

# TOSSUP 02

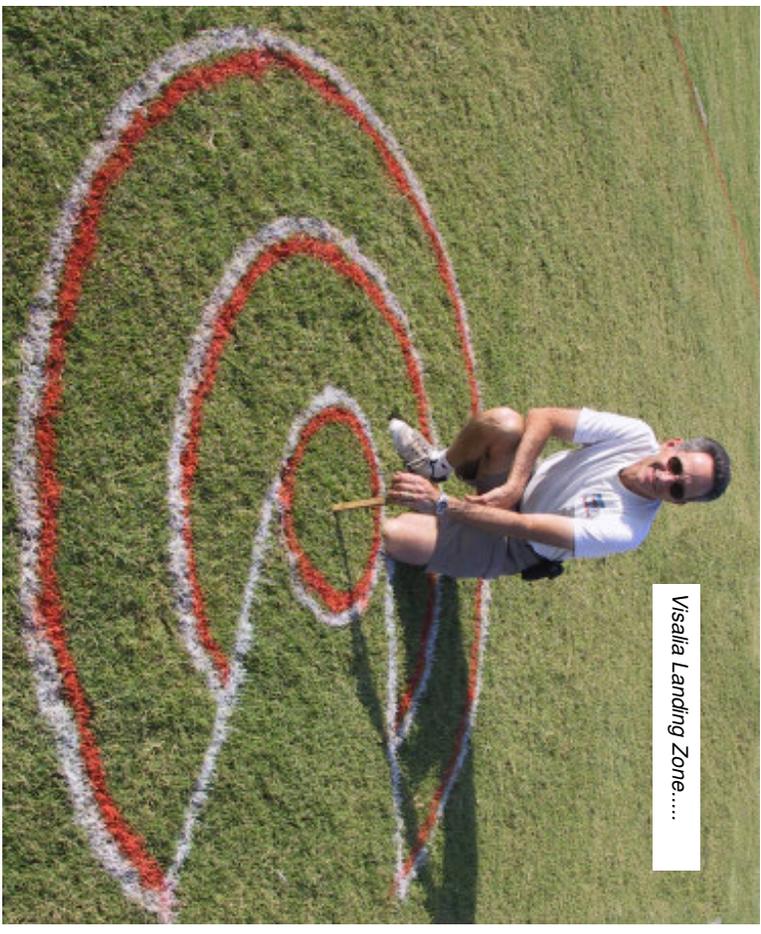


The party is on —check out the flier on page 5  
The party will be catered by Burger Barn

Delta Dart Building —1100 to 1400, Saturday Nov 16th at  
Paramount Ranch

2002 TOSS OVERALL STANDINGS														
NAME	CLUB	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	TOTAL
Gary Filice	TOSS	859.0	1000.0	1000.0	1000.0	921.6	990.9	980.0	987.9		989.0	1000.0		9728.3
Don Northern	TOSS	1000.0	987.42	991.9	938.6	869.9	998.5	920.5			1000.0			7706.9
Mike Stern	TOSS	670.0	943.66	977.4	996.5		993.6	924.5			998.7	993.2		7497.6
Craig Borstelmann	TOSS	879.8	892.56	715.2	688.7	1000.0	981.9				963.2	994.4		7115.8
Mike Reagan	TOSS		987.88		999.0	898.4		929.5			995.4	996.5		5806.6
Bob Swet	TOSS	925.2	741.61		893.8	903.2	996.4	916.7			332.7			5709.6
Art McNamee	TOSS		888.95		685.5	502.9	1000.0		990.6		989.0			5057.0
John Elias	TOSS		996.51	957.0	993.2	998.0						916.3		4861.1
Myles Moran	TOSS		804.04			192.9	999.4	984.7			798.3	958.3		4737.7
Don McNamee	TOSS		317.61		621.4	893.2	996.8				992.2			3821.2
Lex Mierop	TOSS		939.95			867.8		961.8			971.8			3741.3
David Butkovich	TOSS		863.48		824.3			1000.0				983.4		3671.2
Bill Nibley	TOSS	540.4							993.1		999.4	993.2		3526.1
Terry Koplan	TOSS	815.4							1000.0		998.6			2814.0
Martin Usher	TOSS	382.0	692.32		447.4				432.8			798.5		2752.9
Chris Koplan	TOSS	876.3							722.5		877.3			2476.1
Jim Pendergrass	TOSS						781.6	806.3						1587.8
Bill Karp	TOSS		943.09			636.4								1579.5
Browne Goodwin	TOSS	312.5	449.78		684.6									1446.9
Bill Wible	TOSS								727.1		471.3			1198.4
Hank Schorz									985.7					985.7
Greg Boswell	TOSS				880.7									880.7
Greg Nikola									867.6					867.6
John Thayer	TOSS					421.1	426.0							847.1
Aaron Amos	TOSS				296.1	481.4								777.5
Jerry Kraynock		744.4												744.4
Jesse Boone	TOSS			652.5										652.5
Derek Bennett	TOSS								496.7					496.7

