

# TOSSUP 99



## The URL's changed.... *(Martin Usher)*

TOSS's Web presence has moved. Its been on my personal Web pages for a couple of years but since I'm about to move ISP I needed somewhere to put it where it wasn't dependent on one person's ISP. "Freesevers" is just that - free - but its also commercial so you'll find some advertising in the form of a smallish banner at the top of each page. Its not very obtrusive, certainly far less so than the floating windows you get with Geocities. (Of course, we can get rid of it entirely by paying some money, but.....)

Since the site is in neutral territory anyone with an ISP account can access it to put up new pages. We've now got 12MBytes to play with, so if anyone's feeling creative get in touch and I'll show you how to get stuff up there. ●

## February's Competition

February's competition was very different from January's despite having almost exactly the same competitors. The sky was clear with only occasional high clouds and the winds were variable but mainly onshore, from the west. Wind speed varied from calm to bursts of strong breezes on the ground and was consistently quite strong aloft. Lift was 'variable / fun' - it varied from mild lift and mild sink to monster lift and monster sink.

Larry Jiminez, the CD, varied the competition by organizing a three round "add them up" for a total time of 20 minutes, no flight over 8 minutes, one point per second over or under and 100 point landings. The flying conditions made for many near 8 minute flights for the first two rounds leaving a fairly short time to complete the task. Most fliers were able to sandbag effectively and legitimately because once again there were rather a large number of line breaks and tangles with the retrievers.

The prize for the most notable flight once again went to Edgar. Sometime during round 2 there was a bit of a commotion in the launch area and street - "He's doing it again" was the cry, and, sure enough, Edgar was circling low over the houses about 200 yards south-east of the launch area. With the anemic lift and occasional serious sink plus the then strong westerly breeze we were all convinced that once again he was not going to make it back to the field. This proved too much for Dan Werner, who had come back to fly at Redwood in his once again perfect Toyota only to find that it was more or less in a direct line between Edgar's low flying sailplane and the flying field. Not wanting to take any chances we see him standing guard over his car, sailplane box at the ready to swat any errant sailplane out of the sky like some large, fiberglass, bug before it could once again squish on the windscreen. In the event Edgar failed to entertain since he milked the lift, found something better and eventually cruised back to the field above the treetops.



*Left - A study in concentration as Larry, our CD, makes yet another knot in our "Lost Cause" brand retriever line.*

*That's my (rather expensive) SUV parked just behind Dan - Ed. ("What? Me Worry?")*



*This picture shows Dan, Dan's car and Dan's Box (which he was going use to nail Edagr's plane)*

## Results of February 1999 TOSS Monthly Contest

Name	Glider	R1			R2			R3			Penalty	Total	Normal	Year
Dan Werner	Sapphire	6:11	92	463	7:46	86	552	6:05	96	461	-2	1474	1000	1000
Edgar Weisman	Emerald	6:56	70	486	7:38	86	544	5:24	93	417	0	1447	981.7	981.7
Hank Schorz	??	7:52	74	546	7:53	95	568	4:15	72	327	0	1441	977.6	977.6
Art McNamee	Addiction	3:43	69	292	7:57	97	574	7:57	84	561	0	1427	968.1	968.1
Gary Felice	Mako	7:11	81	512	7:32	85	537	5:57	47	404	-40	1413	958.6	958.6
Don Northern	Gemini 'S'	7:15	0	435	7:51	97	568	4:48	82	370	0	1373	931.5	
Peter Stairs	Eagle	3:43	82	305	8:11	37	506	8:08	71	543	-2	1352	917.2	917.2
Bob Swet	Condor	7:45	85	550	7:50	87	557	2:33	78	231	0	1338	907.7	
Bill Karp	Addiction	7:13	59	492	7:31	96	547	3:14	61	255	0	1294	877.9	877.9
Mike Stern	Mako	7:31	80	531	4:30	64	334	3:43	49	272	0	1137	771.4	771.4
Martin Usher	Alcyone	3:35	0	215	1:39	0	99	2:08	45	173	0	487	330.4	330.4
Bob Swet	Cumic	7:52	90	562	7:44	95	559	4:02	100	342	0	1463	1000	992.5
Don Northern	Gemini 'S'	7:46	71	537	7:44	60	524	4:28	65	333	0	1394	952.8	945.7
Larry Jimenez	Paragon	2:06	92	218	7:55	56	531	7:54	76	550	0	1299	887.9	881.3

### What about January's Results?

Several people have pointed out that there was a problem with the points computation in the January results. This was a consequence of a screwup in the formatting when the spreadsheet was printed. The Website copy has correct numbers.



