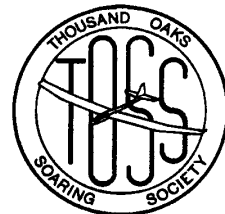


TOSSUP 97



Meeting Report for June

June's meeting on 6/25 covered three topics.

- The first was an analysis of the SC2 contest - what went right and what didn't work so well. On the plus side we got a good turnout, everyone had a good time and we made a small profit of \$207. On the minus side Chase described the difficulty of maintaining a good transmitter impound given fliers that don't carry frequency flags on their units and will bypass the check-in/check-out system given half a chance.
- The second was that Chase reported that we had \$817 in the bank.
- The third was the role, if any, of electric sailplanes in the club.

Some information about electric sailplanes and the pros and cons to flying them....

Electric sailplanes have AMA competition classes similar to sailplanes proper. There are two analogous to open class. The plane specifications are similar to open class sailplane and both only allow '7 cell' batteries. One class has unlimited motor runs for launching but the batteries cannot be charged during the entire event. The other class has a limited duration of launch motor run - usually about 45 seconds - but the batteries can be charged between events. Once the plane has been launched the flight envelope is exactly the same as for a TD event, with flights up to 8 minutes duration and an optional score for precision landing. A penalty is incurred if the motor is run during the flight.

A motor, battery, controller / Battery Eliminator Circuit adds at least 1lb to the weight of a plane and between \$100 and \$400 to its cost.

The advantages of electric sailplanes are obvious. They don't need a launcher and you can run the motor to get out of trouble - "Too low over Hendrix? Hit the switch and fly out."

The disadvantages of electric power packs are the extra weight which translates to reduced glide performance and higher landing speeds and possible safety problems from the pound of metal up front (makes you earth-bound missile amour piercing) and a battery that has enough energy to cause a fire.

Most of the more active club members seem to regard them as pointless and potentially distracting. Anyone out there care to disagree?

Monthly Competition Results - July 1997

Name	Glider	R1	R2	R3	R4	Total	Normal	Yearly				
Mike Reagan	Addiction	2:59	7:58	8:00	95	998.0	5:00	96	838.4	3558.1	1000.0	
Bob Swet	Condor	3:05	7:13.8	7:58	65	982.0	5:02	43	811.9	3499.2	983.5	
Don Northern	Falcon	3:02	7:20.6	7:56	98	991.2	4:01	91	679.1	3373.7	948.2	
Gary Filice	Mako	3:09	0	8:28.0	0	956.0	5:06	73	813.2	3362.2	944.9	
Don McNamee	Habit	2:59	8:01	8:02	89	991.6	3:48	0	608.0	3326.5	934.9	
Lowell Noren-berg	Addiction	2:58	7:59	7:59	48	977.2	3:44	58	620.5	3313.6	931.3	
Art McNamee	Addiction	2:58	7:29.4	8:02	83*	993.6	3:21	93	573.2	3279.4	921.7	
Hank Schorz	Addiction	3:01	7:29.3	8:02	80	988.0	3:29	39	572.9	3248.2	912.9	
Edgar Weisman	Pumpkin	3:00	7:33.6	8:02	52	976.8	3:21	0	536.0	3238.8	910.3	
Joshua Roth	Addiction	3:01	7:06.9	7:35	-10*	900.0	4:14	12	512.8	2901.0	815.3	
Greg Nikola	??	3:01	7:24.9	8:03	69*	975.6	4:23	0	701.3	2753.8	774.0	
Steve Boswell	Genesis	2:45	0	641.7	5:24	46	394.0	3:37	6	581.1	2283.1	641.7
Don McNamee	Super-V	3:01	7:33.3	8:02	64	981.6	74	941.6	0	0.0	2656.5	1000.0
Art McNamee	RG 15	2:59	7:24.9	8:00	73	989.2	1:54	59	251.6	0	1965.7	740.0
Martin Usher	GL	3:05	92	717.4	4:11	22*	504.8	3:42	0	224.0	1890.2	1000.0

Monthly Competition Report - July

The contest held on 7/13 had Bob Swet as CD. His tasks were devious (and needed a table to describe them!)
 Either 8 minute task could be reflown immediately on landing with a 10 point penalty.

Task	Duration	Flight	Landing
1	3 minutes	700	40
2	8 minutes	960	40
3	8 minutes	960	40
4	5 minutes	800	40

The weather was typical for this time of year with the day starting with a thin marine layer which burnt off by mid-morning. Bob set up the tasks with this weather pattern in mind - the first 3 minute task was flown while the sky was overcast and lift poor to non-existent, the 8 minute tasks were flown during the transition with normal, if somewhat spotty, lift, and the last 5 minute round to be flown in the significant on-shore wind.

The lift was never generous although there were occasional strong thermals. Finding lift once the wind rose was quite difficult. This combination of tasks proved very successful because it required considerable skill to maintain a score over the duration of the contest.

