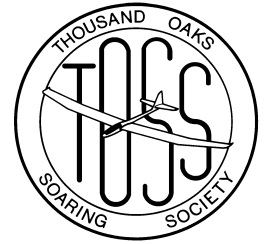


TOSSUP 04



Results of September's Monthly Contest

Name	Class	Glider			R1			R2			R3			R4	Total	Normal	Year
Terry Koplan	Open	Addiction	3:03	90	975.0	5:03	85	976.0	8:03	90	984.4	6:47	49	921.1	3856.5	1000.0	982.1
Gary Filice	Open	Nyx	2:59	87	982.0	4:58	96	990.0	8:05	99	989.6	5:43	98	833.0	3794.6	984.0	966.3
Mike Stern	Open	Eddiction	3:01	74	969.0	5:01	83	980.0	7:57	72	966.4	5:07	0	657.9	3573.2	926.5	909.9
Lex Mierop	Open	Nyx	2:57	98	983.0	3:43	93	762.0	8:01	90	988.1	5:37	0	722.1	3455.3	896.0	879.9
Mike Reagan	Open	AVA	2:58	91	981.0	4:59	25	922.0	7:58	88	984.3	3:27	93	536.6	3423.8	887.8	871.9
Bill Nibley	Open	Falcon	3:01	93	988.0	5:01	90	987.0	3:18	59	430.3	2:15	88	377.3	2782.5	721.5	708.6
Martin Usher	Open	Orion	3:04	28	908.0	3:17	0	591.0	3:35	0	403.1	2:42	0	347.1	2249.3	583.2	572.8
Craig Borstelmann	Open	Compulsion	0:00	0	0.0	4:51	59	932.0	2:08	73	313.0	0:0		0.0	1245.0	322.8	317.0
Don McNamee	RES	Salsa	3:00	65	965.0	5:01	93	990.0	8:02	85	981.3	6:58	95	990.7	3927.0	1000.0	1000.0
Bob Swet	RES	Isoar 1.5	2:59	78	973.0	5:04	87	975.0	7:54	0	888.8	7:05	0	889.3	3726.0	948.8	948.8
Art McNamee	RES	Salsa	2:58	88	978.0	5:00	28	928.0	3:10	0	356.3	7:04	0	891.4	3153.7	803.1	803.1
Derek Bennett	RES	Spirit 116	2:58	0	890.0	5:04	80	968.0	5:31	0	620.6	1:12	0	154.3	2632.9	670.5	670.5
Jim Pendergrass	RES	Spirit	3:07	0	865.0	5:06	0	882.0	2:28	0	277.5	2:13	0	285.0	2309.5	588.1	588.1

Club Contest Totals for the Year to Date

NAME	CLUB	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	TOTAL
Gary Filice	TOSS	941.0	981.4	955.6	999.3	828.0	951.3	995.9	1000.0		966.3	8618.8
Don Northern	TOSS	1000.0	972.5	997.9	992.7	1000.0	998.1	991.7	982.4			7935.2
Art McNamee	TOSS	849.2	202.0	992.5	977.9	994.4	997.3	989.6	901.8		803.1	7707.6
Mike Stern	TOSS	495.3	976.3	968.7	899.5	979.3	1000.0		979.4		909.9	7208.3
Bob Swet	TOSS	825.0	958.7		981.0	496.5	989.1	991.7	991.4		948.8	7182.1
Bill Nibley	TOSS	822.0		999.7	989.4	809.1	900.9	996.9	819.3		708.6	7045.8
Don McNamee	TOSS	939.6	214.8	890.3	998.7	996.9	997.0		967.0		1000.0	7004.4
Mike Reagan	TOSS	976.3	1000.0	1000.0	1000.0			1000.0			871.9	5848.2
Martin Usher	TOSS	698.0		847.8	772.1	837.0	390.4	813.5	183.7		572.8	5115.3
Lex Mierop	TOSS			999.9	995.8	977.4			969.3		879.9	4822.3
Jim Pendergrass	TOSS	717.4	730.2		811.9	382.9	657.2		737.5		588.1	4625.3
Myles Moran	TOSS	877.5		978.7		447.7	943.2	993.6				4240.7
Terry Koplan	TOSS				991.4			986.8	961.8		982.1	3922.0
David Butkovich	TOSS		969.4		984.8	947.4		946.3				3847.9
Craig Borstelmann	TOSS	841.6	974.6	967.6							317.0	3100.8
Derek Bennett	TOSS	582.5		787.1				957.8			670.5	2997.8
Bill Karp	TOSS					980.6	983.4					1964.0
Hank Schorz	SCSA					982.4						982.4
Eric Underwood	SCSA					946.3						946.3
Chris Koplan	TOSS				811.1							811.1
Lowell Norenberg	SCSA					733.2						733.2
Tom Colp	TOSS		606.6									606.6