Month 2000 TOSS Monthly Contest																	
			ROUND 1			ROUND 2			ROUND 3			ROUND 4			TOTAL	Normalized	Yearly Flier
NAME	CLASS	Glider	Time	Landing	Points	POINTS	Points	Points									
Gary Filice	Open	Psycho	3:02	93	983.0	5:00	94	994.0	10:01	83	981.5	6:02	91	986.0	<b>3944.5</b>	1000.00	<b>1000.00</b>
Mike Reagan	Open	Vampire	3:00	99	999.0	4:59	91	988.0	9:48	72	954.0	6:03	97	989.5	<b>3930.5</b>	996.45	996.45
Craig Borstelmann	Open	Addiction	3:01	91	986.0	4:54	82	964.0	10:04	94	988.0	5:59	87	984.5	<b>3922.5</b>	994.42	994.42
Bill Nibley	Open	Paragon	3:00	86	986.0	4:59	99	996.0	10:05	63	955.5	6:04	90	980.0	<b>3917.5</b>	993.16	993.16
Mike Stern	Open	Addiction	3:03	78	963.0	5:01	91	988.0	9:58	91	988.0	6:05	91	978.5	<b>3917.5</b>	993.16	993.16
Dave Butkovich	Open	Compulsion	2:59	73	968.0	5:00	39	939.0	10:01	92	990.5	6:01	84	981.5	<b>3879.0</b>	983.39	983.39
Myles Moran	Open	Paragon	3:01	47	942.0	5:10	0	870.0	10:00	92	992.0	6:00	76	976.0	<b>3780.0</b>	958.30	958.30
John Elias	Open	Stork II	2:59	75	970.0	5:02	0	894.0	8:47	1	791.5	6:08	79	959.0	<b>3614.5</b>	916.34	916.34
Martin Usher	Open	Mako	2:52	88	948.0	4:57	36	927.0	4:05	0	367.5	5:58	12	907.0	<b>3149.5</b>	798.45	798.45
Don Northern	Open	De-winged Missile	0:0	0	0.0	0:0	0	0.0	0:0	0	0.0	0:0	0	0.0	0.0	0.00	0.00



Visalia Landing Zone.....

*They have the front part of the target cut away and turned into a "ZERO POINTS" portion of the target. It broke the hearts of many-a-pilot with a bounce out from the 25 point bulls-eye back into the zero area only inches away.*

How did we do? Here's the Open placings, top score was 2391

Mike Stern	37	2309
Mike Reagan	43	2301
Gary Filice	74	2221
Craig Borstelmann	81	2173
Lex Mierop	82	2172
David Butkovich	86	2158
Bill Nibley	176	1772

Here's the RES placings, top score was 2310

Art McNamee	3	2257
Bob Sweet	7	2124
Terry Koplan	8	2087
Don Northern	9	2079
Chris Koplan	19	1956
Don McNamee	22	1918

*About that De-Winged Missile: This was Don's Gemini which had a slight accident on launch when the front wing mount pulled out of the wing near the top of the tow. The fuse continued in a high speed arc like a small missile and landed on the parking lot at the end of the field (hence no credit for the round). The wing descended vertically and slowly with no rotation and landed on the field damaging a wing tip.*

### A Bad Day at Visalia.....

From: "Perry Hudson" <pehudson@ccis.com>  
 Subject: [RCSE] Reply to the Hoopes message  
 Date: Monday, October 14, 2002 7:48 AM

Hey Hoopes.  
 Stop your snivelling.