There were no crashes or other accidents during the contest. However, one flier (a visitor) managed to get their Addiction stuck in that pine tree while hand-launching it after the contest. It was rescued by Bob Swet climbing for it. Pictures to follow.....

Monthly Contests - Yearly Flier Totals

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	Total
NAME	Points	Points	Points	Points	Points	Points	Points	Points
Mike Reagan	1000.0	999.8	1000.0	998.9	1000.0	1000.0	1000.0	6998.7
Don McNamee	854.4	952.4	998.0	991.6	966.1	999.2	934.9	6696.6
Edgar Weisman	986.1	866.3	925.0	986.2	780.3	991.6	910.3	6445.7
Bob Swet	757.8	997.5	956.9	990.3	858.9	848.2	983.5	6392.9
Art McNamee	982.5	1000.0	386.6	995.0	818.2	998.2	921.7	6102.3
Don Northern	768.1	912.0	552.3	1000.0	803.9	997.1	948.2	5981.6
Gary Filice	0.0	638.8	711.1	0.0	504.8	956.4	944.9	3756.0
Myles Moran	0.0	996.1	0.0	980.3	0.0	880.0	0.0	2856.4
Martin Usher	0.0	0.0	253.4	586.3	497.3	717.5	531.2	2585.8
Michael Stern	0.0	959.6	772.3	0.0	0.0	849.8	0.0	2581.6
Larry Jimenez	586.5	0.0	244.4	782.3	893.7	0.0	0.0	2506.9
Bill Karp	759.8	817.6	480.6	0.0	0.0	0.0	0.0	2057.9
Devin Holzer	540.6	789.6	0.0	0.0	0.0	0.0	0.0	1330.3
Dick Odle	0.0	0.0	0.0	958.1	0.0	0.0	0.0	958.1
Thomas Akers	800.8	0.0	0.0	0.0	0.0	0.0	0.0	800.8

TPG SC² Contest Results....

Mr. Chasteler mailed me the TPG results and the current yearly standing of participants.

Only Mike Reagan, Bob Swet and Edgar Weisman competed. Of the 45 total contestants half were from the TPG club and not surprisingly they took 11 of the first 12 places. Mike came 13th, Edgar 23rd and Bob 33rd.

SC2 Current Standings...

Mike Reagan's #1 (4 contests), Bob Swet is #8 (4 contests), Edgar 16th (4 contest) and Art McNamee is 49th (2 contests).

Pibros Update

The Pibros slope delta described last month was an interesting way of making a slope plane out of folded foam sheet. "An interesting technique to make a fairly ordinary slope plane".

The group of friends that put this together came up with something to top this late in June. They built a 5 meter wingspan version - that's right, 16 feet. The project is described very well on their Web page at <http://www.mygale.org/06/vdp> and the description includes photographs and a 10 second QuickTime movie of the launch.

For those who either don't have a Web browser or can't read French, the story goes something like this. The instigator gets this brainwave, talks his friends into helping, and they go to the Parisian equivalent of Home Depot for a roll of this wall insulation. Building the thing involves a large floor, lots of glue and a home-made foam cutter using a long piece of wire directly connected to the 220v household current (!). The resulting plane weighs 34lbs, including several pounds of lead in the nose to balance it. Control is through two large elevons, each driven by a

pair of Multiplex ball-bearing servos.

The movie starts by showing three brawny Frenchmen holding this thing above their heads. They run forward towards the side of a cliff. (Fortunately there's a fence to stop them falling over.) They throw it over. It wobbles a bit, dipping as it picks up speed, then it finds lift and climbs out.

They got a 20 minute flight out of the thing.

Their description of the project makes fascinating reading. They obviously get a lot of fun out of this hobby!

ROY STOWERS MEMORIAL

First Annual Nostalgia Contest

In Memory of Those Fliers no Longer with Us
Hosted by: The Soaring Union of Los Angeles

When: August 30th 1997

Location: California State University, Dominguez Hills

Planes: - Polyhedral 2-3 functions (rudder, elevator and spoiler or flaps)
NO LANDING DEVICES OF ANY TYPE (skids, shark's teeth, ventral fins &c.)

Tasks:- 3,6,9,12 & 5 minutes (in order) called up.
1 point per second under target time
2 points per second over target time.

Landings: 100 points per flight in standard 25 foot circle.

Entry Fee: \$15:00 (Pay on the field at pilot sign up)

Sign Ups: 7:00am - 8:45am. **Pilots Meeting:** 8:45am.

Awards: First Place \$500 and a Trophy (awarded by Tom Stowers)
Second Place \$200
Third Place \$100
Best of Show \$100

Highest Scoring LJMP Pantera - \$150 (Awarded by LJMP)
(LJMP has plans and fuse available - call 714.826.6861)