Tasks were set to be the same as the first day's tasks for the Visalia Fall Fest — 3, 5, 8 and 7 minutes.

Results of TOSS's (SC)² Contest — August 29th 2004

Wurts, Joe	Expert	TPG	1000.00
Throop, Terry	Intermediate	TPG	999.98
Regan, Mike	Expert	TOSS	999.11
Ericksson, John	Expert	SCSA	997.37
Sneed, Jim	Expert	HSS	994.01
Nave, Joe	Res	SFVS	993.96
Mehrdad, Amir	Expert	SVSS	993.35
Takayama, Tak	Sports	SWSA	993.24
Sage, Fred	Expert	TPG	991.54
Lee, Mike	Expert	ISS	990.53
Northern, Don	Res	TOSS	989.80
Eremenko, Alex	Intermediate	SCSA	989.57
Brooks, Tony	Sports	SWSA	988.60
Swet, Bob	Res	TOSS	988.02
McNamee, Don	Res	TOSS	987.44
Hays, Gene	Res	SWSA	986.58
Stern, Michael	Intermediate	TOSS	986.20
McNamee, Art	Res	TOSS	984.12
Millett	Sports	EDSF	984.12
Browning, Mike	Expert	HSS	983.70
Adamczyk, Casey	Expert	HSS	979.04
Mierop, Lex	Intermediate	TOSS	971.75
Hays, Gene	Sports	SWSA	965.30
Morjoseph, Mike	Intermediate	SWSA	962.31
Eremenko, Alex	Res	SCSA	961.17
Sallenbach, Steve	Sports	SWSA	939.40
Filice, Gary	Intermediate	TOSS	926.31
Funfstuck, Albert	Sports	SWSA	922.69
Adamczyk, Cris	Intermediate	HSS	909.99
Corrales, Tony	Res	ISS	891.35
Gomez, Manny	Expert	ISS	874.84
Takayama, Tak	Res	SWSA	857.88
Borer, Dan	Res	SWSA	829.35
Gomez, George	Sports	ISS	807.76
Vasquez, Steve	Intermediate	HSS	790.18
Usher, Martin	Sports	TOSS	786.45
Thomas, Ross	Res	HSS	679.40
Lutz, Phil	Res	EDSF	578.19
Graham, Eber	Intermediate	SWSA	463.12
Lutz, Phil	Sports	EDSF	462.90
Lee, Mike	Res	ISS	249.50
Alberto, Dona	Res	ISS	240.13
Barr, John	Res	SWSA	239.89
Hawley, Karl	Res	HSS	238.21

