TOSSUP 04

2004 BUBW Contest

Attendance was slightly up on last year (25 compared to 21 last year). Four rounds — 3, 5, 8 and 4 minutes, landings scored in/out on a 25' circle for 10% of flight points, third round was in/out a half circle for landing points, fourth was for landing points. There was one casualty, a plane was destroyed after breaking apart on launch due to the failure of a wing joiner box.

Flying conditions were challenging — they started out looking straightforward but by mid-morning (the 8 minute round) it became patchy so some fliers were only able to make two or three minutes flying time on thie round. There were also some surprise bubbles on the landing approaches on later rounds that caused what should have been a perfect landing to miss entirely.

Tropies were given for 1st through 5th, Junior and Team.

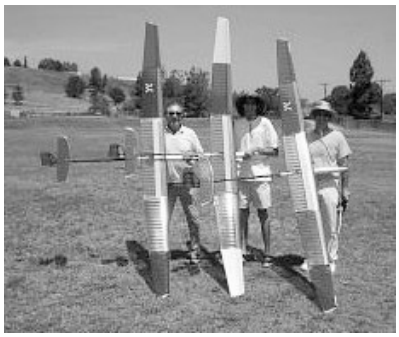
Clockwise from the right..... 1st place (Joe Nave), 2nd place (Mike Reagan) and Team SWSA

2004 TOSS BUBW CONTEST RESULTS

AUGUST 2004 Built Up Balt wing CONTEST

Number	NAME	CLASS	TEAM	Channe	Round 1 Time	Landing	Points	Round 2 Time	Landing	Points	Round 3 Time	Landing	Points	Round 4 Time	Landing	Points	TOTAL POINTS	Normalized Points
124	JOE NAVE	OPEN	SFVSF	13	3:04	1	193.8	3:05	1	330.0	7:38	93	573.0	4:04	84	320.0	1416.8	1000.0
113	MIKE REAGAN	OPEN	TOSS	26	3:02	1	198.3	4:33	1	327.8	8:00	79	559.0	4:01	87	328.0	1413.1	994.4
105	ART MCNAMEE	OPEN	TOSS	62.4	2:54	1	191.4	3:01	1	328.9	7:59	83	564.0	3:58	81	319.0	1403.3	990.6
102	JOHN BARR	OPEN	SWSA	15	2:57	1	194.7	4:33	1	327.8	8:01	80	559.0	3:59	71	310.0	1391.5	982.3
110	JERRY TONNELLI	OPEN	SJSS	16	3:00	1	198.0	5:03	1	326.7	8:00	83	565.0	4:01	75	314.0	1383.7	976.8
103	TAK TAKAYAMA	OPEN	SWSA	25	2:54	1	192.4	5:02	1	327.8	8:02	0	476.0	4:01	83	322.0	1298.2	916.3
115	HANK SCHORZ	OPEN	SWSA	23	3:02	1	199.8	5:02	1	327.8	8:02	0	476.0	4:01	83	322.0	1298.2	916.3
116	LOWELL NORENBERG	OPEN	SCSA	40	2:53	1	196.9	3:58	0	236.0	7:59	75	554.0	4:04	86	332.0	1318.9	931.4
117	BRUCE ALLPORT	OPEN	SFVSF	45	3:16	0	182.0	4:26	0	256.0	8:13	85	549.0	4:11	71	305.0	1292.0	912.1
107	JOHN MCCAGUE	OPEN	SJSS	21	3:03	1	194.7	5:05	0	295.0	6:38	67	485.0	4:01	61	300.0	1274.7	899.9
114	GEORGE GILBURG	OPEN	SJSS	24	2:56	1	193.6	5:00	0	300.0	6:29	85	514.0	3:56	80	326.0	1233.6	870.9
104	DON MCNAMEE	OPEN	TOSS	39	3:00	1	198.0	4:26	1	256.0	6:28	0	368.0	4:02	76	314.0	1036.0	831.7
122	KARL V HAWLEY	OPEN	TOSS	56	2:55	1	192.5	5:05	0	300.0	5:36	0	336.0	4:01	87	336.0	1164.5	815.0
121	JIM PENDERGRASS	OPEN	TOSS	14	2:59	0	179.0	5:00	0	300.0	6:22	0	382.0	4:01	0	299.0	1160.0	774.6
120	DON NORTHERN	OPEN	TOSS	42	3:01	1	196.9	3:38	1	229.8	3:55	65	320.0	4:03	74	311.0	1057.7	753.7
119	MICHAEL OTERN	OPEN	TOSS	57	3:04	0	176.0	4:33	1	327.8	3:12	0	182.0	4:03	87	324.0	1010.0	719.9
118	BOB GNET	OPEN	TOSS	31	3:24	1	183.6	5:01	1	323.6	4:07	0	247.0	3:59	0	239.0	992.8	711.6
111	B-LLUTZ	OPEN	EDSF	14	3:02	0	179.0	1:28	0	88.0	7:02	0	420.0	3:57	78	318.0	1005.0	708.0
106	GENE HAYO	OPEN	SWSA	36	3:00	1	188.1	4:01	0	261.0	3:34	0	214.0	3:59	64	293.0	976.0	689.0
112	BILL NIELEY	OPEN	TOSS	15	2:58	1	192.3	3:02	1	327.8	2:31	0	151.0	4:00	0	240.0	914.6	645.6
108	DEREK BENNETT	OPEN	TOSS	59	3:20	0	160.0	4:06	0	246.0	3:25	0	205.0	4:11	0	251.0	846.0	596.0
101	JOHN PRYBYSZEWSKI	OPEN	SJSS	35	2:53	0	172.0	4:51	0	291.0	4:18	0	258.0	1:51	0	111.0	832.3	592.3
109	KEN ANDERSON	OPEN	SJSS	26	3:07	1	190.3	3:38	0	218.0	2:37	0	157.0	2:20	0	140.0	823.3	587.2
125	RICHARD LUTZ	JUNIOR	EDSF	12	1:45	0	109.0	2:48	0	168.0	1:38	0	98.0	1:13	0	73.0	450.0	317.7
123	JERRY KRANOCK	OPEN	SFVSF	22	3:05	1	196.8	5:53	0	247.0	0:00	0	0.0	0:00	0	0.0	439.8	310.2

