

# TOSS-UP



## NEWSLETTER

THOUSAND OAKS SOARING SOCIETY A.M.A. CHARTERED CLUB #1493

OCTOBER 1995

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**NEXT CONTEST:**

DATE:	SC2	October 29th., 1995
PLACE:		Redwood School
TIME:		9:00 a.m.
C/D		Mike Reagan

**NEXT CLUB MEETNG:**

DATE:	October 25th., 1995
DAY:	Wednesday
PLACE:	Cameron Center
TIME:	7:30p.m.

## SEPTEMBER MEETING NOTES

### OLD BUSINESS:

General discussion was held concerning our state of preparedness for the October SC2 contest. We need volunteers, tables, and new line on a couple of winches. All volunteers will be appreciated.

### NEW BUSINESS:

More discussions on the subject of mandatory formatting of club contests. Suggestions were floated for mandating all monthly club contests will involve testing of skills (not luck). Any contest where luck is involved, should be designated a Fun Fly and be held on a non-monthly contest date. Also suggested was that all monthly contest formats would have club's approval. Some of these suggestions would require changes to club's by-laws.

Chase Keightly aired his concerns about being a contest director stating that he certainly won't make waves. His contest will definitely of a standard format in fear of receiving all the on what format the September contest could have been. Chase stated that he is certainly will to help out in any way that he can in return for all the help that he receives. That's the spirit!

Again, discussions were held on how to increase the club's memberships.

A local legend has recently passed away. Keith Jones, trainer of most of the local glider pilots is now circling among the best of slope lift. We will certainly miss him on the hill.

Bob Swet brought in a large variety of receiver nicad battery packs. They ranged from the tiny 110 mAHr to the large 1200 mAHr. He answered many questions and offered some advice. Bob informed us that nicads typically self-discharged at a rate of less than 2% per day. Most manufacturers of nicads claim that their cells do not develop a "memory". Also, that Nicads worst enemies are heat, over-discharging and over-charging. So it's best not to store them in your car or in direct sunlight or in any location that gets over 100 degrees. Certainly, don't leave your transmitters or receivers on unless they are being used! Don't leave your transmitter or plane on charge all the time. Lastly, be very careful when fast charging.

### RAFFLE RESULTS:

The raffle was postponed until next month meeting.

### TREASURER'S REPORT

We have \$250.00 in our account and as of 10/15/'95 we have around \$275.00 in unpaid bills.

### MORE ON NICADS CHARGING

*by Bob Swet*

All major manufacturers informed us that nicads typically self-discharged at a rate of less than 2% per day and typically less than 1%. This may be interpreted as if you have not charged your battery pack during the past two months, you should (slow) charge them for at least 12 hours. Or, assuming that you are slow charging your batteries, charge them for 1/2 hour per day since last fully charged. Note: Slow charging is usually stated as the charging rate being the capacity divided by 10 and the charge time would be 12 to 15 hours. If you have a 600 mAHr battery pack, slow charging would be at a current of 60 milliAmps.

When using a charger of a different rate than the battery pack it was designed for, charging times must be adjusted. Example: you have a charger that originally came with your 500 mAHr receiver battery pack. But, because you are using a plane with six servos, you installed an 800 mAHr battery pack. How long should you charge the new battery pack with the old charger? Let's see. That would be 800 divided by 50 or 16 hours. That is almost correct for a fully discharged pack. We did not include any time for "cell equalization". This is the property that is simply stated that no two cells are ever alike. What manufacturers recommend to overcome this inherent property is that we should overcharge by 20 to 50 percent. So we multiply 16 hours by 1.2 to get 19.2 hours. If we had used 50%, the answer would be 24 hours. In conclusion, you should charge that 800 mAHr battery pack for 19 to 24 hours if it was fully discharged.

But what if my batteries are not fully discharged. Say you flew for only a half hour. Simple enough. If you know that your transmitter normally will last for two hours and your receiver pack normally lasts one and a half hours, basic math yield our answers. In the

transmitter case, you have used approximately 25 percent (0.5 / 2) of the battery's capacity. So if you normally charge your transmitter for 12 to 15 hours (if it was fully discharged), you would only need to charge it for a quarter of that time or 3 to 3 1/2 hours.