Clubs

Club	Score
TPG	11879
TOSS	11818
SWSA	117784
HSS	11738
SCSA	11704
ISS	10944
EDSF	8040
SFVS	3946
SVSS	3943

Participants

SWSA	11
TOSS	9
HSS	7
ISS	6
EDSF	3
SCSA	3
TPG	3
SFVS	1
SVSS	1

Expert	10
Intermediate	9
Sportsman	9
RES	16
Total	44



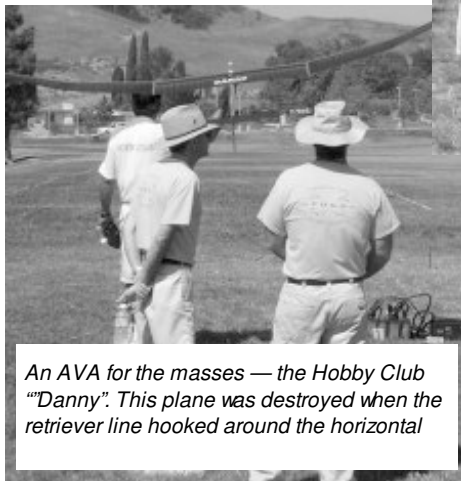
Contest "Operations Center"



Winch Patrol — Gary overseeing the winches with Derek (circled) in the distance waiting for problems with the lines or turnarounds.

Scenes from the (SC)2 Contest

We have a lot of photographs from this contest (thanks, Carlos). If anyone wants to browse or get copies, ask. Also, the SWSA website has a lot of pictures including the parade of winners.



An AVA for the masses — the Hobby Club "Danny". This plane was destroyed when the retriever line hooked around the horizontal



There were other casualties but none were photographed. Crashes included a mid-air, launch failures and outlandings.

A Letter to Dave Mathewson

Editor's Note: Dave Mathewson is running for AMA office and sent out a bulk EMail to AMA members asking for thier support. Gary wrote back to him, this is a copy of his letter. Dave's rely will have to wait till next month as we're a bit short of space.....

Hi Dave,

Thank you for sending me your election card. My name is Gary W. Filice. I was president of the Thousand Oaks Soaring Society (AMA 1493) for 3 terms, and this year club safety officer. We are located in Thousand Oaks, California. We get a lot of flying days per year, but still, many of us are avid builders as well.

I read your campaign statement with great interest, and you have brought up many issues that are important to all of us as flyers. However, I must say that in our area as in some others I am familiar with on the competition circuit, there is a rather alarming trend taking place that involves the very fundamental ability of our activity to survive. Let me explain a little further:

1. Park flyers are a great way to introduce the newcomer into our sport or add new areas of interest for the old timers as well. They fly slow, they are not so intimidating for the beginner, and you can enjoy them most anywhere. Herein lies the rub. You can fly them most anywhere! The result, we have in our area the old west all over again! We have flyers stepping out their back door to launch their craft only to shoot their neighbor out of the sky, or worse yet at our field, send a \$2000 glider through the window of a passing car!

Yes, the guy down the street may have just started enjoying the sport only to have his plane end up in a heap, and with no idea as to why it happened. Now this sort of thing is going on in the vicinity of our flying field, and my mornings are often taken up by cruising the neighborhood with scanner in order to find out where these folks are flying from. If you confront them with a few questions or try inviting them to the flight field, you end up with some nasty reactions like being called a "Frequency Nazi" and what not. These folks feel that they are conducting an activity in the privacy of their own yard, and that no one has the right to tell them what to do on their own property!

The sad part of this whole scenario is that the industry is partly to blame. Little is said, or no disclaimers accompany adds about the responsibility for the purchaser of a park flyer kit to inquire into local clubs for the purpose of frequency sharing, and for joining the AMA. You know, "Smoking is hazardous to your health," "Flying without frequency sharing is just plane hazardous!" If you confront a dealer about this, they will tell you that they refuse to read the rules to a potential customer. They refuse to do so because they are afraid of intimidating the newcomer with technicalities, only to lose that sale. That is what is important to them, not safety, and not perpetuation of the sport! I have brought this issue up at the AMA convention and also written letters to no avail. any in the park flyer industry produces models off shore for sale in this country, and often times, nothing at all is included in the kit to encourage the purchaser to join AMA or to check into local clubs about frequency sharing. This situation will ultimately reduce the number of satisfied customers that return to the local hobby shop, and it certainly robs our club of a chance to properly introduce these new flyers to the sport.

