many got alot out of the talks.

With our R/C Power buddy all done Chuck launched first to test the airwaves. It only took a minute before his Zepher was in failsafe with Chuck running down the field holding his radio like a willow stick looking for water. He managed to get the Zepher on the ground. I immediately put Chuck in charge of Public Relations with the Power people. Not much was

happening in the way of lift as noon came and went. I put my plane together and asked Chuck if he wanted to get his Level 5 X-C out of the way. It didn't take long to get high enough to go on course. Three other teams were on course when we started. Chuck managed to pass all of them. He got low a couple of times then caught a good thermal which gave him enough altitude to get to the turn. ~~We hit the worse sink~~ (associated with a shear line) I've seen getting into and out of the turn. Unfortunately Chuck wasn't able to find another thermal and landed 8.2 miles into the course. It turned out to be the best flight of the day but was disappointing for us.

Sunday started with a little better visibility and I decided to shorten the Unlimited course to Level Five since no one had completed it the day before. Flying started about 11:30 but wasn't very good. After much heckling from the TOSS bunch I put together and launched at about 12:50. I just couldn't see practicing launches and landings. I hooked a good thermal, skyed out and went on course. The shear line wasn't in evidence and the thermals were spaced about three miles apart. At the turn the truck wouldn't go fast enough or turn sharp enough. After a few anxious moments, we caught the third and final thermal 4.5 miles from the finish and topped it out and headed for home. We finished in 33.5 minutes well ahead of the truck again. I had forgotten to tell the driver what to do once we finished. I ended up landing the plane at the field while sitting in the truck on the road. Definately "Remote Control". Luckily, no damage. Ian Douglas had just entered course as we finished and Todd Billman was also preparing to start.

Billman finished in 32.5 minutes. In the meantime Ian finished in 55 minutes and Billman was starting again. This time he did it in 31.5 minutes to take home First Place. Many teams completed Level 3 and 4 attempts. All in all a fun weekend with cool temps and good people. If the lift had been a little better it would have been perfect.

A big Thanks goes to Art, Ed, Chuck and especially Bob Swet for helping set the course and taking care of little things. I appreciate it guys, Thanks again.



**ERIC'S BLURB
NOVEMBER 89**

Now for the business. The November meeting I'll show Terry Koplan's tape. I think you'll like it. We also need to have elections, membership sign ups for next year and take care of a few items. So come to the meeting. The field Ralph had been working on did not pan out. The owner is afraid of the liability exposure. Seems I've heard that before. Don't stop trying Ralph.

The other big news is a project Van has undertaken. He is teaching a model building class at the Conejo Valley Teen Center this winter. I'll let him tell you about it at the meeting. I think this is a great idea and gets a feather in the club's hat with the Park and Rec people. Way to go Van. You can count on my support, any way I can help out let me know.

Well the Sportsman class is not working out. Only two flyers at the last contest. We will keep going with it but if I don't see more response it will be hard to justify buying the trophies when this batch runs out in March. I guess it doesn't matter what we do the participation isn't going to increase. Along those lines, when was the last time YOU did something for the club. You only get out what you put into it. See you at the meeting.

Later

Eric

**SOAP BOX
Code breaker**

By George I have it. I've finally broken the code. On the count of three, I want everyone to

pack up their belongings and get out of town. Ready? ONE , TWO —.

I used to wonder what it would take to get people to write a note to the editor. I've found out. They must first move out of town. Bob Onsted very seldom (if ever) wrote a note until he moved to Arkansas. Now it's Wayne. He moves to Anderson CA. and I have the privilege to print not one but two letters in the same number of months. If every body put out copy like this it would make my job a snap.

First of all, for those of you that would like to drop Wayne a note; here's his address:

Wayne Meredith
7150 Sprig Way
Anderson, CA. 96007

I guess the former president of TOSS can have a Soap Box too, so here goes.