*These pictures were typical of the contest - walking the lines to get the broken ends, clear the jams at the turnarounds and generally untangle things, substituting a retriever and - despite everything - doing some flying.*



SC2 Rules are on the Web at:-  
[home.earthlink.net/~john\\_brown](http://home.earthlink.net/~john_brown)

# Mark your calendars...

### SC<sup>2</sup> Dates for 1999

March 28th	SULA
April 25th.	ISS
May 23rd.	TPG
June 27th.	TOSS
July	(No Contest)
August 29th.	HSS
September 26th.,	SWSA
October 31st.	PSS
November	(Make up)

## TOSS Field Rules

### All Locations

- 1) No pilot shall fly any plane unless he/she has current valid AMA membership and observes all applicable AMA Safety and Flight Regulations
- 2) No pilot shall fly any plane alone unless he/she has proven competence to fly without assistance.
- 3) All equipment should meet current specifications and should be in good working order.
- 4) During "controlled operation" periods pilots should obtain the proper frequency pin before operating a transmitter. During "uncontrolled operation" times each pilot is responsible for ensuring that he/she is the only operator on that frequency while his/her equipment is on.
- 5) Prior to launching pilots should make sure that the launch equipment and area is clear of people and planes. Visually verify that conditions are safe and shout "Launching" just prior to launch.
- 6) No launches during "controlled operations" should be made without the assistance of a "spotter" whose responsibility will be the public safety in regard to the operation of the equipment. This person should be the same person as the retriever operator where possible.
- 7) No plane shall fly over the pit area below 50' or tree-top altitude.
- 8) Landing planes always have the right of way.
- 9) If anyone is in the landing area during approach then the pilot should shout "Landing" to warn them.
- 10) Guest pilots should be accompanied by a member at all times. Host member will be responsible for the guest's compliance with club rules.
- 11) Fields are only to be used for the purpose of flying non-powered R/C gliders.

### Redwood School

- 1) We have field priority only on Sundays. At other times we yield to other activities.
- 2) All garbage must be removed at the end of a flying session.
- 3) Use flight area discretion. In simple terms, don't fly low over houses or people. Beginners should fly only over the lower field.
- 4) Fliers should be in possession of a copy of the field permit.

### Paramount Ranch

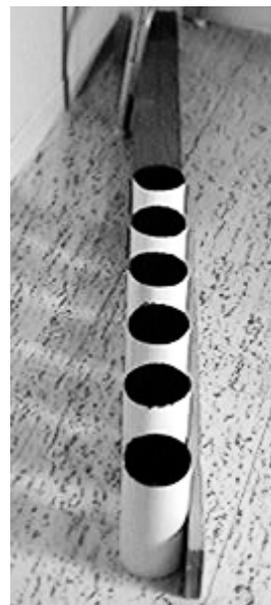
- 1) Obey all park rules and regulations.
- 2) Flying should be conducted from the north loop of the race track.
- 3) The flying area is available during regular visitor hours if the area is not already in use by other park approved groups.
- 4) Do not fly over spectators or low over the road.
- 5) You must leave the site in the condition you found it. In particular this means that you must remove all garbage including all rubber bands, cups, cans, balsa wood, covering &tc. You are responsible for the separation and recycling of glass and aluminum containers.
- 6) You are responsible for the security of anything left overnight.
- 7) Do not remove, damage or destroy anything in the park without prior park approval.

## A Note on Power Flying.....

Edgar asked me to put a note in this newsletter about flying electrics at Redwood because we've once again had an outbreak. (This time its Twinstars, of course).

The CVUSD field permit is quite explicit about flying powered planes - it prohibits them. The specific wording of the permit varies from year to year but the underlying agreement is that we don't fly power, don't trash the place and don't annoy the neighbors.