We as a club always welcome the newcomer with open arms. We have a sight that is dedicated to thermal duration, one for electric, slopers, etc. We also keep the AMA information at the field in a hanging information box at all times. Yet it is still difficult to get the message across to them that AMA is a good thing. We have contacted all the

dealers in our area and have asked that they establish a strong bond with the local clubs and to advise or educate the newcomers. This way, we send the customer back to their shop, and the customer stays in the hobby longer because their first experience is a good one, not a bad one as a result of being shot down! What can AMA do to require manufacturers and advertisers to be more up front with the frequency sharing responsibility?

2. We have an increasing assault on the 72 Mhz band by voice broadcast activity. In our area, we already have lost frequencies due to this type of activity. If you are flying on one of these frequencies, and you are pretty far off field, the voice signal will swamp your signal, and you will lose! I contacted the local field office of the FCC and explained what was going on, and I explained that in the interest of safety, something had to be done about the activity. We have documented the frequencies being used, when they are used by voice, and even the possible sources they come from. All of this was offered to the FCC office I contacted. You know what, they didn't have a clue as to what I was talking about when it came to RC activity using the 72 Mhz band and the agreement to do so under FCC rules! Now that is scary! Am I making some wrong assumptions here? Does AMA have a formal agreement with FCC about the use of the various bands for surface and aircraft? We as a club will not confront the voice broadcasters directly. This is because it puts us in the direct line of fire from those who are doing this either inadvertently, or illegally. The agency ought to run interference for us! I suggested to the AMA by letter and phone that they ought to have a hot line that can be contacted by any club in the country when these kinds of problems occur. That way, the AMA office can deal with the FCC directly and add some clout to the club complaint. When we as a club host a sanctioned AMA competition, we regret to inform the participants not to use certain frequencies at our field. That potentially undermines the confidence of some flyers. What can you do to strengthen the AMA alliance with the FCC?

3. Finally, your statement about the increasing concerns over liability are well founded. We certainly do not want our sport to be bound and tied by reams of legal red tape. However, we do carry AMA insurance for our flying sights! We also know that often times, when we inquire about a new flying sight, the first concern of the land owner is over the potential liability of allowing our activity on their property. They just do not seem to care if we are AMA insured, and that seems to be the toughest nut to crack with these potential sight owners. What can you do to make this task easier?

Again, the very survival, perpetuation, and enjoyment of RC activity is built upon a bedrock of frequency sharing. All other issues are secondary to that, or are dependent upon that principle.

Dave, thanks again for your time,

Gary W. Filice, AMA #478997
Field Safety Officer,
TOSS

A History of Soaring

(Chuck Anderson)

(Editor's Note: This series of articles is taken from postings to RCSE (with permission from the author).. This material was supposed to be in four parts but its likely to go on.....a Soaring Soap Opera. As I indicated last month, I'd welcome some different perspectives, especially as Chuck's perspective appears to be from East of the Rockies.)

Part 3 :The Silver Springs NSS Meeting

A meeting of the NSS Board of Directors was held at Silver Springs Maryland on November 23 and 24, 1974. All but two of the 12 members of the board were present or represented by proxies, a very good turnout considering everybody had to pay their own expenses. Major items of business involved changes to the NSS Constitution resulting from the open meeting of the 1974 Soaring Symposium at the SOAR Nats, establishing rules for radio control soaring, and conduct of the Nats.

AMA president Johnny Clemens and AMA Executive Director John Worth attended the afternoon session on November 23. After much discussion with John Worth, it was agreed that the NSS would run soaring events at the 1975 Nats to be held at Lake Charles, Louisiana with the AMA providing site, facilities, winches, and administrative assistance. The S.O.A.R. club would again host a 1975 SOAR Nationals at McNeese University, however AMA would provide no funds or assistance. As it turned out, the Lake Charles soaring events received very little assistance either. Soaring was to remain a neglected stepchild to other AMA events for many years.