The receiver battery pack charging time is calculated the same way. Let's use the 800 mAHr battery from the above example. You used approximately 33 percent (0.5 / 1.5) of the battery's capacity. We need to replace what we used. Therefore we would need to charge it for 33 percent of the normal charging time. Using our mathmagic, that would be 19 hours times 33 percent or approximately 6 1/4 hours. You could certainly charge it for as long as 8 hours with worry of damage.

I hope that this answers some of your questions.....Bob

#### **THE BIG GAMBLE** by Bob Swet

It all started last November, when I was deciding to buy a new high performance sailplane. Should I purchase a tried and true one like an open class Mako or Super - V or go for a one smaller, lighter standard class? Do I spend big bucks or go for something more economical. Decision, decisions. Finally, after much thought and evaluation of what I wanted to accomplish with the plane, it was decided that the new (has anybody ever heard of it?) Opus 750 would fit the bill. It was light, less than 50 ounces (meaning easy to launch with a high start), light wing loading (less than 9.5 oz. per square foot), and high tech (new Selig 9037 air foil).

Enter Northeast Sailplane. Placed my order and waited. About three months later, my belated Christmas present arrives. Now where is my workbench? Buried deep with various pieces of six new planes. What should I do? Finish them or put them all aside? It was slope soaring season and I had a new Whirlwind kit. Without much hesitation, the Whirlwind remained on the bench while the others were put aside.

The months flew by. It is June now and should I start the Opus or finish the Astro Blaster and hand launch that are almost completed. There are three months left before Visalia. I need a month to build the Opus and a month to practice with it. Little did I know that was dream # 1. So with the thought of plenty time, work was continued on the Astro Blaster. The Fourth of July rolls by and it is now time to start my new Opus. So at a slow pace, the rudder and tail feathers are started.

Now I own a high performance plane, or at least the kit for one, the next thing I will need is high performance radio. Enter, stage right, more decisions. Which one should I buy and on what channel? A Vision SP or a JR 388? Even sooner than which radio, the question as to preferred frequencies must be answered before my application to the Fall Soaring Festival can be sent in,. My only semi-high performance radio was on channel where most of the SC2 sand baggers reside. You certainly don't want to spend big bucks only to have to wait for someone else to find good air. Upon evaluating which channels are commonly used among club members and known interference sources, my choices were made. My first two choices were frequencies which I did not own and to cover the absolute worst case, my last choice was that of my Infinite 600. It was a gamble, but I was willing to risk finding a radio on the desired channel just before Visalia.

August comes and goes much quicker than anticipated. The Opus is approximately 50 % completed. Dream #2. Lesson: Part count does not equate to time required. Can't wait much longer to order a new radio. When am I going to hear from CVRC on my group and channel assignments. Finally it arrives. Group 'N' and on channel 58. Great, I can finally go out and purchase a Vision. After many phone calls, it became obvious that Visions were no longer available on any channel let alone on the one I wanted. Airtronics had discontinued manufacturing them a few months back and was just about ready to market the brand new Stylus.

Enter Northeast Sailplane again. Sal convinced me that the Stylus was the radio to purchase and it would be available on 9/15. So with dollar signs fleeing my wallet, an order for a PCM Stylus was placed. The timing would be close, but I still hadn't finished the Opus. The radio

being late should not impact the schedule too much for I had already purchased all the servos needed. I could build but not test. Wrong! The fifteenth comes and goes, but no radio. A call from Sal informs me that Airtronics was not going to ship PCM radios until the 22nd and they will ship it direct to me to save some time. That means it won't be here until less than two weeks before the contest. I guess I won't get much practice. What an understatement!

The radio arrives on que but the plane still is not completed. My plan is now to do only three things, get to work, complete the Opus, and catch some sleep during any remaining time. The midnight oil was burning hot and furious. Still, the schedule was slipping.

It is the week before Visalia and the Opus still isn't completed. I'll take Monday off and complete the plane. Wrong! Tuesday and Wednesday yield even more problems with the radio installation. Only two days left. Should I try a quickly install the new radio into the Genesis or continue putting all the eggs into the Opus. What if it doesn't perform as expected? More Decisions. Go for the gusto! Finally, it is 2:30 AM Thursday morning, the plane is ready for its maiden test flight.