I was the # 1 shooting victim in the first three minute round of the contest..

I was on final approach for a perfect first round when I went in like a duck on opening day.

My day started out with bad Karma!

I was going into the ice box in front of the fifth wheel to get something when I cracked my head open on the under frame.

After the bleeding stopped I decided to cook breakfast on my Coleman stove. As I was sturing my ho-bo skillet the frigging stove blew up sending my breakfast on to the grass in flames.

After I stomped the fire out and cleaned up the mess they called the pilot meeting. I was in flight group D.

As I was going into the dirt from about 100 ft. All of a sudden I saw my pride and joy spiraling in and those eight months of four days a week of practice and hopes of a level five win evaporated in front of my eyes.

After the plane hit the dirt and I realized that all was lost I launched the transmitter to see how far it would fly. Looked like about 50 ft.

No one came forward to offer me a back up plane.  
 No one came up and offered me a re flight.  
 No one offered the sympathy I was looking for.

As I told Larry what happened he did nothing, she said nothing. He just looked at me as I tore up my score card in front of his face and threw it on the ground.

Un sportsman like conduct ? Maybe , I was pissed to say the least.

Someone in my group said that it could be worse. I think I bit their head off and pulled their heart out through the hole.

Yes, they were right it could be worse. Let's see....

My Carreer is over — Corporate Down Sizing  
 My fortune gone — Market Crash  
 House gone , Wife gone, Dog gone.  
 And diagnosed with cancer.  
 Yes, it could be worse.

[>The Frigging goverment could say no more R/C flying.]

I will be back next year but I will be flying my most ugly piece of shit airplane that flies good in case I get shot down again.

You can bet you ass I will ask the question at the pilot meeting, What is the ruling on shot downs during the contest.

I wonder what the guy said that begged for a week off , flew 2500 mies , rented a room at the rip off in, rented a U haul truck to haul his stuff back and forth and gets shot down in the first round and is not allowed to re fly the flight? You think he is coming back next year????? He will probably go to the dog show with his wife.

Enough, guess I'll go flying and relax a little.  
 Regards,Perry

From: "Brett Jaffee" <bjaffee@techempower.com>  
 To: <soaring@airage.com>  
 Sent: Monday, October 14, 2002 11:17 AM  
 Subject: Re: [RCSE] Reply to the Hoopes message

I hope there are some country and western song writers out there in the RCSE. If not, they are missing some great material.<gd&r>

From: "Ryan Flowers"  
 <soaring@ryanflowers.com>  
 To: <jaffee@earthlink.net>  
 Cc: <soaring@airage.com>  
 Subject: Re: [RCSE] Reply to the Hoopes message  
 Date: Monday, October 14, 2002 12:39 PM

Just think of country music to along to this, Brett. Everyone else too,  
 Enjoy:

*I miss my 2m  
 by Ryan Flowers*

I said good bye  
 to my 2 meter ship last night  
 took an awful nasty hit  
 on the end of its last flight

it took a glitch  
 thats really all it took  
 to send it diving to the ground  
 I couldn't even find the tow hook....

*(chorus)*  
 well my baby  
 she done augered it in to the ground  
 she has climed through her last lift  
 she has bought the last big farm  
 she went and buried the nose tip

for what its worth  
 I've got another on the bench  
 just waiting to be built  
 so I can zoom it off the winch

Now I aint saying  
 that contests are all they has

but my next moldie  
 is gonna kick your woodies a\$\$!!!!

