

# TOSSUP 05



*So what's been happening this month?*

*October's brought a bit of a bumper crop of material. Two reports from Visalia — plus a picture (below) of Mike Stern with the Gray Cup — and a note and some pictures from John Gonzalez who appears to have scratch built not one but three molded scale sailplanes (the big question — is he going to throw one of those out from his hilltop home to see it fly?). We also have the scores from this month's contest but no pictures (yet) from the party held on October 22nd at Gary's house.*

*Your Editor — that's me — has been out of town for quite a lot of the last month or so in Portland. Last month's newsletter was done in a hotel room on a laptop so was only published on the Web. This month's will go out too late for the monthly meeting (but you all knew when that was going to be, didn't you?) and will be mailed with material from last month's publication so that all of you non-Internet enabled — or rather non-high-speed Internet enabled people — can get the hard copy that I know you crave. (I suffered a DSL outage for three weeks at home, being forced to use dial-up while I was back there. Its bad. I wouldn't wish it on anyone.) Anyway, I'm not anxious to spend any more time in Portland — but I'll probably get dragged up there again — so I can't promise future uninterrupted service from Tossup. (Thinks....It may be time to find a backup.....after all, I think I'm coming up to my tenth year, that's rather a long stint in the job.....)*

*Incidentally, one of my jobs is to field on-line enquiries about our club. Usually they're of the "Where can i fly?" and "How do I join" sort but sometimes an Email like the one below turns up. This fellow, in case you haven't guessed, is a person who re-searches material for law firms involved in litigation. I don't think anyone knows who Mr. Wasilow is in our club, but rest assured that under the right circumstances Mr. Simon will be coming for YOU!! (OK, so its Halloween.....)*

From: Mark Simon - Stein Investigations <msimon@...>  
Subject: Model Aircraft Clubs in Southern California

Dear Mr. Usher,

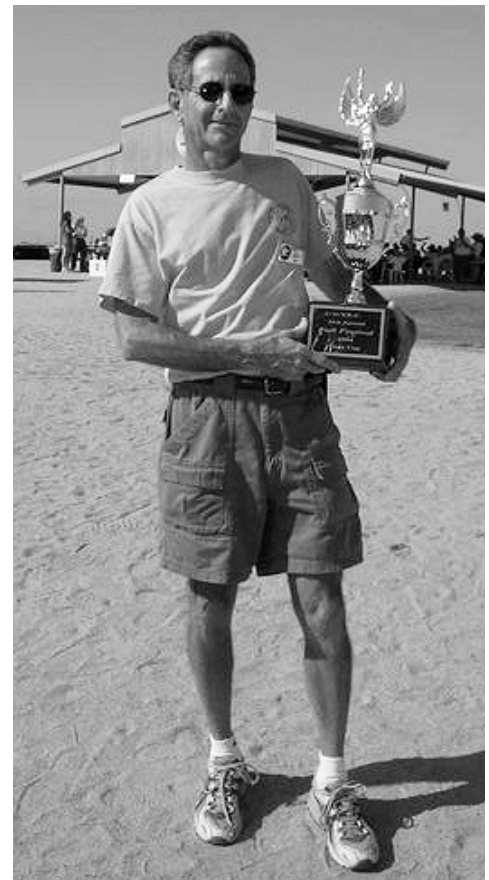
Hello. My name is Mark Simon. I'm a researcher for the Stein Agency in Los Angeles and I was asked to do a project regarding posted flying rules for model aircraft clubs in Southern California.

The assignment also included asking about an Academy of Model Aeronautics (AMA) member named Mark Wasilow, who recently had an accident.

Could you take a few minutes and answer these questions for me?

- 1) Where does your club normally fly from? (the name of the area - for example, Whittier Narrows Regional Park)
- 2) Do you post flying rules up at your field and where do you put them up? (for example, the parking lot or the bulletin board where pilots stand)
- 3) What rules do you post? (for example, a copy of the AMA Safety Code or a Warning sign or maybe a Flying Site Safety and Operational Rules list)
- 4) Is Mark Wasilow a member of your AMA club?
- 5) Would you consider Mr. Wasilow a helpful contributor to your club?

