

TOSSUP 97

March Meeting

March's monthly meeting was very quiet affair, given over in its entirety to SC² - an informal conversation about what happend at SULA and what was needed to get May's competition at TOSS running.

Mike Reagan gave a run down on the SULA events and Edgar ran through an inventory of the various winches, batteries, turnarounds and other components needed for the competition. As of this time we estimated we had about half of the batteries needed for the four winch sets that we intend to use.

Martin Usher turned up with a box of winch line bought at Owen Mills - about \$230 worth. We subsiquently were a bit disappointed to discover that some of the reels had less line than we expected and some of that line was in two pieces.

(Note - it looks as if winch and retriever line in the lengths and strength grades we need can be bought from a kite supplier.)

April Competition Report

The contest was held as scheduled on 4/13. The weather was clear and calm with some dew on the ground first thing in the morning. During the contest winds became variable with some gusts being quite strong. Towards the middle of the day the sea breeze asserted itself so winds settled down from the West at a consistent 10-15mph. Thermal activity was quite strong, but the thermals were quite large so that at any one time the entire sky seemed to be lifting, sinking or neutral. When lift was assertive it could get very strong - on two occasions Don Northern's Paragon got to maximum altitude directly above the field within 2 minutes of launch. (The first time he found his plane going up rapidly even with the spoilers deployed.)



Mike Reagan acted as CD and set the tasks up as a dummy run for the SC² contest in May - three rounds, the first task 6 minutes, the other two 8 minutes. The reflly rule was tried, with contestants being able to reflly any one round directly on landing by taking a 10 point penalty. Flight times were scored as 960 points with landings on a tape at 40 points. About half the contestants tried a reflight and usually made better scores.

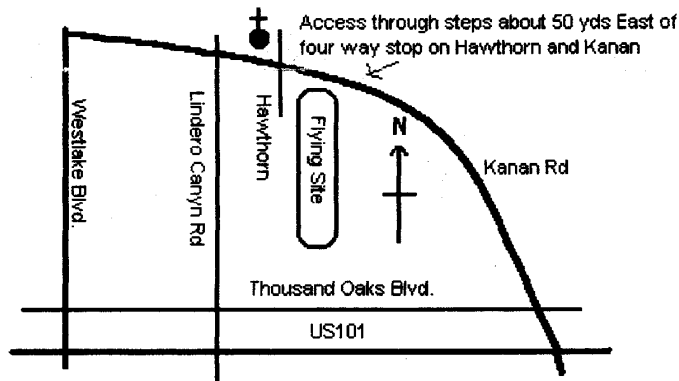
Unlike March's contest there were no out of bounds landings or lost planes; the contest was on the whole uneventful. We took the opportunity to bring out three winch sets, test them out (including the one fitted with the new 'Real Balls' bearing set) and give them new lines.

In the table on the next page the results are grouped by class - Open, 2m and Sport. Landing points marked with an asterisk have had the ten points deducted for the reflight.

April 1997 Monthly Competition Results

Name	Plane	R1			R2			R3			Total	Norm	Year
Mike Reagan	Addiction	6:00	86	994.4	7:57	94	991.6	7:59	85	992.0	2978.0	1000.0	998.9
Art McNamee	Addiction	6:01	96	995.7	7:58	70	984.0	8:02	77	986.8	2966.5	996.1	995.0
Edgar Weisman	Pumpkin	5:58	57*	971.5	8:00	69	987.6	8:01	58	981.2	2940.3	987.3	986.2
Myles Moran	Prism	5:58	93	991.9	7:58	47	974.8	8:02	0	956.0	2922.7	981.4	980.3
Bob Swet	Condor	6:04	0	949.3	7:57	24	963.6	8:07	84*	973.6	2886.5	969.3	968.2
Don Northern	Paragon	6:00	86*	988.4	7:58	91	992.4	5:15	81	662.4	2643.2	887.6	886.6
Don McNamee	Habit	5:59	38	972.5	3:23	0	406.0	7:57	40	970.0	2348.5	788.6	787.8
Larry Jimenez	Paragon	5:58	73	983.9	2:56	33*	369.2	8:00	73	989.2	2332.3	783.2	782.3
Dick Odle	Swift Chicken	5:46	69	950.3	8:10	0	940.0	0	0	0.0	1890.3	634.7	634.0
Don McNamee	Super-V	5:59	72	986.1	8:01	73	987.2	7:59	62	982.8	2956.1	1000.0	991.6
Myles Moran	Falcon 600	5:58	49	974.3	7:56	-10*	942.0	7:57	38	969.2	2885.5	976.1	967.9
Dick Odle	Swift Chicken	6:05	-10*	936.7	8:02	29	967.6	7:56	0	952.0	2856.3	966.2	958.1
Art McNamee	RG 15	3:16	-10*	512.7	7:56	83*	979.2	6:53	76	856.4	2348.3	794.4	787.7
Don Northern	Paragon	6:01	98	996.5	7:58	90	992.0	8:02	92	992.8	2981.3	1000.0	1000.0
Bob Swet	Oly 650	6:02	93	991.9	8:01	69	985.6	7:57	52	974.8	2952.3	990.3	990.3
Larry Jimenez	Paragon	2:03	38*	337.2	8:01	61	982.4	5:28	80	688.0	2007.6	673.4	673.4
Martin Usher	Gentle Lady	6:09	0	936.0	2:12	-10*	254.0	4:39	0	558.0	1748.0	586.3	586.3

