TOSSUP 00

Results of TOSS's SC^2 Round

Place	Name	Club	Class	Raw	Normal	Trophy
1	Daryl Perkins	HSS	M	3981.00	1000.00	M1
2	Ron Faulkenheim	ISS	M	3956.00	993.72	M2
3	Mike Lee	ISS	M	3953.00	992.97	M3
4	Fred Sage	TPG	M	3944.00	990.71	
5	Edgar Vera	SWSA	S	3936.00	988.70	S1
6	Mike Morjoseph	HSS	S	3933.00	987.94	S2
7	Emanuel Gomez	ISS	S	3933.00	987.94	S3
8	John Bilke	EDSF	E	3931.00	987.44	E1
9	George Joy	TPG	M	3928.00	986.69	
10	Edgar Weisman	TOSS	E	3913.00	982.92	E2
11	Art McNamee	TOSS	E	3903.00	980.41	E3
17	Bill Karp	TOSS	S	3821.00	959.81	
18	Don Northern	TOSS	3F	3808.00	956.54	3F1
19	Gary Filice	TOSS	S	3796.00	953.53	
23	Lex Mierop	TOSS	S	3680.00	924.39	
24	Mike Stern	TOSS	S	3603.00	905.05	
27	Lowell Norenberg	SCSA	E	3504.00	880.18	
30	Hank Schorz	-	E	3299.00	828.69	
31	Bob Swet	TOSS	3F	3225.00	810.10	

Place	Club	Fliers	Score1	Score2	Score3	Total
1	ISS	7	993.72	992.97	987.94	2974.63
2	TOSS	8	982.92	980.41	959.41	2923.13
3	EDSF	4	987.44	979.40	941.22	2908.06
4	HSS	4	1000.00	987.94	895.25	2883.20
5	SULA	4	979.65	978.40	889.48	2847.53
6	TPG	3	990.71	986.69	742.28	2719.67
7	SWSA	5	988.70	925.65	671.69	2586.03
8	PSS	3	851.04	780.96	693.80	2325.80
9	AVTS	1	931.42	0.00	0.00	931.42
10	SCSA	1	880.18	0.00	0.00	880.18

Mike Morjoseph and Emanuel Gomez tied for second place in the Sportsman so the trophy was decided on a coin toss.

Emanual Gomez was the only Junior in

Fliers	Class
6	M
12	E
18	S
8	3F

September 2000 TOSS Monthly Contest (Best 3 of 4 Rounds)

			ROUND 1			ROUND 2			ROUND 3			TOTAL	Normalized	Yearly Flier
NAME	**CLASS**	**Glider**	**Time**	**Landing**	**Points**	**Time**	**Landing**	**Points**	**Time**	**Landing**	**Points**	**POINTS**	**Points**	**Points**
Don Northern	Open	Gemini 'S'	5:58	96	367.6	5:59	88	367.8	5:59	90	368	1103.4	1000.0	1000.0
Art McNamee	Open	Psyko	6:00	95	369.5	6:02	91	367.1	6:01	73	366.3	1102.9	999.5	999.5
Mike Reagan	Open	Addiction	5:59	91	368.1	5:58	78	365.8	6:00	88	368.8	1102.7	999.4	999.4
Edgar Weisman	Open	Addict + Emer	5:59	87	367.7	6:01	93	368.3	5:57	82	365.2	1101.2	998.0	998.0
Bob Swet	Open	Isoar	6:02	62	364.2	6:00	96	369.6	6:00	64	366.4	1100.2	997.1	997.1
Gary Filice	Open	Addiction	6:01	69	365.9	6:01	84	367.4	6:02	71	365.1	1098.4	995.5	995.5
Bill Karp	Open	Addiction	5:58	68	364.8	5:56	71	363.1	5:59	36	362.6	1090.5	988.3	988.3
John Ellias	Open	Stork	6:06	0	354	5:58	54	363.4	5:56	48	360.8	1078.2	977.2	977.2
Peter Stairs	Open		6:07	18	354.8	0:0		0	0:0		0	354.8	321.6	321.6

Salplane Thermal Tips

From: "Eastwind", Portland Area Sailplane Society

Drift with the lift - Thermals tend to blow along with the wind, so follow them.

Stay with what you've got - Low thermals have down air nearby.

There is no zero lift

a) A weak, low thermal will always grow.

b) If you're not sinking there's some lift

c) If you're sinking, move someplace else fast!

Don't leave a thermal and come straight back upwind

a) Sink holes follow thermals

b) Strong lift will usually have strong downs nearby. If air is going up, other air must be coming down to replace it, and vice versa. Sometimes the patch of down air (sink) is so large that you can't get out of it.

Fuselage angle indicates rising or sinking air

a) Thermals will tend to push the airplane outward so turn back against life-induced turn to get into the thermal's core

b) Establish where the core is by making a couple of passes through the lift.

c) Once circling in lift, notice which side of the circle is better, and drift in that direction. the implicit rule is: slow down in lift and speed up in sink. Once you find a thermal don't lose contact with it! Sometimes you find a nice thermal and think you've got your 10 minutes made. You relax. The next thing you know you're sinking and you're wonder where that lift went!

Develop a minute sensitivity to air quality

a) Lift comes through in cycles

b) Hot spots for thermals and slope-lift tend to stay put for a long time

c) A thermal passing through as you launch can often be overtaken downwind.

d) A sudden wind shift usually indicates a thermal nearby - the wind on the ground blows towards the thermal.