Thanks very much for your help. Mark Simon, Researcher



## FALL SOARING FESTIVAL

By: Mike Puckett

Well folks, the CVRC Fall Soaring Festival, Visalia, CA, October 1 - 2, is now history. I was asked to bring this event to you, via TOSS-UP, and can only do so by describing my own experience.

I prepared for this event 2 months in advance by building a new glider. I finished that project the weekend before the competition. Thanks to Don McNamee and Don Northern the plane did get trimmed and balanced. I, however, only landed it twice in the middle of Redwood field and never launched the plane on my own. Having not participated in a contest for 20 years and only flown 3 times in the same period, felt ready to take on Wurts, Nave, Reagan, and Perkins.

By the way, did I mention that I had just purchased a real beauty of a stopwatch? Didn't know how to use it, but it looked really cool around my neck and I know Northern couldn't wait for me to time for him.

The tasks were 3,5,8,6 Saturday and 3,8,4 on Sunday. The landing strip looked like a ladder layout except much, much smaller. It was graduated in 10 15 & 25 point grids. I couldn't tell you first hand because I never got close enough to it. However, my landings were consistent. I landed in the hole behind the landing area repeatedly. I named it the "Dead Zone". When you land there all you see is a cloud of dust and perhaps a wing tip bouncing up behind the berm. You wait until the landing judge gives you permission to retrieve your bird while the gallery of spectators enjoys your walk of shame.

After a low pass from a fullscale sailplane and *Old Glory* being raised while the *Star- Spangled Banner* echoed in the background, we were all jazzed and ready for the first task, 3 minutes and a landing. How hard could that be? One little problem, the landing was down wind, and even my Mirage, when turned down wind, picks up speed rivaling a space shuttle landing. I accidentally (read that *out of control*) overshot the runway and the Mirage hit me in the shin spinning it around and smacking my timer in the ankle. My plane had a smashed leading edge in the center section and one tip. My leg was bleeding with pieces of a balsa rib stuck in it. I carefully picked up my new bag of balsa, headed back to the pits and put it in the car. I sniveled and pouted out loud, vowed to go home and wouldn't consider patching the damage for the next round. My pride was crushed and my beautiful glider broken. ( I did, however, log a 2:59 time and that's important...)

Linda and Don tried to convince me to repair the damage, Linda referring to something about "falling off a horse." Still refusing to consider a temporary repair, Linda stopped talking to me, and I managed to piss off Don. Soooo, after a cooling off period I wandered back to see what it would take to repair my broken bird. After a bottle of CA, clear monocothe backing, a lot of 3m tape, help from Don, Linda and the brothers McNamee I was called to round 2. The little red bird, even though crippled, was ready for action.

As I was rushing to the ready area for round 2, I felt something running down my arm. It was blood. Somehow I had cut my arm while repairing the plane and it was bleeding with authority. The loudspeaker was blaring, people scurrying, Don was picking up my transmitter. Linda grabbed the glider from my hands. I went running back to the TOSS tent yelling for a Kleenex. Mike Stern pointed to a rag that had been used to clean a plane off, filthy dirty and pox infected. As I grabbed it somebody yelled at me to put pressure on the cut and get my butt back to the ready line. Now I'm standing at the winch with a dirty compression bandage stuck to my arm with blood as they yelled "Launch 2!" I held my breath and launched..... I finished the 5 minute task at 4:55 with a landing in the dead zone. My timer informed me that I was ahead of him in points. Life was again good. (That was the last round I would be ahead of anybody on the TOSS roster)

Well fellow glider guiders. I could bore you with the rest of my performance but I think you get the picture. I did finish the contest and if there is a moral to this story it would probably be "enter a club contest before attempting a major competition"....Ya think?

I have to tell you that we have some really good flyers in the TOSS organization. I was thrilled to watch Mike Stern make a plan for his 8 minute flight on Sunday and carry it out successfully while gliders were dropping out of the air like lead bricks all around him. Silent Mike sits in the background not saying a word while flying very consistently and putting a lot of pressure on the competition. Mike won the *Grey Cup* and took home a really nice trophy. He is a class act.