*(chorus)*  
 well my baby  
 she done augered it in to the ground  
 she has climed through her last lift  
 she has bought the last big farm  
 she went and buried the nose tip

\_\_\_\_\_  
*Ryan Flowers*  
[www.ryanflowers.com](http://www.ryanflowers.com)  
[www.cruiserpages.com](http://www.cruiserpages.com)  
 Reno, NV

## Torrey Pines is Open — Read the Fine Print.....

This Memorandum of Agreement ("Agreement") is made between Air California Adventure, Inc., through David Jebb and his Torrey Pines Gliderport Advisory Board, on the one hand, and the Torrey Pines Soaring Council ("Soaring Council"), on the other hand, and addresses remote control sailplane operations at the Torrey Pines Gliderport from the date of this Agreement through December 31, 2002. This Agreement is made in contemplation of the following facts:

1. Air California Adventure, Inc. is the designated Flight Director/Lessee ("Flight Director") under the City of San Diego Flat Rate Lease commencing August 1, 1998 under which four distinct types of motorless flight, including radio control sailplanes are permitted at the Torrey Pines Gliderport;
2. On August 7, 2002, Flight Director temporarily suspended all radio control sailplane operations at the Torrey Pines Gliderport;
3. Flight Director and his Torrey Pines Gliderport Advisory Board, on the one hand, and the Soaring Council, on the other hand, desire to restore radio control sailplane operations at Torrey Pines Gliderport immediately; and
4. By this Agreement, Flight Director agrees to rescind the temporary suspension for radio control sailplane operations at the Torrey Pines Gliderport.

The parties to this Agreement agree as follows:

- A. The temporary suspension of radio control sailplane operations implemented by the Flight Director on August 7, 2002, is hereby rescinded;
- B. Radio control sailplane operations are permitted at the Torrey Pines Gliderport based upon the existing Torrey Pines Gliderport Flight Regulations ("Current Flight Regulations") adopted by the Soaring Council. Flight Director shall strictly enforce the Current Flight Regulations. A copy of the Current Flight Regulations is attached as Exhibit "A;"
- C. To assist the Flight Director in the enforcement of the Current Flight Regulations, the radio control community shall appoint, with Flight Director's final approval, radio control flight directors ("RC Flight Director") to serve as Flight Director's qualified deputy(s) in enforcing, as appropriate, the Current Flight Regulations. To assist the Flight Director and RC Flight Director to enforce the Current Flight Regulations, the radio control community has proposed procedures to implement certain of the Current Flight Regulations, including Radio Control Rules numbered 1 and 3 (for example, qualifying pilots and aircraft). The procedures are attached as Exhibit "B;"
- D. The parties to this Agreement agree to work in good faith to study and review the existing Current Flight Regulations, including the window rules;
- E. The parties to this Agreement agree to enforce the attached Current Flight Regulations and procedures and, in so doing, shall have addressed to the parties' satisfaction all safety issues raised by the Flight Director and his Torrey Pines Gliderport Advisory Board, the Soaring Council, and the radio control community;
- F. The parties understand that no radio control sailplane operations shall be permitted until the AMA insurance has been reinstated for the Torrey Pines Gliderport with Air California Adventure, Inc. as an additional insured. The parties to this Agreement agree to take whatever reasonable actions are necessary to reinstate the AMA insurance. If no AMA insurance is available as specified herein, or if there is a lapse of said insurance, the Flight Director, in his sole discretion, shall have the immediate right to stop all or any portion of radio controlled flying until the AMA insurance is reinstated or substitute insurance is obtained.
- E. If the parties to this Agreement have not adopted new regulations and procedures for flight operations by December 31, 2002, then this Agreement shall be extended until such regulations and procedures are adopted.
- F. Notwithstanding any other provision contained herein, Flight Director reserves the authority to suspend, in his sole discretion, the flying privileges of any pilot or aircraft which Flight director deems unsafe or engaging in inappropriate behavior.