Soap Box

Well I see nothing has changed, hardly anybody writes an article for the newsletter, and when somebody does take the time like Art did, nobody seems to notice. I think sometimes we expect too much out of a all volunteer organization like TOSS. Arts article was well thought out and I'm sure he spent a lot of time writing it. It got a little over my head sometimes but I think he did an excellent job at keeping it at a laymans level. I learned a lot from it, and was confused enough not to know what questions to ask. Art, I thank you for the article.

When it comes to fun flying vs. contest flying there will always be a conflict. There are people who thrive on the competition, I don't know maybe they don't have any at home, or the job doesn't provide enough, or the good Lord just made them that way. The trick is getting the two to combine to support one common club. There is power in numbers and we need each other. You can't expect the fun flyer to want to attend contests, and you can't expect the contest flyer to pass up a SC squared contest to stay around and help some fun flyer who may or may not want help.



It is a fact of club life that the contest oriented person will be the active person in the club, the one holding down officer positions and c/d ing a contest. There usually isn't enough of them to make a club or hold an event like our cross country, and this is where the fun flyer, if not hounded, will come out, pitch in and help. We need each other. There are few examples where a club becomes overly contest oriented and dies out.

So why does this happen? How can we live together and be so different?

We have different priorities. I believe the contest flyer sees himself and a few buddies doing all the work in the club and a lot of others just along for the ride, and he complains in the newsletter and at the meetings. This complaining will not change the nature of anyone, except perhaps the one complaining. This will happen, the fun flyer hates hearing how he isn't helping out so he quits going to the meetings and doesn't look forward to the newsletter. When he comes to the field he feels left out of the clique the contest flyers have formed. The contest people (and I include myself in there) must realize that they get the most benefit out of the organization, and if they do something it should be done without expecting anything in return except maybe an atta boy. He does it because he wanted to and he knows that if nobody does anything he won't have a contest to go to. So the contest flyer puts on a contest so someone else will put on a contest and so forth. You do it for yourself.

If you are a doer, don't bitch when there isn't support or nobody responds to that article you labored over. Next time there may not be anybody around to respond. TOSS is the first club I was involved with and I put a lot of myself into it (cause I wanted to, for me!) and I'm proud of the club. It is a great club. Please lets just build up one another. Remember: WE NEED EACH OTHER.

Wayne Meredith

Maybe when they move out, they get smarter! Or maybe we are a bit close to the problem.

Wayne also says: The weather is great, flying fields everywhere, the people are friendly and he's broke and in heaven!
What more could you ask for? —
Money!

I printed a article from the SWSA club. John Bitzberger was the editor, a lot of good information there. I would like to put in my two cents about The Three Amigo's (Michael Selig, John Donovan, and David Fraser) more lovingly called the Princeton bunch. They put in a lot of time and I'm sure more than a few bucks of their own, to develop useful information that we will benefit from. As Wayne pointed out (" They did it because they wanted to") My hats off to them, for putting in the time and sharing the information. If any of you would like to write for more information about the Airfoils drop John Donovan a note at: 754 Stone Canyon Dr. Manchester, MD. 63021

If you would like additional information on Renolds Numbers read Mark Triebes Slope Soaring article in the December Model Aviation. You might recognize a few numbers from a few high scoring airfoils around town. Page #54.

Now one last parting shot. Just so that you don't think that my policy has changed. I WILL PRINT ANYTHING THAT I CAN READ, FROM A TOSS MEMBER, PERTAINING TO THIS CLUB OR R/C FLYING.

BY SPORTS FANS

Chuck



AIRFOIL UPDATE

JOHN BITZBERGER SWASA

Well, the data from the Princeton wind tunnel test is finally on the street. Ho-hum!!! I guess that about describes it. There were no, repeat no startling discoveries. By startling, I mean something along the lines of the second coming. However, there were a lot of noteworthy items which I would like to discuss briefly.

1. Based on the tests there is no reason to quit flying what you are happy with. Your favorite bird will keep on performing as it has in the past.