You need to feel small air temperature changes - warmer means lift, colder sink. You need to know which way the wind is blowing without looking at ribbons.

Learn to use ballast

a) Wing loading translates into flying speed - the heavier the plane, the faster it flies

b) The trick is to add enough ballast to achieve good glide speed without handicapping the ship in weak lift or making it too hard to land.

c) If the wind is strong enough to require ballast flying down wind is usually bad.

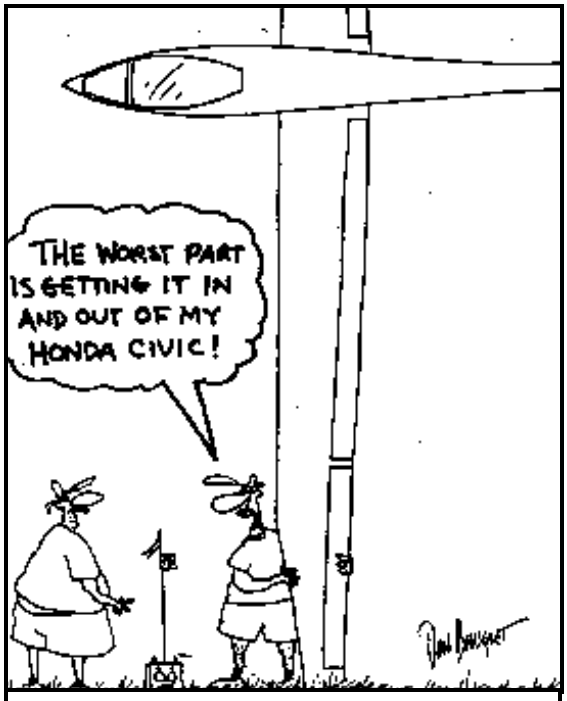
The fast, more efficient, ships benefit more from ballast. There's no point in putting a pound of lead into a floater for 20mph conditions if the plane won't fly faster than 20mph anyway.

Ways of finding lift.

There are several visible signs of lift that you should watch for: shifts in the wind or temperature, other planes, behavior of small birds. Soaring birds are good indicators unless they're too high to tell where the thermal is on the ground. Piggy-

TOSS's SC^2 Handlaunch Contest is on Saturday, September 30th. at Redwood.

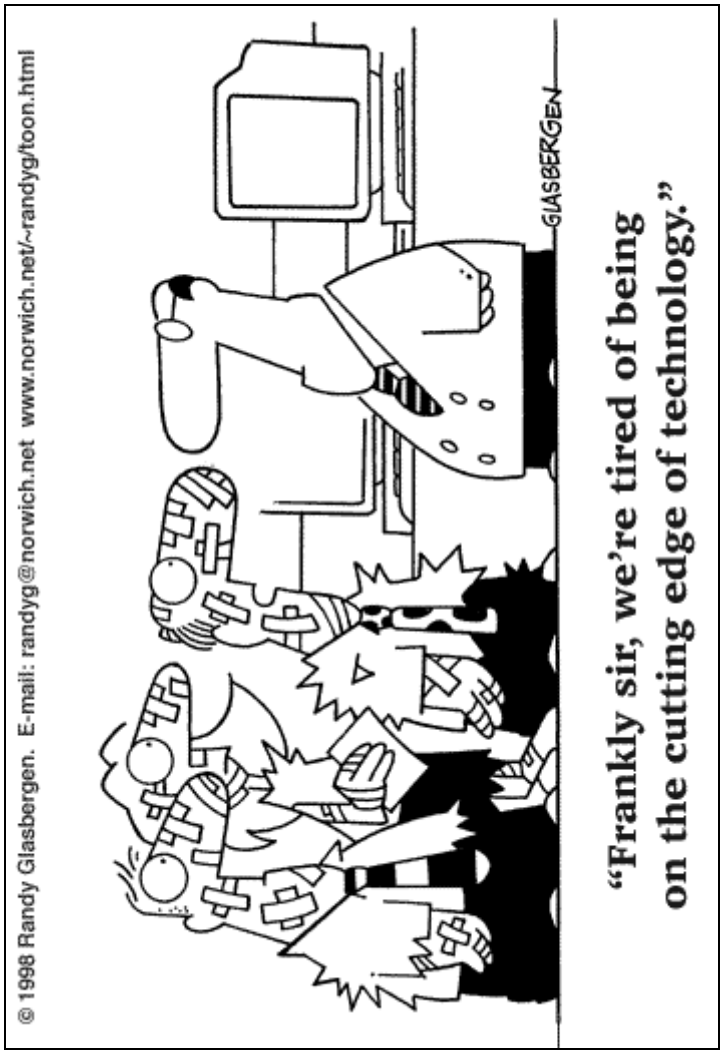
SCSA's SC^2 Handlaunch Contest is on Saturday, October 21st. at Valencia HS. (TG4460:E6)



Thanks: SWSA's "PopOff"
(Does it remind anyone of a Smith Hill regular??)

A wonderful bird is the Pelican.
His beak can hold more than his belly can.
He can hold in his beak
Enough food for a week!
But I'll be darned if I know how the hellican?

(The Pelican ended up with Don McNamee)



And Finally: Some stills from German TV news footage about the Antares electric sailplane - it actually flies!