CVRC announced that they would take all the scores, pick 5 plus and 5 minus from the middle of the pack and have a fly-off. Don Northern was picked to compete in this event with the winner being awarded an r/c helicopter as a prize. Flying middle of the pack in the Fall Soaring Festival means that you're flying pretty well.

What can I say about Mike Reagan that you don't already know. I witnessed him go down wind at a low altitude in search of a thermal. You could hardly see his plane. I was looking through binoculars and was amazed at how smooth he could fly that far away. He worked hard to max the 8 and made it back for a landing. He went on to place first in *RES*. Congratulations to Mike and Mike. You guys make our club look pretty good.

The winner of the open competition and the Triad was Daryl Perkins. Joe Wurts won trophies in 3 events. (In my opinion Joe Wurts is the most quiet, humble and fierce competitor in this sport today. I love to watch him fly.)

To the other TOSS flyers, Don and Art McNamee, Gary Filice, Jim Pendergrass, Lex Mierop, Bill Nibley, Chris and Terry Koplan, Keith Millit, and Richard Mason. We had some interesting times in our quest for lift and a good landing. There were times when most of us fell short due to some remarkable conditions offered to us at the CVRC field. You guys are all winners and I feel fortunate to have participated in this competition with you.

Some highlights from the weekend were:\* Dinner at *Something Fresh* Friday and *Salazar's* on Saturday.\* A wonderful new plane offered by Kennedy Composites called the "SUPRA" \* (I want one so bad I could spit...about \$1600.00) \* The full scale flybys each day.\* The wonderful job by the CVRC crew and a lesson in how to run a contest.\* The incredible lift and the more incredible sink at the CVRC field.\* And, last but certainly not least, Joe Wurt's last launch. If you witnessed it you understand, if you didn't I couldn't tell you.

The raffle was a little thin for TOSS. I believe I was the only one who had a winning ticket. I won a Sirius charger, which is a serious prize. What you don't know is that earlier I purchased the same one from the onsite vendor! Is that like good news- bad news? What are the odds?

We have great pictures of this event thanks to my wife Linda. She tirelessly took 150 photos in 2 days. (We will show these at the club party and/or the next meeting) I also want to thank the wives who endured the heat and dust to watch their men compete. I'm sorry I don't know all your names. I hope to learn them in the future.

Will I attend again? You bet, but next time I'll finish my plane 2 weeks before the competition, learn to operate my stopwatch and supply my timer with shin guards.....

Until next year...Mike

Now the second article.....hopefully the right one (got several copies of this one — thanks Don).

**“If”** I did great in this contest I might take the time to tell you how hard it was to beat the other contestants and how well I did against them, well guess what—I don’t have to bother you with that, but, I did end up in the middle of the pack fly-off. This meant that there were 128 flyers ahead of and below me in the final standings. There were 10 of us in this fly-off and I placed 3<sup>rd</sup>. Now the way I look at this is that I managed to place “3<sup>rd</sup>” in a 128-contestant contest. (Is the glass half empty or half full?) That makes for a pretty good outlook to a contest that I didn’t fly that well in.

That brings me to my next thought, I was timing for Jim Pendergrass and we were standing in line waiting to fly. I was going over all the options he had to fly in; poor lift here, poor lift there, some possible lift—**wwaaaayyy**—back over there! The chances of making this round (to hear me tell it) didn’t look very promising. Well, Jim just looked me in the eye and explained to me that it really didn’t matter that much whether it worked out or not because this was **his SPORT**, and no matter “what happens” he will still enjoy his sport! What a great outlook. With that kind of an attitude you couldn’t be anything but a winner! Thanks Jim, your attitude puts a lot of things into perspective about these “toy” airplanes.

Another thing I saw while I was working at the back of my truck was Joe Wurts working on his plane when a man came over to ask Joe some questions about his own plane. Joe took the time to answer every question (and some were very basic for him) and explained them until the man understood everything. Then this man’s wife (I assume) came over and asked if he would autograph a card and write something special on it. Well, he writes with his left hand and I don’t think that slowed him down that much, but it took him quite awhile to write a note and it must have been good because they were both ecstatic over what he had written! Now here’s a guy that I don’t believe anyone would argue was a top of **his SPORT** and still makes time of us beginners—**What a Class Act!** After they were gone I yelled over to him that he had made their day. This was to acknowledge the fact that I could see that no matter how high one could fly that this guy was still down to earth.