Soaring rules occupied most of the weekend, both at the meeting and at meals. A set of rules had been submitted by LSF and accepted as provisional rules while several other groups had submitted also proposals for various soaring tasks. LSF had established five tasks for conducting contests in 1970. These included ten minute duration, three for 15, two minute precision, distance, and speed. These tasks evolved into the T1, T4, T5, T7, and T8 task in the current rules book. Other groups has submitted similar rules, however the LSF were the most used. Two events added from other proposals were Simple Duration (T2) and Precision Duration (T3). Triathlon (T6) was not added until 1976.

In 1972, LSF tasks were used for the SOAR Nats. West coast contests were often multitask contests often including speed and distance while the ECSS contests were more often a simple duration event. Some groups preferred to fly only duration with a 3 minute grace period in which to try for a landing while others tried to discourage hard landings by using a landing judge to give penalties for "non scale

landings". The general opinion was that soaring should not use judges. If it can't be measured with a stop watch or tape measure, then it doesn't belong in the rules book.

Provisional FAI rules had been released in 1970 and there was a suggestion that AMA rules be tied to FAI and any changes be automatically incorporated into AMA soaring tasks. Opposition to this proposal was almost unanimous. As a result, the title of the basic 10-minute duration event was changed from FAI Duration to International Duration.

There was much discussion about adding proficiency classes as used in Aerobatic contests, however there was little support for including them in the official rules book. In the end, NSS voted against proficiency classes.

About the only thing arousing much controversy was the definition of Standard class. Standard class was defined as having a 100-inch span with no other restrictions by the short lived National Radio Control Soaring Society in 1970. This definition was picked up by the LSF and carried over to the SOAR Nats in 1972. In 1973, the ECSS decided that they wanted a low cost class for beginner and restricted standard class to rudder and elevator only. Nobody noticed that there were no two channel radios on the market so every radio used for their standard class had at least three channels. After much haggling, the NSS decided to support the LSF definition of Standard class since that was what was used in most of the country.

In 1974, the Radio Control Contest Board (RCCB) voted on all AMA contest rules for every RC event. Separate contest boards for RC Aerobatics, RC Pylon Racing, and RC Soaring were not established until about 10 years later. None of the Contest Board members were sailplane fliers so they depended on the Soaring Advisory Committee and later the NSS for advice on sailplane matters but didn't always follow their recommendations.

A rules change proposal to split Standard Class into two groups with one being restricted to rudder and elevator only was submitted to the RCCB by some members of the old ECSS. The RCCB went against the NSS recommendation and accepted the proposal to split standard class. Ironically, the new class was defined as Standard Class while the original standard class became Modified Standard Class.

Except for Triathlon and RES, sailplane rules in the current rules book have not changed significantly from what was recommended in the 1974 Silver Springs meeting.

Most of what I have written so far was based on a report on soaring that I wrote in 1977 for Jim McNeil, AMA District V VP. I concluded that report with: *"The sport of R/C*

Part 4: The Decline and Fall of the National Soaring Society

By 1976, the NSS seemed to be in good shape. AMA had recognized NSS as the Soaring SIG and the NSS ran the first F3B team selection program as well as running the first two soaring events at the Nats. Yet, the first hints of the problems that would eventually result in the demise of the NSS were already appearing.

NSS was given the responsibility for running the soaring events at the Nats but the promised AMA support often failed to appear. The 1981 Nats is a good example of the problems encountered by the NSS. I use this as an example because I flew in the Nats that year and saw many of the problems first hand.

Before 1995, the Nats rotated around the country and the AMA tried to use local clubs to provide the manpower required for the grunt work. The 1981 Nats was scheduled to be held in San Antonio, Texas with everything except free flight and sailplane events being flown at Brooks AFB. Free flight and sailplane events were to be flown at a Randolph AFB auxiliary field in

Seguin. There were no sailplane clubs in San Antonio area, however the Dallas sailplane fliers agreed to run the soaring events with Don Chancy as CD.