Kanan Rd Slopes



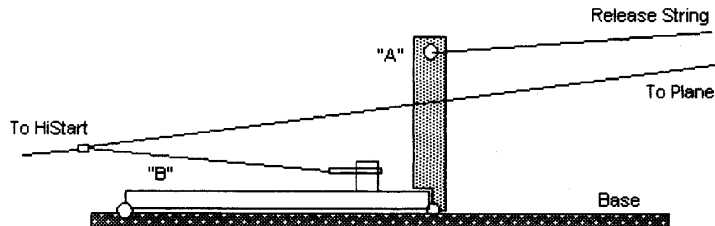
This map is a rough guide to how to get to the slopes on Kanan Rd. This is part of the Oak Park Open Land. The slopes are accessed through a trail that starts at some wooden steps to the South of Kanan Rd which rises quite steeply on a ridge with steep, flyable slopes to east and west. After about a quarter mile the trail reaches a plateau that has practically 360° exposure.

If you've not flown there before remember that other fliers may not be visible. If it looks as if there are people up there - for example, cars parked on Kanan - check around. The trail going up the ridge is the only convenient access to the top.

I am told that the local homeowners don't mind fliers with one exception - do not fly PSS planes decorated with Swastikas, the local demographics are such that they will take strong exception.

“Its All My Own Invention”

Charlie (Babcock) had a problem to solve. He needed a strong high-start to pull his Sprit and Mystery Ship up but the tension on the line was doing in his back. How was he going to solve this problem?



The answer was to build a better mousetrap, or rather a mousetrap like arrangement to hold the highstart until released by a trip. The prototype shown in the drawing was staked to the ground about 10' in front of where the plane was launched. The highstart line was joined to a short piece of line about 10' from the parachute, with the short line having a ring attached to the end. Charlie reset the contrivance, tensioned the highstart (trying out a couple of block and tackle arrangements in the process) and finally slipped the ring over the peg attached to piece 'B'. He then clipped the parachute ring to the towhook as normal. When it was time to launch the release string was pulled which pulled piece 'A' to the right, allowed piece 'B' to rise up and released the ring and so activated the highstart.

It worked. It was a bit difficult to coordinate throwing a plane, pulling a string and not dropping the transmitter - a foot release would be easier!

“Glider Hill”

With the coming of Spring Smith Hill is again covered with vegetation with all traces of last year's construction having disappeared under and behind the new growth. The main track is again drivable since the 'No Trespassing' signs have disappeared (they haven't just been pulled out because the track looks as if its been regraded). With access somewhat restored the hill is again attracting fliers - just one or two, but enough to show that the slope is still flyable.

For Sale

Larry Jimenez has a JR388 Radio for sale, more or less NIB. Its Channel 55 and he's asking \$225obo for it. If you are interested, call him at 805.652.1937

Internet Footnote

TOSS's Web pages are now linked in to Paul Trist's SC² site *planes-wings-things* and a primary soaring resource at *rcsoaring.com*. This is helping to make us more visible to the global soaring community.