Something else that I was told about when I arrived at the field was what a humorous EVENT it was to watch the McNamee’s assemble their shade canopy. They couldn’t believe anything could be that difficult, and these are the same guys who assemble some of the most difficult sailplanes made! I hardly made it to the canopy area because everyone kept stopping me to tell me about it. It’s hard to believe that they still talk to each other! Don did phone a little bit ago to ask where to get an Easy-UP canopy!! Dam, there goes all the fun. If you would like a firsthand report of the assembly talk to Richard Mason.

Lastly, I’d like to congratulate Mike Puckett for sticking with it and finishing the contest even though he had to make repairs—Way to go Mike. Well that’s just some of the side stories and I had a great time too! I can’t wait for next year!

Don Northern

## Results of October 2005 Monthly Contest

| Name            | Class | Glider     | Time | Landing | Points | Time | Landing | Points | Time | Landing | Points | POINTS | Points |
|-----------------|-------|------------|------|---------|--------|------|---------|--------|------|---------|--------|--------|--------|
| Mike Reagan     | Open  | AVA        | 2:58 | 84      | 974    | 4:11 | 0       | 753    | 6:59 | 75      | 972.9  | 2699.9 | 1000.0 |
| ChuckAuerbach   | Open  | Quyx       | 3:00 | 76      | 976    | 5:11 | 0       | 867    | 5:02 | 90      | 737.1  | 2580.1 | 955.7  |
| Gary Filice     | Open  | Nyx        | 3:08 | 65      | 925    | 3:36 | 47      | 695    | 5:43 | 46      | 781.0  | 2401.0 | 889.3  |
| David Butkovich | Open  | Tempest    | 2:59 | 29      | 924    | 3:44 | 66      | 738    | 3:30 | 0       | 450.0  | 2112.0 | 782.3  |
|                 |       |            |      |         |        |      |         |        |      |         |        |        |        |
| Art McNamee     | RES   | AVA        | 3:13 | 93      | 928    | 5:03 | 72      | 963    | 7:00 | 0       | 900.0  | 2791.0 | 1000.0 |
| Bob Swet        | RES   | Isoar      | 3:03 | 95      | 980    | 3:23 | 79      | 688    | 7:01 | 82      | 979.9  | 2647.9 | 948.7  |
| Don Northern    | RES   | Gemini 'S' | 3:01 | 95      | 990    | 5:03 | 82      | 973    | 4:36 | 0       | 591.4  | 2554.4 | 915.2  |
| Mike Puckett    | RES   | Mirage     | 2:59 | 86      | 981    | 4:54 | 17      | 899    | 5:10 | 0       | 664.3  | 2544.3 | 911.6  |
| Bill Watson     | RES   | BW Mirage  | 2:59 | 69      | 964    | 3:46 | 70      | 748    | 2:54 | 54      | 426.9  | 2138.9 | 766.3  |
| Don McNamee     | RES   | Topaz      | 3:00 | 93      | 993    | 0:0  |         | 0      | 0:0  |         | 0.0    | 993.0  | 355.8  |