Thursday night ... picture session first. Need that proof. Then it will be a range check. That's O.K. Next, hand toss to check for major trim problems. Radio is on, surfaces move. Run .. run .. its starting to lift out of my hand. No weird tendencies and with a gentle push it's up, up and away. Only to bank hard right and stall. I bury the stick in the bottom left corner, but with only ten feet of altitude I could only hope that my backup Genesis would not take to long to retrofit. The sickening sight of watching my brand new sailplane go straight in made me wonder was it worth it all. Walking slowly over to the impact crater, the only obvious problem was that the canopy had popped off. Could I really be that lucky? Could the plane really be strong enough to suffer no real damage. Yep!

With some more down trimmed in, it was time to pray again. Much better. Not good but controllable. More down trim. Again try a hand toss. Better but not quite there yet. More down trim. Another toss. It flies level now. What about flaps? Just a small amount of ballooning. Definitely livable. Now lets try the high start. Up she goes. Tracks straight. No tendency to

stall. Things are going good. Turns are a little touchy, but the hang time is much better than the Genesis. Landing is a little rough. Make a few more adjustments. Now it is past 6:30 PM and getting dark. Launch again. Flying better. Hang time is impressive. Land and make a few more adjustments. Can hardly see the plane anymore. Just one more flight. Launch again. Ah, the pleasures of flying a silhouette. Is it rolling to left or to right? It is certainly time to land. I'll take it to Visalia.

It's Friday, October 6th. After sleeping quite late that morning, its 5:30 PM when I arrive at the CVRC field. Just enough time for some quick flights and receive comments questioning my sanity for bringing a brand new plane. Thanks to Edgar Weisman and his nickel on my vertical stab. The plane is flying even better than the night before. After dinner with the Super-V clan, it was back to hotel room and make some adjustments.

Saturday morning starts with meeting Edgar and Art at Denny's. Six waitresses and almost an hour later we leave and head for the field. The next job is assemble the plane, turn in the transmitter and attend the pilots meeting. After carefully listening on how to earn points, they explain the long list of ways to loose points. A strategy develops. With only six flights and two semi-serious landing attempts under my belt, my target time will be ten seconds under the designated flight time and pray the landing gods bless my plane. Good decision! It is soon announced that group 'O' will lead off today. Great, that means I will be in the last group. That increases the odds of having a thermal when it is needed. I could certainly use all the help that I can get.

Finally it is my time to launch. Wind is blowing approximate 5 mph. Launching and landing will be downwind and slightly crossed. Step up to line. Stand on the pedal and bingo, a pop off. More decisions. I am allowed one during the whole contest. Should I fly it out? Need only three minutes. Plane has good hang time. Fly it out. My only problem was that after a few stall / recovery cycles, I am down to about 100 feet at time of launch. Time to head toward the landing zone. Do I feel lucky? Circle the area just outside the landing zone and pray for a thermal. One minute goes by. Still haven't lost much altitude but my turns are looking pretty bad. My timer makes a few non-complimentary remarks.

At two minutes the plane starts to climb. Looks like I'll make the three minutes. The landing left a little (more like allot) to be desired. The plane is too high and not slowing down, making Mike Reagan (my timer) leap back. The plane stops at less than a foot from the penalty zone. Phew. Maybe for the next flight I should think about turning on the rudder coupling.

The next flight is better and I score 10% on the landing. Things are looking up. Time to check standings. Fifth page, fourth page, third page, second page, first page. Holy mackerel. I'm in 28th. The wind must be really making havoc with the other pilots. Larry Jimenez arrives to take in the sights and buy raffle tickets. Third flight, time is good and the landing is scoreless. Forth flight is more of the same. Check the standings. Still on the first page but much lower. Somebody must be watching over me.

That night was pretty much a repeat of Friday's. Dinner, back to the room, make more adjustments. Sunday morning all the attending TOSS members gather for breakfast (at a different restaurant). Soon, it's pilot meeting time .... Group 'B' will lead today. Lucky again. Wind is not favorable, landings will still be downwind. Round 5 goes well but still no landing. Round 6 has allot of planes falling short on time. I manage to land one second over to earn my only penalty points. The last round, target time is eight minutes. Prior pilots are still having problems with the sink. Me, I squeak by but miss the landing (only by that much). I have done my best. The plane has made me look better than I really am.