Date: 9/24/02

AIR CALIFORNIA ADVENTURE, INC.  
By: David Jebb  
Its: President

TORREY PINES SOARING COUNCIL:  
Stephen C. Condon  
Its: Appointed Representative

-----  
Exhibit B

Radio Controlled Sailplane Operations

### Pilot Rating Program

The modeling clubs will provide a rating program to verify that each pilot has the necessary skill to fly a particular sailplane type. Each pilot will have a rating: Novice, Intermediate, Advanced Scale, Advanced Slope, or Senior. Pilots with one of these ratings would be allowed to fly the following:

**Novice** - up to 100" balsa/light ply trainer weighing less than 35 oz. with two-axis controls. Foamies with wingspans up to 60" and weighing less than 35 oz. with two-axis controls.

**Intermediate** - up to 126" (3.2m) sailplanes weighing less than 6 lbs. excluding gliders intended for slope-racing.

**Advanced** - Advanced pilots may train others up to Intermediate. A minimum of two Senior pilots must agree to promote a pilot to Advanced. Two sub-types because any one pilot may not possess both aircraft types.

**Scale** - Up to 177" (4.5m) scale or semi-scale gliders.

**Slope** - includes all slope-racing gliders

**Senior** - Unlimited aircraft. Only Senior pilots would train Advanced or Senior pilots. A minimum of two Senior pilots and the Flight Director must agree to promote a pilot to Senior rating. Six to eight Senior pilots would need to be grand fathered with the Flight Director's approval upon the start of this program to qualify all other pilots.

The modeling clubs will issue the Pilot Rating card. The Pilot Rating card could be placed on the appropriate pin of the frequency board for pilots purchasing a daily pass and attached to the back of the TPGP Flight Pass for holders of a quarterly or yearly pass.

Pre-defined penalties must be established by the Soaring Council and Flight Director for violation of flight rules or pilot rating requirements.

Pilots must "graduate" from Novice to Intermediate, etc.

RC Flight Direction During Busy Periods

The modeling clubs will provide RC Flight Direction during "busy" periods. It is expected that "busy" periods include most holidays and most weekends. During "busy" periods when the Flight Director posts at the frequency board that an RC Flight Director is required for the day, a designated RC Flight Director will be on site, wearing an identifier and not flying. While on duty the RC Flight Director will:

1. Verify AMA membership of all pilots, and verify that they are members or guests of one either the TPGP or TPSSS (so that those clubs can enforce punishments for rule violations).
2. Require preflight inspections for all planes before each flight. RC Flight Director may do preflight inspections him/herself or utilize Senior rated pilots to assist in preflight inspections. Self-preflights required during all other time periods.
3. Verify pilots have the proper rating for their aircraft. (Flight Director should verify this when pilots sign-in as well.)
4. Depending on conditions, require spotters for all pilots.
5. Recommend punishments for pilots who violate any safety rules or instructions. These punishments would be pre-defined by the Soaring Council and Flight Director, and enforced by the clubs and Flight Director.
6. Write incident reports for all mid-air collisions with manned aircraft, ground crashes that damage anything besides the model, and beach landings. These incident reports would be provided to Flight Director and the Soaring Council.
7. Photograph or otherwise document all observed safety violations. These violations will be reported to the Soaring Council and to the Flight Director so that appropriate action can be taken.

Preflight Inspections to Include

1. Check battery with expanded-scale voltmeter.
2. Verify set-up.
3. Inspect linkages.
4. Check radio range (at least before the model's first flight of the day).

For a RC Flight Director to work, the Flight Director MUST delegate to the RC Flight Director the authority to reprimand including grounding any pilot, RC/HG/PG, for significant rule violation. Without this authority, the ability of the RC Flight Director to assist in ensuring safe operations will be severely undermined.