Tasks were 3, 5, 7 minutes,  
900 flight points, 100 point  
landing

## 2005 Overall Standings

| NAME             | CLUB | DEC. | JAN.   | FEB.   | MAR.   | APR.   | MAY    | JUNE   | JULY   | AUG. | SEPT.  | OCT.   | NOV. | TOTAL  |
|------------------|------|------|--------|--------|--------|--------|--------|--------|--------|------|--------|--------|------|--------|
| Don Northern     | TOSS |      | 969.7  | 994.8  | 1000.0 | 984.3  | 957.4  | 990.7  | 1000.0 |      | 1000.0 | 915.2  |      | 8812.0 |
| Bob Swet         | TOSS |      | 869.7  | 995.6  | 971.7  | 987.8  | 972.4  | 918.4  | 969.0  |      | 976.4  | 948.7  |      | 8609.7 |
| Don McNamee      | TOSS |      | 991.1  | 1000.0 | 901.0  | 994.3  | 1000.0 | 994.2  | 993.1  |      | 833.3  | 355.8  |      | 8062.8 |
| Art McNamee      | TOSS |      | 405.5  | 995.9  | 931.9  | 963.6  | 984.3  | 665.2  | 996.6  |      | 969.6  | 1000.0 |      | 7912.5 |
| Carlos Carbojal  | TOSS |      | 849.3  | 844.4  |        | 704.6  | 751.1  | 992.4  | 898.0  |      | 973.9  |        |      | 6013.7 |
| Mike Reagan      | TOSS |      | 1000.0 |        |        | 1000.0 |        | 1000.0 | 999.1  |      | 991.5  | 967.3  |      | 5957.9 |
| Gary Filice      | TOSS |      | 993.1  |        |        |        | 997.3  | 988.3  | 883.8  |      | 961.2  | 860.3  |      | 5683.9 |
| Mike Stern       | TOSS |      | 988.3  |        |        | 988.3  | 838.2  | 774.3  | 988.6  |      | 991.2  |        |      | 5668.9 |
| Bill Nibley      | TOSS |      | 883.8  | 988.2  |        | 874.3  | 879.7  |        | 951.0  |      | 845.6  |        |      | 5422.6 |
| Lex Mierop       | TOSS |      |        |        |        |        | 858.2  | 996.7  | 995.2  |      | 989.0  |        |      | 3839.1 |
| Martin Usher     | TOSS |      |        |        | 772.9  | 944.8  |        | 908.0  | 698.1  |      |        |        |      | 3323.8 |
| Jim Pendergrass  | TOSS |      |        | 935.2  |        | 719.9  |        |        | 544.4  |      | 809.3  |        |      | 3008.8 |
| Terry Koplan     | TOSS |      |        |        |        |        |        | 931.8  | 954.5  |      | 998.5  |        |      | 2884.8 |
| David Butkovich  | TOSS |      |        |        |        |        |        | 985.6  |        |      | 874.4  | 756.7  |      | 2616.7 |
| Keith Millett    | TOSS |      | 323.8  |        |        |        |        | 990.5  |        |      | 980.1  |        |      | 2294.3 |
| Jim Lueken       | TOSS |      |        |        |        |        |        | 895.4  | 995.0  |      |        |        |      | 1890.4 |
| Bill Watson      | TOSS |      |        |        |        | 778.0  |        |        |        |      |        | 766.3  |      | 1544.3 |
| Derek Bennett    | TOSS |      | 505.9  | 866.3  |        |        |        |        |        |      |        |        |      | 1372.1 |
| Tony Brooks      | SWSA |      |        |        |        |        |        | 998.6  |        |      |        |        |      | 998.6  |
| Chris Koplan     | TOSS |      |        |        |        |        |        | 974.6  |        |      |        |        |      | 974.6  |
| Dan Borer        | SWSA |      |        |        |        |        |        | 946.0  |        |      |        |        |      | 946.0  |
| Tak Takayama     | SWSA |      |        |        |        |        |        | 937.8  |        |      |        |        |      | 937.8  |
| Jerry Millett    | ??   |      | 930.2  |        |        |        |        |        |        |      |        |        |      | 930.2  |
| ChuckAuerbach    | TOSS |      |        |        |        |        |        |        |        |      |        | 924.5  |      | 924.5  |
| Mike Puckett     | TOSS |      |        |        |        |        |        |        |        |      |        | 911.6  |      | 911.6  |
| Major Anderson   | SWSA |      |        |        |        |        |        | 886.6  |        |      |        |        |      | 886.6  |
| Steve Sallenbach | SWSA |      |        |        |        |        |        | 877.2  |        |      |        |        |      | 877.2  |
| Phil Renaud      | TOSS |      |        |        |        |        |        |        |        |      | 864.5  |        |      | 864.5  |

Hi All,

I am sharing my sense of accomplishment.

When I was a kid I was fascinated with airplanes. I started flying radio control gliders in the beginning. In 1983 I began taken flying lessons, flying Cessnas and Pipers. A year and a half later I got my license flying sailplanes. Back then Grobs were the beautiful sailplane on the field.