The AMA could probably give us a list of several hundred clubs who would like the use of a mown grass field conveniently placed in a local setting for a rental of \$1 per week. This is a really good deal. Let's keep it. (Ed)



*What's this thing? (No - the answer is not a few lengths of 4" drainpipe screwed to a piece of wood. The answer is on the next page.....)*



**EIGHTEENTH ANNUAL  
ROSEBOWL SOARING FESTIVAL AND TRADE SHOW  
MAY 1st AND 2nd - 1999**  
2ND EVENT OF THE WESTERN STATES SOARING TRIAD  
SPONSORED BY THE PASADENA SOARING SOCIETY  
THIS IS AN AMA AA SANCTIONED EVENT. ALL AMA RULES APPLY.

**LOCATION:** PASADENA'S BROOKSIDE PARK -- ROSEBOWL SOARING FIELD

**CLASSES:** UNLIMITED AND TWO-METER

**TIME:** PILOTS MEETING 8:30am EACH DAY -- FIRST FLIGHT 9:00am EACH DAY

**SATURDAY - MAY 1st**  
ROUND 1 - 3 MINUTE PRECISION DURATION  
ROUND 2 - 1ST FLIGHT OF ADD-EM-UP  
ROUND 3 - 2ND FLIGHT OF ADD-EM-UP  
ROUND 4 - 3RD FLIGHT OF ADD-EM-UP

**SUNDAY - MAY 2nd**  
ROUND 5 - 5 MINUTE PRECISION DURATION  
ROUND 6 - 4TH FLIGHT OF ADD-EM-UP  
ROUND 7 - 8 MINUTE PRECISION DURATION

The add-em-up round will consist of four flights to make 26 minutes with no flight over 8 minutes. On Sunday, pilots will have the option to fly Round 6 before Round 5.

**TROPHIES:** UNLIMITED - 1ST THRU 10TH PLACE. TWO-METER - 1ST THRU 5TH PLACE.  
1ST PLACE UNLIMITED TEAM - TOP FOUR DUES PAYING MEMBERS OF ONE AMA CLUB  
FIRST PLACE SENIOR - AGE 62 AND OVER

**RAFFLE:** FOLLOWING THE LAST ROUND ON SUNDAY.

**TRADE SHOW:** MANUFACTURERS WILL DISPLAY WHATS NEW IN THE HOBBY BOTH DAYS.

**RV PARKING:** FREE OVERNIGHT PARKING ON FRIDAY AND SATURDAY. NO HOOK UPS AVAILABLE.

**INFORMATION:** CONTEST DIRECTOR RICHARD BURNS (626) 857-0024      TRADE SHOW KARLTON SPINDLE (818) 785-2401      SCORING AL ZIMMERMAN (818) 500-9019

**ENTRY FEE:** \$32.00 FOR FIRST CLASS ENTRY. \$15.00 EXTRA TO FLY BOTH CLASSES.  
ENTRY FEES ARE NONREFUNDABLE.

Submit your Entry early for best frequency availability. No entries will be accepted at the field. Entry Forms will only be accepted on a first come, first served basis. Limited Participation. List of local accommodations will be supplied with acceptance notification.

**MAIL ENTRY TO:** PASADENA SOARING SOCIETY  
AL ZIMMERMAN  
1328 BRANTA DRIVE  
GLENDALE, CA 91208

**ENTRY FORM:** PLEASE MAKE CHECKS PAYABLE TO "PASADENA SOARING SOCIETY"

**NAME:** \_\_\_\_\_ **AGE 62+** \_\_\_\_\_  
**STREET:** \_\_\_\_\_ **RV PARK** \_\_\_\_\_  
**CITY, STATE, ZIP:** \_\_\_\_\_  
**PHONE NUMBER:** ( \_\_\_\_\_ ) \_\_\_\_\_  
**AMA NUMBER:** \_\_\_\_\_ **TEAM DESIGNATION:** \_\_\_\_\_ **ENTRY FEE** \$ \_\_\_\_\_  
**FREQUENCY CHOICES:** UNLIMITED - 1ST \_\_\_\_\_ 2ND \_\_\_\_\_ 3RD \_\_\_\_\_ **2-METER FEE** \$ \_\_\_\_\_  
TWO-METER - 1ST \_\_\_\_\_ 2ND \_\_\_\_\_ 3RD \_\_\_\_\_ **TOTAL** \$ \_\_\_\_\_

February 12, 1999

*Answer - Its a "Slope Plane Holder"  
(actually it will hold any small plane -  
saves tripping over thie things ).*

