

# TOSSUP 99



## January's Contest

January's contest started out as a routine, almost dull, affair. True the visiting contingent from SCSA mentioned something about "almost turning back at the Santa Susana Pass because of 50mph Santa Ana winds" but things seemed calm enough at the field. The winches were set up for the usual westerly launch, the tasks were announced as 3, 7 and 10 minutes (900/100 scoring) and the contest started with Edgar as CD. During the first launches we noticed that we might be launching downwind when the planes got up to above the tree line and the wallowed up the rest of the tow for some quite miserable launches. The tows were so bad that the lines kept on being too slack to retrieve properly causing a number of pauses in the action while the resulting tangles were sorted out. During one of the numerous walks towards the turnarounds it was noticed that the wind was indeed blowing from the East, and quite strongly too, so it was eventually conceded by the CD that perhaps we ought to turn around the launch for the second and third rounds.

Despite the miserable conditions everyone made the first goal.

Santa Ana winds at Redwood usually result in quite calm conditions by the usual launch area in the lee of the trees on Feather Ave, quite breezy conditions at the west end of the field and extremely turbulent and difficult conditions above about 100'. Bill Karp kept us amused while the winches were being set up by demonstrating his Electra. This, of course, becomes a somewhat overweight Gentle Lady once its battery has run down (*Ed - Electra? Battery?*) so Bill then demonstrated that flying a Gentle Lady - overweight or not - at the west end of Redwood in a moderate Santa Ana is an interesting test to see if you could get the plane down in one piece (preferably on the field). He eventually found himself circling above the spectators trying to get the plane down while the wind pushed it towards the trees in the school parking lot. He eventually got trapped behind the batting cage and had to dork it to avoid running it into the cage (and probably breaking the wing) or running it into yours truly who was sitting on the bench in front of the cage (which would have had the same result because I'd have ducked). Fortunately the plane was essentially undamaged.

Everything now being set up, the contest resumed with Round 2. Edgar launched, high this time, and proceeded to Tarantula Hill to stay up on the slope lift. This provided everyone some more entertainment because the plane was more or less unflyable in the conditions above the hill despite the ballast he'd stuck in it that brought his weight up to 108ozs. Speculation mounted as to what was going to become of the plane - was it going to disappear over the back of the hill? was it going to crash onto the water tank? In the event he bucked and wallowed all the way down the south side of the hill and then proceeded to claw his way up Gainsborough Rd. towards the field. By now everyone was cheering him on, especially as he approached the power lines. A bit of turbulence saved him, lifting him clear of the lines by a good 2 feet and so depriving us of another free lightshow. By now various people were in the street anticipating he'd drop it on Gainsborough but no - he's going to try for the field. He staggers past the end of the field, kiting at about 15' altitude, comes up the side of the batting cage, turns to skim over the fence, blows it, clips a wingtip on the road sign and clatters to a halt partly on a parked car. This didn't cause any damage but unfortunately that wasn't just a parked car but Dan's pride and joy - the only car for miles that really mattered. This was the final straw to the SCSA contingent, who promptly gave up and went home.

The rest of the contest was (relatively) boring. People went up, sat around for a bit in the turbulence, eventually dropped below where there was any vestige of lift and landed.

*(Ed - Anyone know how Don made 10 minutes on the third round? Did he just kite the plane on the line? Or what?)*

## Results of January 1999 TOSS Monthly Contest

NAME	CLUB	CLASS	Glider	R1			R2			R3			Total	Normal
Bill Karp	TOSS	Open	Addiction	2:58	11	901.0	6:30	87	922.7	2:45	0	77.8	1901.5	1000.0
Gary Felice	TOSS	Open	Mako	3:09	90	945.0	5:00	0	642.9	4:13	42	77.3	1665.2	875.7
Edgar Weisman	TOSS	Open	Pumpkin	2:58	89	979.0	5:07	0	657.9	3:20	0	42.5	1679.4	883.2
Bob Swet	TOSS	Open	Cumic	3:00	87	987.0	2:55	0	375.0	3:12	0	30.0	1392.0	732.1
Don Northern	TOSS	Open	Gemini 'S'	2:03	83	698.0	2:42	97	444.1	5:24	0	56.3	1198.4	630.2
Art McNamee	TOSS	Open	Addiction	2:59	76	971.0	1:58	94	346.9	1:39	56	120.7	1438.6	756.6
Peter Stairs	TOSS	Open	Eagle	2:22	76	786.0	3:07	7	407.7	2:03	79	91.2	1284.9	675.7
Greg Nikola	SCSA	Open	Yes	2:59	90	985.0			0.0			0.0	985.0	518.0
Hank Schorz	SCSA	Open	??	3:05	93	968.0			0.0			0.0	968.0	509.1
Lowell Norenberg	SCSA	Open	??	3:03	78	963.0			0.0			0.0	963.0	506.4
Dan Werner	SCSA	Open	Sapphire	3:21	0	795.0			0.0			0.0	795.0	418.1
Claus Langer	SCSA	Open	Addiction	2:31	0	755.0			0.0			0.0	755.0	397.1
Don Northern	TOSS	Sport	Gemini 'S'	3:00	71	971.0	4	11	641.0	10:00	87	124.5	1736.5	1000.0
Bob Swet	TOSS	Sport	Oly 650	3:00	94	994.0	2	0	332.1	4:25	0	54.1	1380.2	794.8
Scoring														
Goal				3:00	100		7:00	100		10:00	100			
Points				900	100		900	100		900	100			
Points / Second				5			2.143			1.5				