THOUSAND OAKS SOARING SOCIETY

PARTY



SATURDAY NOV. 2

3:00

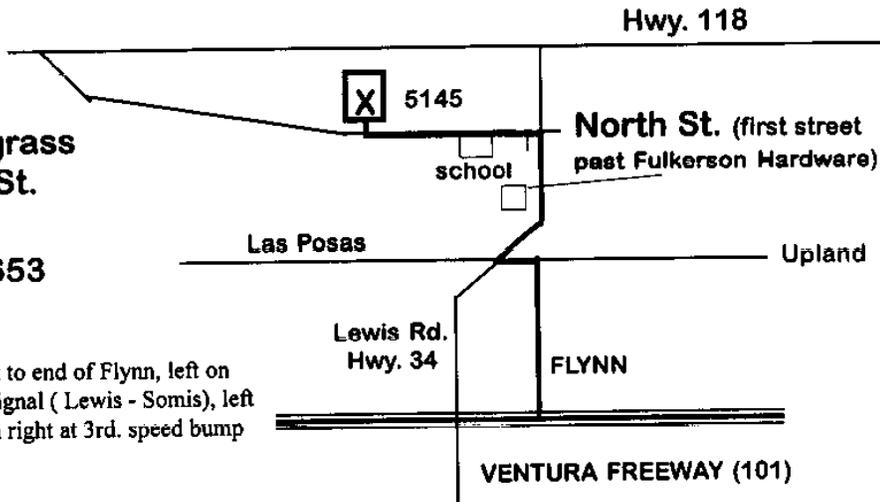
DINNER AT 5:00

TRI TIP, CHICKEN, BEANS, SALAD, DRINKS (SODA, WATER) BYOB

DIRECTIONS

Home of  
Jim Pendergrass  
5145 North St.  
Somis  
(805) 386-2653

Flynn offramp straight to end of Flynn, left on Upland, right at first signal ( Lewis - Somis), left on North St., house on right at 3rd. speed bump



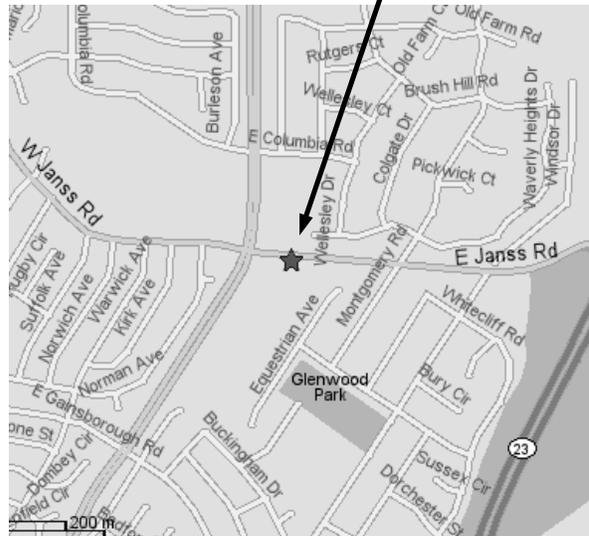
SEND MONEY TO:  
OR RSVP (805) 386-7090

Jim Pendergrass  
5145 North St.  
Somis, CA 93066  
(805) 386-7090

\$ 10.00 PER PERSON

QTY. \_\_\_\_\_ NAME \_\_\_\_\_

**SWSA (SC)<sup>2</sup> Winch Contest: Sunday, October 20<sup>th</sup> at Covina**  
**Next Meeting: Wednesday, October 30<sup>th</sup> at the Greenhouse Cafe, 7:00pm**  
**Party: Saturday, November 2<sup>nd</sup> at Somis (details inside)**  
**(SC)<sup>2</sup> HLG Contest: Saturday, November 9<sup>th</sup> at Santa Clarita**  
**Club Contest: Sunday, November 10<sup>th</sup> at Redwood**  
**Delta Dart Building: Saturday, November 16<sup>th</sup> at Paramount, 11:00am to 2:00pm**



**Thousand Oaks Soaring Society**  
Martin Usher  
3081 Roundup Circle,  
Thousand Oaks, CA91360