It's raffle time. Do I get skunked again like last year? Names, letters, and numbers are spewing over the loud speakers. By the way, who is this kid named "I Won" that keeps getting called? Beyond belief, my name is announced. Soon, I am now a proud owner of a Feather-Cut foam cutter. Could I be lucky enough to win that Super-V, Vision radio or one of the other fantastic prizes?

Eventually, there is a interruption for a fly off for first place. Roger Lackey and Joe Wurts had tied. The assignment is a three minutes and a precision tape landing. Joe wins by a second. Raffle continues. Trophies are handed out. The fun is over and it its time to head for home. My gamble had paid off, finishing 66th of 252 fliers. I had finished 34 positions higher than I had

targeted for. Maybe this is my lucky year. Can't wait to see what next year brings.

Thanks Bob, I hope Bob's story will inspire more TOSS members to attend next year's contest. The Visalia contest is more than a contest it is truly an experience that you will never forget.

## COMING SOON *PARAGON* ONLY CONTEST!

This is the contest you've been waiting for dust off your old Paragon or just build a new one. No firm date has been set. We are shooting for sometime in December.

Call Don Northern or Larry Jimenez for more info or to make any suggestions. Call.....

Larry Jimenez-652-1937  
Don Northern-523-1018

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**MARTY'S HOBBIES**  
1728N. MOORPARK RD.  
THOUSAND OAKS

**THE RED BARON**  
77 DAILY DRIVE  
CAMARILLO

# FALL SOARING FESTIVAL

## VISALIA, CA. OCT 7-8, 1995

Plc	Contestant	Club	Pnts	Plc	Contestant	Club	Pnts	Plc	Contestant	Club	Pnts
1	WURTS, JOE	PSS	2511	72	SCHORZ, HANK	SCSA	2198	143	SLOBOD, ED	SFVSF	1950
2	LACKEY, ROGER	FUNK	2511	73	OLSEN JR., PETER	SWSA	2195	144	GREEN, LARRY	S3	1944
3	WEISMAN, B. J.	FUNK	2497	74	HAGANDER, KEN	S3	2195	145	BOWMAN, PAT		1944
4	JOHNS, GREG	PSS	2486	75	BUSH, RANDY	SVSS	2191	146	CLASEN, BRAD	MRSS	1941
5	TRISSES, MARK	SBSS	2485	76	BARTER, ERNIE	SBSS	2188	147	NIKOLA, GREG	SCSA	1930
6	AGUIRRE, MIKE	FUNK	2455	77	STROBEL, RICHARD	TPG	2185	148	ROBERTS, GARY	PSS	1930
7	JENNINGS, GORDON	CVRC	2453	78	SCHAT, DAVID	SULA	2184	149	ANDERSEN, KEVIN	SULA	1924
8	KINDRICK, KEITH	PSS	2448	79	BURWELL, DAVE	SBSS	2179	150	LEPPLA, FRANK	PSS	1917
9	CLEBY, BEN	FUNK	2442	80	SADORF, STAN	FUNK	2179	151	CLIFTON, GLENN	SWSA	1914
10	LEVOE, MARK	PSS	2436	81	HOOPES, TOM	IMSF	2168	152	WILSON, DAN	FUNK	1910