2. Depending on what you're flying there were some new things discovered or reemphasized in the tests:

a. Almost all airfoils suffer from a condition known as laminar separation bubble, which can be corrected more or less by the judicious use of a trip strip correctly placed along the span of the airfoil;

b. Some of the newer airfoils don't need the treatment;

c. Some airfoils thermal very well at a slow air speed, and some airfoils thermal just as well but must be flown at a higher airspeed.

Can you believe that. All the time and money spent on this project and this is all the practical news that I can use. It boils down to this; if you just want to "circle in sink" on no wind days stick to your paragon, it's as good as it gets.

For the rest of us, read on. There are a few more things to discuss. The following airfoils used on the same airplane with the same platform, are well within the inability of the average pilot to distinguish a performance difference;

1. Clark Y (Gnome airfoil)
2. E214 trubulated at 20%
3. S3021
4. S 3010
5. RG 15
6. E 387 trubulated at 20%
7. E 374 trubulated at 20%
8. Some of the newer Selig/Donnovan

airfoils

All of these airfoils thermal very well and have very good L/D ratios faster than min-sink. For your information, Selig flies a Wind-song (with a trip strip.) when he just wants to thermal. For speed and distance the fastest is the RG-15, then a photo finish between the S3021 and the E374. The middle ground is held down by the S3010, the Clark Y and "some of the newer Selig/Donnavan airfoils". The slower ones are the rest. The S3021 and S-3010 can both be thickened to about 11-12% without much degradation in performance, except in the high speed area.

Then there are a group of airfoils that don't thermal as well and are not as fast as the group above:

1. The Gemini
2. S4061 (Prodigy, Quarsoar, Chup-perosa)
3. The rest of the Eplers (E 205, E193, etc.)

Ain't it just wonderful? We can still argue about the relative merits of this or that magic airfoil.

Now hear's a shocker, two guys can go out and buy the same kit and one guy decides to modify a few things namely; he buys a fiberglass fuse to fit, and he takes the time to build a flying tail that is more or less (mostly more) a working airfoil. The modifier will have a much better flyer and both pilots will be able to discern the difference in the air. Reducing drag aft. of the wing is the best thing you can so to improve your favorite glider's performance.

Next season's airplane. That's a good question. My best guess is that if it was available I would buy Joe Wurts' Areil that is deceased. I believe a good second choice would be Larry Jolly's new Winsome (E 374), or maybe a Falcon 880. For a built-up, I already have it, unless I want to try a built-up E374, which isn't a bad idea. I hate to say it, but I've become a believer in the modified E 374. There are some kits I wouldn't buy, and they all have airfoils listed in the last group above.

Well, keep your tails laminar, and keep practicing.

John



HOW TO CUT OUT SMALL PARTS

Gene Mevin
Eastern Iowa Soaring Society

Here's how to cut small Fiberglas rudder and aileron horns from 1/16" stock. In 1954, a jeweler showed me how to cut small metal parts using a fine tooth saw. The secret is to use a rigid small board (see sketch), which I call a jeweler helper. The helper should be fastened to a base that is stable and solid, if at all possible at shoulder height when sitting down. This will reduce the eye and back strain. Make sure the material you are cutting is flush on the helper. Using a jeweler's saw with the teeth pointing toward the handle, cut your material by drawing down. Cut on the down stroke only. Cut into the 1/8" hole, then move the saw out and continue the cut toward the hole. If you are cutting a curve, just rotate the material on the surface of the helper. The helper gives the material rigid support and reduces the strain on the

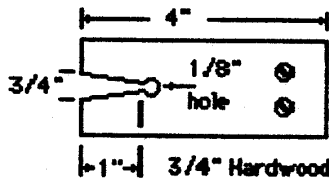
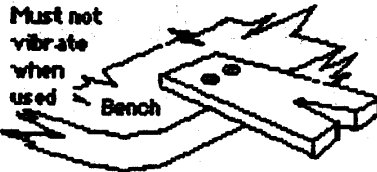
blade. With practice, you'll be able to cut very thin and small pieces.