*Last minute adjustments - Electra - A Better Tangle  
Waiting for Round 2, A Decent Launch*

## The Other Redwood.....

A couple of weeks ago Art McNamee and Peter Stairs spent the morning at Redwood demonstrating soaring to 7th and 8th grade Science classes. Art brought his Addiction and a winch along first thing in the morning, setting up the winch and retriever in the usual place. They then spent a couple of hours with successive classes explaining how the plane worked and how it was controlled and demonstrating how it was flown. The lessons were videotaped by the teacher.

They first described how the plane flew and how it was controlled. They held the plane, moved the surfaces and showed what each surface did and how it was controlled by the transmitter. Art then launched it for a circuit to show how it was flown. The air was somewhat flat, ideal for demonstrating how the plane flies but not very active. There was a bit of lift above the hill, though, so Art demonstrated thermalling on his second demonstration flight of each period.

These demonstrations were very successful judging by the amount of interaction he had with the classes. In fact, he had to show off Thermal Duration contest flying in order to bring the plane down and so the end the demonstration just before the end of each period. (He mentioned that he hyped the landings, working on the kids by explaining that he didn't quite know how and when the plane was going to land and so they had to be ready to jump out of the way. Once they were well and truly worried he just dropped the plane at their feet.)

This was an excellent opportunity to give us a human face and maybe even interest some of the kids in flying. Although many of the children have seen us fly few, if any, have seen what we do close up. (Our interaction with the school proper is usually just to get the principal to sign our field permit once a year. )

*Dear Ann Landers,*

*My wife think that I need to enter the Betty Ford Clinic™ or participate in a twelve step program to curb my addiction to buying, building and accumulating model gliders. She is not opposed to my flying of such planes, just their accumulation. When I balance a plane or do close inspection of my construction she accuses me of idol worship as I carefully work to find the perfect C/G. But, Ann, I assure you I don't have too many planes. Let me explain and you be the judge.*

*My Saggita XC is a cross country plane with a 14 foot wing span that is specialized for use out in the wide open spaces. You need a plane this size to see it a half mile up and to travel miles in the desert. I am sure that some day I will catch a thermal and when I do I will need a plane this size to see how high it goes. I only have the one cross country plane at this time, how can one be too much?*

*For thermal flying I only have four regular planes. I have one OlyII for flying nostalgia class whic I am sure I will want to do someday as it si an old design but a good flyer. I have my Cumic/Heerier - a single fuse with two separate wings with Eppler 205 airfoils. The Cumic is a polyhedral wing with spoilers while the Heerier is a straight wing with ailerons and flaps. Both are 100*

inches. Two wings for one fuse, you have to admit that this is practical and space saving. If I had a problem then I'd have two fuses, one for each wing. I have a Saggita 600 dating from my early F3B days and a new club plane to fly in contests. If I wanted too many planes then I would build some of the kits I have in waiting for the day I need them. Heck - the twelve kits hardly take up any room stored under the beds as they are.

I have three trainers for my friends to fly so that they can experience the fun of this hobby. A Gently Lady, a foamie TG-3 and for aileron training a ME-109 foamie. I only fly them to teach or keep their batteries cycled or to make sure they still work. They are a regrettable necessity so that my friends can fly. Some day I will trust them enough to let them fly these planes after all that is why I have them. You don't think I'd fly these old things for my pleasure do you?

The hand toss planes are in a class unto themselves and I have a Zagi THL for lite wind at the slope, a Poquito and a Climmax for competition as I sure someday I will enter a handtoss only competition. and I want to be prepared. Besides the transmitters used are a all buddy boxes for the three trainers discussed above. I need to put them to some use.

The slope combat planes are totally separate. You won't fly anything but an EPP foam plane for combat and you need to have a primary and a backup. You have to be prepared for combat in light, heavy and moderate wind. I have only four not the full six I should have for all conditions. Certainly that is not unreasonable. In fact I should get two more to fill out the necessary collection. I plan to do a lot of combat as soon as my church and scout commitments let me go out on Sundays to compete with the bashers.

As for slope racers I only have three. A sixty inch one, an unlimited class racer and a two meter practice plane. Barely enough to do the job with no excess whatsoever.

Now the three scale planes may be one too many but one is for slope and one is for aerotow and well the one with the gull wings is just so cute. I am sure you agree with me that I am being reasonable and honest in admitting that I might have one more plane than I need. But is having one extra plane any sort of problem? Certainly I don't need counselling for that one plane.

My name is Mike. It has been two weeks since I bought or built anything that is R/C related....Does my AMA insurance cover this counselling?

Yours,

(Reprinted from "Thermal Topics", the Modesto Club Newsletter, with thanks.)