When the AMA Nats Committee went to Texas to examine the proposed sites, the sight of all the runways and open areas without buildings or obstructions at the Seguin auxiliary field was too much for the committee dominated by other interests so the entire Nats except for the soaring events were moved there. NSS president Dick Crowley and Don Chancy were part of the AMA Nats Committee that went to Texas to examine the sites but were unable to locate a suitable field for the soaring events. AMA executive director John Worth and AMA employee Vince Mankowski (a control line flier) eventually secured a soaring site near Seguin.

When Don Chancy arrived to set up for the Nats, the site selected by John Worth turned out to be a freshly mowed

soaring had overcome most of the political problems and will continued to expand as more modelers discover the joys of chasing the elusive thermal" Little did I suspect what was ahead for LSF and NSS

The next part will cover problems encountered in the 1980's.

hay field with 6-inch tall dead stubble that would shred sailplane wings and was unusable. A frantic search finally found a very marginal site behind the New Braunfels High School. It was a long narrow field sandwiched between a football stadium on the west, the high school building on the north, and a line of tree along the east side. Fortunately the wind was out of the South for the entire contest. No AMA retrieval equipment or assistance was provided so it turned out to be a time one, retrieve one, fly one contest as the contestants walked to retrieve the towlines in the near 100-degree temperatures.

In 1983, the NSS had organized a man-on-man event at a sod farm near Lincoln, Nebraska. Then the AMA executive committee appointed another CD and killed all the planning and organization that the NSS had done.

One of the problems facing the NSS was worker burnout. In my case, by 1977, I had spent two years on the AMA Soaring Advisory Committee and four years as NSS District V vice-president and was ready to get out. Most of the original ECSS organizers were already gone and the NSS was having trouble getting someone to take over the heavy work offices. Stan Pfost agreed to accept the office of President in 1978 but nobody wanted to be treasurer. Stan finally talked me into becoming treasurer but I agreed to serve for only one year. As the years went by, it became more and more difficult to fill the offices and do the work.

Ironically, one of the things that took up most of the discussion at the 1974 open Soaring Advisory meeting was how to remove officers not performing their duties. Little did they know that the real problem would be getting people to take the job and do the work.

The biggest problem facing the NSS was the old bugaboo, money. I always find it amazing that modelers will spend thousands on models and traveling to contests but will not spend a very few dollars to support the organizations that make our hobbies possible. NSS dues were \$10 a year including Sailplane, the only publication devoted exclusively to R/C soaring. Sailplane was the most important source of information about soaring before R/C Soaring Digest and the Internet. It was also the biggest drain on the NSS treasury. In the early years, Sailplane came out almost

every month. As the years went by, more and more issues were skipped because money was not available to pay printing and mailing costs. In 1984, Jim Grey began publishing R/C Soaring Digest providing another source of technical information about R/C soaring and sailplane design. By 1994, Internet model forums were taking away most of the benefits of Sailplane.

In summary, the decline and fall of the NSS was caused by finances and burnout of the officers made more rapid by the frustration of running the sailplane events at the Nats and F3B team selections without any real authority to accomplish the tasks. Increased cost of publishing Sailplane combined with declining membership and advertising rev-

enue made it impossible to continue the NSS's most valuable benefit for most modelers. The most frequent complaint at the time was why should they have to pay for membership in the NSS when the LSF was free. They neglected to mention that the only benefit that the LSF provided was administration of the Achievement program and hosting an annual Soaring tournament. It wasn't until later that the LSF evolved into the organization we know today.

The NSS survived 20 years through the hard work of a few dedicated individuals, however the decline in membership and the resurrection of the LSF proved to be too much.