To drill small holes in the Fiberglas horns, I use to make the Z-bend. This piece of wire is about one inch long. It is chucked up in an electric drill with about 1/8" projection. center-punch the hole. this will give you a very close tolerance hole, with no slop.

Saw teeth must face downward and you must cut on the down stroke only

Gene

fasten end of jeweler helper to bench with screws or "C" clamp, securely.



E.D.'s For the Year

Jan 7th	Wayne Meridith
Feb 11th	Don Mellamee
Mar 11th	Bob Goldsmith
Apr 8th	Eric Hennrikson
May 15th	Art Mellamee
Jun 10th	Myles Morar
Jul 6th	Chuck Grisvold
Aug 12th	Ed Oldenburg
Sept 9th	Bob Orstad
Oct 14th	Richard Hartman
Nov 11th	Ralph Morgan
Dec 9th	Don Northern



**FROM THE PINNACLE OF VICTORY
TO THE DEPTH OF DEFEAT.**
(in one hour and forty five minutes.)

Well Martha, isn't that precious! He's honking his own horn again.

Maybe, sit back and I'll tell you a story of someone with a death grip on his own throat, maybe I can shed a little light on the subject.

To Choke: My thesaurus lists, among others. Gag, Throttle, Stifle, Strangle, Retard. — Why do you (are you?) — and what can you do about it?

Saturday evening — I was number first out of 150 + fliers. One minute it was congratulations. The next, I was extremely lucky. Needless to say when I fell into bed I had a problem going to sleep. The one dream I do remember was on launch the wings on my Prodigy were waving good by. I think my worst nightmare was blowing the event on Sunday and proving to everyone that Saturday was pure luck.

Sunday morning.— FIRST ROUND — I turned in the Transmitter and learned that I was in one of the first groups to fly. Luck of the draw. I knew I could get three minutes in dead air on a good launch, but I kept seeing the wing tips touching.

Here we go, launch down wind and be carefull, don't forget the dream. Tried to zoom and I watched as the winch line stayed on the hook. Three tries later and a hundred feet lower I unhooked and started looking for a thermal. Now I'm worried, I wouldn't find one and I don't want to blow the landing. Hanging around in the immediate area, afraid to go out and find even zero sink is a poor way to get your time. Might call it "near sighted". Now I knew I couldn't make my time but still wanted to make a landing. I vowed to not use spoilers and just plunk it down on the spot eeking out the last second of flight time. I missed the landing, four feet short.— SECOND ROUND — By this time the CHOKE was beginning to wear off. I knew I'd

blown the first place, maybe I could stay in the top ten by getting a perfect round. The top ten doesn't do your L.S.F. any good, but the ego might survive. This time I launch for a five minute round and I don't care if the wings ever come down. A great launch and should be no problem getting the time — unless I run into sink and can't get out. Good grief it's sinking and the lift is — down wind. I don't want to go down wind. What if I get out there and can't make it back. I better turn into the wind and catch the next cycle. (why does your brain do that to you?) Sure enough I turned into the wind and the sink gets bad. Now I'm caught in the sink and trying to penetrate at the same time, bad combination. I finally get to the lift but it's weak and I'm too low. Sure, if I had gone down wind I would have caught the lift. With that kind of sink the lift would have been great, skyout time. I'll land twenty seconds short so lets go for the landing. Plenty of altitude for another nice slow turn, that should be worth five or seven seconds, then land. Oh no! short again.

The closest that I came to first was timing for the first place pilot. Congratulations Freddy Weaver. See you next fall. Fred came in second in our masters tournament.

Does this story ring a bell? Its getting to be a habit with me. First the Nats, famous for the Columbia river episode, now this. The next time you choke sit down and write your self a letter. It might do some good, I hope so.

THE OLD TIMER

Chuck

P.S.