11	MEADER, SCOTT	SBSS	2415	82	ASNULT, LEO	SVSS	2167	153	HAGANDER, DAVID	S3	1904
12	WIDEL, RON	SBSS	2411	83	HUNTER, CLIFF	NCC	2166	154	McCLOGAN, DONALD	SWSA	1898
13	SCHWEMMER, KEITH	CVRC	2407	84	KORNBERG, DAVE	CVRC	2165	155	BAJOREK, CHRIS	SVSS	1894
14	JOLLY, LARRY	SULA	2391	85	ADDIS, STEPHEN	SULA	2164	156	SELGRATH, JOE	SSJSS	1892
15	GEORGE, JASON	CVRC	2389	86	SELIG, MICHAEL		2162	157	SKJERSETH, DOUG	NBSS	1891
16	VALDES, AARON	TPG	2387	87	NAVE, JOE	SFVSF	2159	158	HENRY, DELL	CVRC	1890
17	PERKINS, DARYL	PSS	2385	88	VINGENT, TOM	FUNK	2156	159	YEE, JOHN	SWSA	1887
18	CONDON, STEVE	TPG	2378	89	HIPP, ED	CVRC	2154	160	WHYTE, ED	NCC	1878
19	GEORGE, CHRIS	CVRC	2378	90	WELSMAN, EDGAR	TOSS	2149	161	RICHARDS, SCOTT	CVRC	1875
20	SKINNER, JIM	EDSF	2374	91	OLDERSHAW, VERN W.	SSJSS	2148	162	TAYLOR, LARRY	CVRC	1871
21	BILLMAN, TODD	ISS	2362	92	TAYLOR, MARK	SLO	2145	163	WEBSTER, MARC	SCSA	1870
22	THOMAS, JIM		2358	93	THOMAS, ROSS	HSS	2145	164	OTTO, CARL	SVSS	1869
23	BURNS, RICHARD	PSS	2355	94	BOTKIN, VINCE	ISS	2142	165	SNIDER, JOHN	SCSA	1867
24	BRADF, MERRILL	SWSA	2350	95	BRANDT, DENNIS	EDSF	2140	166	KELLER, SHAWN	SSJSS	1857
25	SAGE, FRED	TPG	2339	96	LANGER, CLAUDE	SCSA	2139	167	SMITH, STEVEN	LVSC	1853
26	BOSTICK, HENRY	SLNT	2324	97	KEENAN, JERRY	CVRC	2137	168	RAYMOND, KEN	TPG	1841
27	TRIST, PAUL Jr.	PSS	2318	98	SAFFORD, DUWAYNE	CVRC	2136	169	GEWAIN, MATT	SSJSS	1841
28	JOY, GEORGE	TPG	2317	99	GERVAIS, MIKE	SBSS	2135	170	McNAMEE, ART	TOSS	1836
29	COFF, TOM	HDDD	2310	100	SNEED, JIM	CVRC	2134	171	ORTIZ, GIL	SSJSS	1834
30	BOSS, GEORGE	SULA	2307	101	SLEGER, ED		2134	172	THACKER, COL. ROBE		1830
31	STRICKLETT, STEVEN	TPG	2307	102	ORTIZ, GILBERT	SSJSS	2130	173	CRON, AL	HSS	1826
32	McCARTEHY, JIM	CVRC	2305	103	FINKENBINER, KEITH	CVRC	2127	174	LENCI, RONALD	MRSS	1823
33	BEARDSLEY, DAVID		2302	104	HALLFORD, PHILIP	PSS	2125	175	MATSUMOTO, BEN	PSS	1822
34	RODGERS, JOHN	PSS	2299	105	CLASEN, STEVE	MRSS	2113	176	HAMBELTON, MARK		1814
35	RENAUD, TIM	CVRC	2296	106	FRY, JERRY	TPG	2107	177	STRAUSS, BILL		1802
36	SHELBY, RICK	TPG	2295	107	McGOWAN, RAY	SVSS	2105	178	THOMPSON, D'ANNE	CASL	1786
37	FORGIER, MATT	HSS	2290	108	SMILEY, EVERETT	SSJSS	2104	179	VEGA, CARL	SVSS	1784
38	MARRIEWICZ, ARTHUR	TPG	2289	109	DEFRANSISCO, SAL	FUNK	2102	180	ANGELO, AJ	SBSS	1781
39	KALLEVANG, TOM	CVRC	2286	110	CLARK, DEAN	SCSA	2099	181	WILSON, RANDAL W	LVSC	1769
40	NEHRING, CURT	SWSA	2286	111	THROOP, TERRY		2096	182	PETERSON, SCOTT	SBSS	1768