Off to college and then Dental school, it was 15 years before I flew again. Before getting back in the seat, I completed the circle by flying radio control sailplanes again. Spending lots of money on expensive European, fiberglass, molded models, I decided to learn the craft of molding and make my own. Over the seven years it took to complete the project, I bought a real sailplane, continued building my house, had a baby daughter and placed an order for an RV-10.

Over the seven years I built three sets of foam core, vacuum bagged wings. One set became the plugs to make wing molds. The fuselage was sculpted from a lamination of kiln dried bass wood and a template made from and

enlargement of a Bob Banka's 3 view drawing. All measurements were taken from the 3 view drawings at several points of reference. Mike Reagan taught me the art of molding using tooling doe, fiberglass and resin.

I guess one could say I have lots of imagination, persistence, patients and artistic ability.

Now, onto something my family can enjoy!

**John Gonzalez, N112ST, Lak 17a**

Dimensions:

Grob 103C, twin 3 acro

Wing spans: 156 inches

Fuselage length: 72 inches

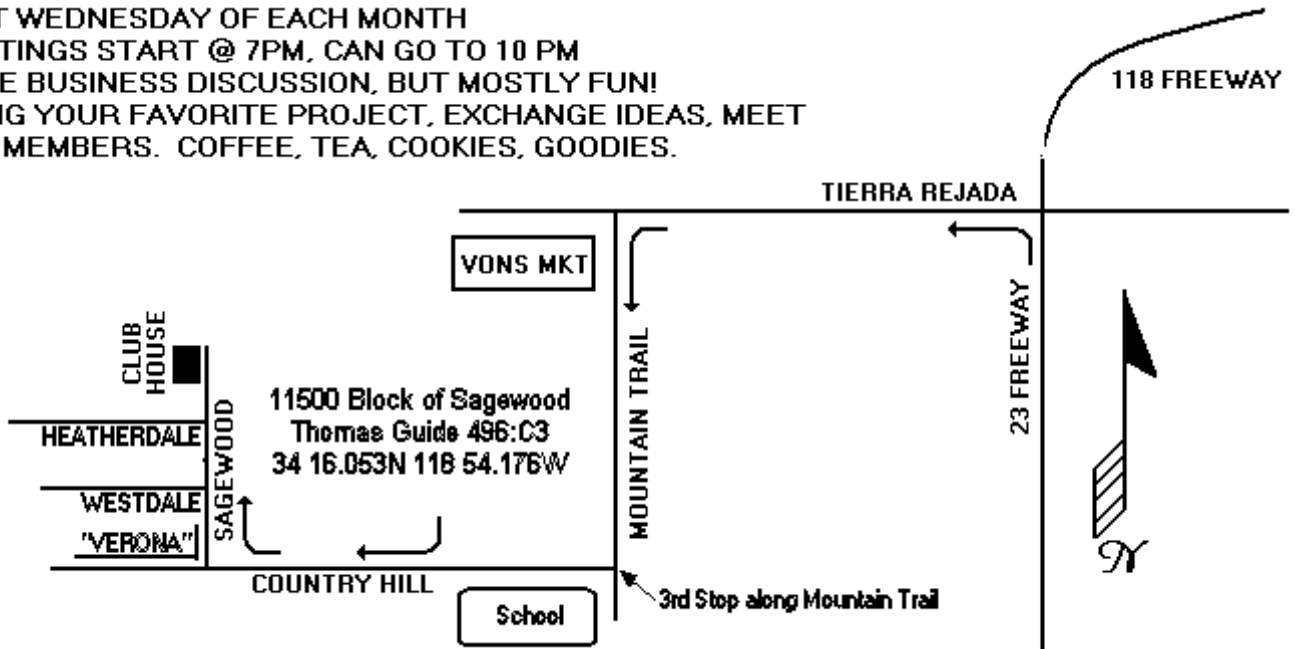
Weight :11 pounds, 8 ounces-12 pounds, 6 ounces.

Construction materials used: Fiberglass, Carbon, Kevlar, Foam and Balsa



Next (AGM) Meeting: Wednesday, November 30<sup>th</sup> at Sagewood (unless moved)  
Club Contest: Sunday November 20<sup>th</sup> 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