As editor, I try to condense articles into concise terms that maintain a sense of humor and don't drone on so long that I loose reader participation. I could have condensed this article into very concise terms.

GO FOR IT NOW! —
REBUILD LATER, IF NECESSARY!

It couldn't have been any worse than 40th place.



**THE PRES SPEAKS--
MILES**

Bakersfield has a contst on Nov.26th . Art and I have gone to the last couple and have had a ball. Call if you want to go.

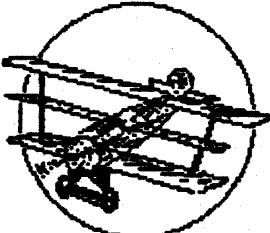
The El Dorado Silent Fliers have a TOYS FOR TOTS fun fly Dec.17th. Add opposite side. If you want to parctice, their monthly contest is Dec 10th.

TOSS comes in almost first in SC squared meet. We did take 5 out of the top ten trophies.

Just goes to show that TOSS is the hi tech club to beat on the west coast.

MILES

**The
Red Baron**



**Radio Control
Model Hobbies**
77 Daily Drive
Camarillo, CA.
(805) 482-0250

THE FIRST ANNUAL



**EL DORADO
SILENT
FLIERS**

TOYS FOR TOTS
"FUN FLY" AND
"POKER RALLY"

DATE: DECEMBER 17
AT EL DORADO REGIONAL
PARK IN THE CITY OF LONG
BEACH-PILOT'S MEETING AT
9:00 AM...SIGN UP
8:00 to 9:00 A.M.
ENTRY FEE: ONE NEW
UNWRAPPED TOY PLUS A
\$3.00 DONATION TO COVER
COST OF AWARDS. (THERE
IS ALSO A \$3.00/CAR PARK
ENTRY FEE-90 CPM POOL)

THREE CLASSIFICATIONS:
2 METER-SPORTSMAN-EXPERT
THREE ROUNDS
1.5 MIN. PRECISION (100/100)
5 MIN. PRECISION (800/200)
3/5/7 PILOT'S CHOICE (700/300
800/300 900/100)

*** HELP US BRIGHTEN A NEEDY**
CHILD'S CHRISTMAS...
• CURRENT AMA CARD REQUIRED.

POKER RALLY:
FOR ENTERTAINMENT ONLY!
• ONE CARD DRAWN AFTER
EACH EVENT
• DRAW YOUR FIFTH CARD
WHEN YOU FEEL LUCKY!
• TROPHY FOR BEST HAND
• EXTRA HANDS-\$1.00

REPRESENTATIVES OF THE
UNITED STATES MARINE CORPS
WILL BE ON HAND TO COLLECT
YOUR TOYS.

DIRECTIONS FROM O.C.
405 FERRY, NORTH TO 605
FERRY, EXIT AT SPRING ST.
AND USE THE PARK'S SPRING
ST. ENTRANCE, FOLLOW SIGNS
TO FIELD. FROM RIVERBEND
91 FERRY, WEST TO 605 SA.
EXIT SPRING ST. ENTER PARK
AND FOLLOW SIGNS TO FIELD.