41	RODRIGUEZ, JOE	FUNK	2276	112	GILLBURG, GEORGE	SSJSS	2088	183	ARZU, FRANKIE		1764
42	KHANI, ALI	SULA	2276	113	FINK, DANIEL	SULA	2084	184	BUZOLICH, NICK	FUNK	1762
43	McGOWAN, BOB	DVSS	2274	114	SMITH, RALPH	CVRC	2080	185	NOLTE, JOAN	SVSS	1762
44	LUGO, BREN		2272	115	GLITHERO, IAIN	CASL	2079	186	TIMBS, NORM	SLO	1748
45	NEVLAND, JOE	SBSS	2270	116	ROHLFING, RICK	SBSS	2076	187	HILL, RODNEY		1747
46	VARN, RON		2268	117	BUCK, JIM	SFVSF	2073	188	RUSSELL, RON	SAA0068	1747
47	PUCHALSKI, MARK	SULA	2267	118	ATKINS, KIM	SBSS	2071	189	TAYLOR, DALE	IMSF	1746
48	CONDON, SCOTT	TPG	2264	119	RICHMOND, DON	TPG	2069	190	COLTON, JON	NCC	1746
49	BERON, PAWTON	SULA	2262	120	CLANCY, MIKE	SVSS	2067	191	MERTINS, Jr., ENRIQUE		1744
50	REAGAN, MICHAEL	TOSS	2260	121	DOLAN, TIM		2064	192	WETZLER, CLIFF	CVRC	1744
51	STRAEM, AL	CVRC	2255	122	KUTCH, NORMAN	HSS	2059	193	SMITH, JAMES		1736
52	SCHOON, JIM	PPSS	2252	123	MALLETT, FRED	IMSF	2053	194	IKONA, PAUL	SWSA	1735
53	KNIGHT, SHERMAN	FUNK	2252	124	BIKLE, JOHN	EDSF	2051	195	TAU, MANNY	TPG	1734
54	HILL, PHIL	CVRC	2251	125	ROBERTSON, JERRY	CASL	2035	196	SPENCER, RANDY	SULA	1727
55	HODGDON, LEIGH	CVRC	2247	126	ROHLFING, RICKY	SBSS	2034	197	ADAMS, RON	SWSA	1709
56	ZIASKAS, MIKE	TPG	2240	127	FAULKENHAM, RON	ISS	2025	198	VICKERS, DON	FUNK	1688
57	MILLER, SKIP	RMSA	2239	128	SUTER, CURTIS	SSJSS	2024	199	SPINDLE, KARLTON	PSS	1685
58	GEORGE, STEVE	CVRC	2239	129	RATNER, MICHAEL	PSS	2022	200	JOHNSON, MIKE	HDDD	1685
59	LUDWIGSON, JIM	SVSS	2234	130	MARCUSSEN, ERIK	HSS	2006	201	PARSONS, JIM	HSS	1676
60	SCHARCK, RON	TPG	2232	131	BROSE, CHRIS	IMSF	2005	202	FLAHERTY, MIKE	CVRC	1675
61	HOLLIDGE, GEORGE	SVSS	2228	132	BARRIE, DARWIN		1998	203	PETERSON, ALAN	SBSS	1612
62	LACY, RICK	SWSA	2218	133	STOWERS, TOM	S3	1985	204	LANE, DWAYNE	SULA	1603
63	NOLTE, NEIL	SVSS	2217	134	DOE, DON	SVSS	1981	205	SPOER, JONATHAN	TOSS	1601
64	TOSCHI, STEVE	CVRC	2217	135	HOBLOTT, TY	SVSS	1971	206	DVORAK, JOHN	SBSS	1585
65	HELENBERG, KENNETH	SULA	2211	136	WILSON, JOHN	CVRC	1964	207	ARANA, JERRY	SBSS	1584
66	SWET, ROBERT	TOSS	2208	137	WHITSON, MAX	SSJSS	1960	208	BLANKE, ERIC		1572
67	HENDRY, STEVE	HSS	2207	138	BRIGGS, RICK	HSS	1958	209	FRY, RYAN	TPG	1562
68	NOBENBERG, LOWELL	SFVSF	2203	139	BOYD, STAN	CVRC	1954	210	NEMECEK, DAVID	HSS	1556
69	LENCI, SHAWN	MRSS	2201	140	WEBB, KEVIN	MRSS	1954	211	HANSON, ERIC	PSS	1532
70	McNAMEE, DON	TOSS	2200	141	MERTINS, Sr., ENRIQUE		1952	212	ANDERSON, CHUCK	CAF	1523
71	MARKLE, JIM	EDSF	2198	142	TONNELLI, JERRY	SSJSS	1952	213	GOODWIN, BROWNE		1507