**(SC)2 Thermal Duration Contest
Sunday October 24th, 2004
TPG Club Field in Poway**

**Sign up: 8:15am Entry fee \$10
Pilots meeting 9:00 am
First launch following pilots meeting**

**CD: Scott Condon (760) 805-8024
TPG President: Ron Brown (858) 566-7465.**

**Tasks: 3 min, 6 min, 8 min and 10 min precision duration
900 flight points, 100 landing points per task, open
flight order, one open round, All launches must be
completed by 12:00pm (winch issues aside)**

Landings on mowed native grass/dirt (mostly dirt....hard dirt)

Restrooms available at park across street

**12-volt winches with retrievers, approximately 400 feet to
turnarounds, with fresh new line for the contest.**

**Trophies for 1st 2nd & 3rd in Expert, Advanced, Sportsman
and 3-function.**

**Valid AMA membership card required. All AMA and SC2 rules will
apply.**

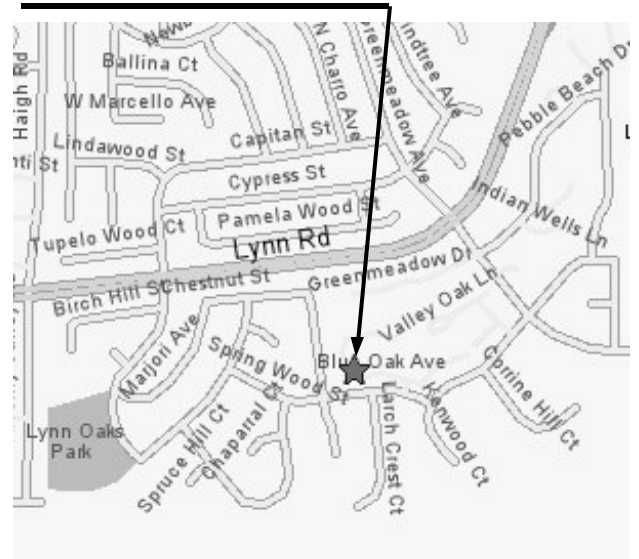
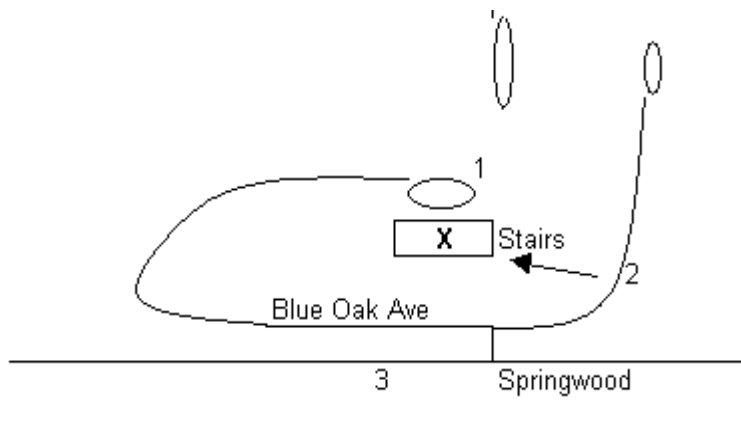


CORRECTION: — I have been asked to correct a comment made in the August newsletter concerning the BUBW Contest.

I mistakenly reported that the plane that flew apart on launch was not Jerry Krainock's — his plane returned due to a radio problem. (Jerry manufacturers planes so he makes sure that they will definitely not fall apart on launch.)

The newsletter has already been corrected.....

(SC)² Contest: Sunday, September 26th at ISS (Riverside)
 Next Meeting: Wednesday, September 29th at Blue Oak Avenue
 Club Contest: Sunday, October 17th at Redwood
 (SC)² Contest: Sunday, October 24th at TPG (Poway)



1. Close parking but very limited spaces
2. Additional parking- should be primary
3. Unlimited parking but a slight walk.

#2 Parking close to 674 Blue Oak Ave, NP 91320

Directions:-

Exit Lynn Rd off ramp from the 101 Fwy and head south away from the Oaks Mall. At the first light make a left on Greenmeadow Drive (as if you were going to the Cameron Center). Make a right on Kenwood and a right on Springwood. Then make a right onto Blue Oak Ave and keep to the right. Park in any open stall and then walk down the stairs towards the pool. Meeting room is next to the pool.

Thousand Oaks Soaring Society

Martin Usher
 3081 Roundup Circle,
 Thousand Oaks, CA91360