FOR MORE INFORMATION:
CONTACT: VINCE BROWN
(714) 866-1046
MARK CHILS
(312) 866-2267

NORMALIZED

Max score NOV. **3000**
 Highest T.O.S.S. score NOV. **2971**

* NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	AUG	SEP	OCT	NOV
1 HENDRICKSON	TOSS	9527	973	969	983	969	996	986	998	901	811	943
2 WURTS	TOSS	8993	996	997	1000	1000	1000	0	1000	1000	1000	1000
3 OLDENBURG	TOSS	8147	0	1000	871	917	884	997	1000	850	685	943
4 WEISMAN	TOSS	7808	676	978	523	780	911	835	923	433	840	908
5 GRISVOLD	TOSS	7213	907	0	934	952	795	996	0	746	888	996
7 HARTMAN	TOSS	7010	804	938	882	907	817	909	0	879	874	0
8 NORTHERN	TOSS	6638	898	993	0	961	865	975	963	0	0	982
6 KOPLAN	TOSS	5803	0	0	0	986	961	1000	982	889	986	0
13 VICKERS	PSS	5407	886	919	948	0	0	0	727	0	939	987
9 McNAMEE	TOSS	5345	946	0	0	963	0	0	809	896	871	859
14 MORAN	TOSS	4653	958	919	979	0	965	0	0	0	0	831
10 GOLDSMITH	TOSS	4423	792	0	418	865	682	942	0	724	0	0
11 MORGAN	TOSS	4410	932	915	0	0	782	909	0	872	0	0
12 LINDGREN	TOSS	3759	0	0	846	951	0	972	0	990	0	0
15 SWAN	TOSS	3299	0	928	0	623	884	866	0	0	0	0
16 MEREDITH	TOSS	1721	876	845	0	0	0	0	0	0	0	0
17 HOLLOWAY	TOSS	1291	0	490	367	434	0	0	0	0	0	0
18 SIREN	PSS	1000	1000	0	0	0	0	0	0	0	0	0
19 NIBLEY	TOSS	934	0	0	0	934	0	0	0	0	0	0
20 McNAMEE D.	TOSS	902	0	0	0	902	0	0	0	0	0	0
21 ONSTAD	TOSS	895	895	0	0	0	0	0	0	0	0	0
22 DOUGLAS, J	SWSA	823	0	0	823	0	0	0	0	0	0	0
23 VAN HAMERSVELD	TOSS	788	442	0	346	0	0	0	0	0	0	0

**2 METER CONTEST
 NORMALIZED TO 1000**

NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	AUG	SEP	OCT	NOV
1 HENDRICKSON	TOSS	9523	911	968	1000	952	966	1000	991	948	804	983
2 WURTS	TOSS	8969	1000	990	978	1000	1000	0	1000	1000	1000	1000
3 OLDENBURG	TOSS	5228	0	1000	969	746	728	0	0	0	833	952
4 GRISVOLD	TOSS	4653	0	0	0	0	890	943	0	856	995	970
5 HOLLOWAY	TOSS	2418	0	0	534	917	0	966	0	0	0	0
6 VICKERS	PSS	2291	823	0	0	0	0	0	754	0	714	0
7 VAN HAMERSVELT	TOSS	1946	546	0	361	485	0	0	553	0	0	0
8 MORAN	TOSS	1660	0	0	916	0	0	0	0	0	0	744
9 MERIDITH	TOSS	975	0	0	0	0	0	0	0	0	0	975
10 NIBLEY	TOSS	922	0	0	0	922	0	0	0	0	0	0
11 MES	SCSA	875	0	0	0	0	0	0	875	0	0	0
12 KOPLAN	TOSS	844	0	0	0	844	0	0	0	0	0	0
13 B. LYTLE	SCSA	798	0	0	0	0	0	0	0	0	798	0
14 HARTMAN	TOSS	733	0	0	733	0	0	0	0	0	0	0
15 VOSS	SCSA	642	0	0	0	0	0	0	642	0	0	0
16 J. LYTLE	SCSA	528	0	0	0	0	0	0	0	0	528	0
17 WEISMAN	TOSS	365	0	0	0	0	0	0	0	0	0	365
18 YILLIS	TOSS	250	0	0	0	0	250	0	0	0	0	0

1	MORGAN	TOSS	3853	1000	953	940	960	0
2	GOLDSMITH	TOSS	3328	553	793	1000	1000	0
3	D. HENDRICKSON	TOSS	1947	947	1000	0	0	0
4	SVET	TOSS	1614	972	642	0	0	0
5	VAN HAMERSVELT	TOSS	1344	0	401	490	453	0
		TOTAL		AUG	SEPT	OCT	NOV	DEC

SPORTSMAN CLASS NORMALIZED TO 1000