TEAM	Top 3 Total
SWSA	4074.4
TOSS	3995.7
SSJSS	3892.0
SFVSF	3133.1
EDSF	1453.0
SCSA	1310.9



"Team AVA"

The budget didn't run to professional securtiy so we had to resort to supplying our own bouncers to guard the trophies.....

Launch Hardware

(Everything worked smoothly this year.)

The casualty — the boom is in the center pointing away from us, the pod is the dot on the right (buried about six inches). This was not a V-Tail design.

A History of R/C Soaring *(Chuck Anderson)*

(Editor's Note — This material was posted to RCSE during July and August in several parts and is used with permission. I would be very interested to get on the record any perspecives that TOSS members have on this article and anything they have to contribute to this subject. Expect more next month or when space is available — this is only the first two parts of a four part set

In 1964 Kraft and Controlaire began offering transistorized receiver kits. They were small, light, and, best of all, cheap. The local hobby shop sponsored a contest for the Jasco Thermic 50 and similar gliders using the new receivers and powered by a Cox Peewee 02 reed valve engine. The complete model including receiver, engine, and escapement could be built for less that $25. You didn't even need to own a transmitter since the receivers were all on the same frequency and it was easy to borrow one. It was a thermal soaring event where the time started when the engine quit with a 10-minute max. That was how my interest in RC thermal soaring began.

By 1966, superregin receivers became unusable because of interference from the increasing popular CB radios. In 1970, I had progressed to a better radio for my pattern flying and was looking for a use for my old Microavionics radio. I remembered the fun I had with the power pod gliders before CB made them unusable so I built a larger power pod model for the giant Microavionics servos. A few other club members were also interested in reviving the power pod contest so we decided to hold a power pod contest in 1971. I had been reading about the new sport of thermal soaring being
flown in other parts of the country and decided to add a pure sailplane class to the contest. That is how I became the CD for the first AMA sanctioned thermal soaring contest in the Southeast and attracted the attention of Jim McNeil, AMA District V vice president.

In 1973, AMA set up a Soaring Advisory Committee to establish soaring as an official event and I was appointed District V representative on the Soaring Advisory Committee by Jim McNeil. I attended an open Soaring Advisory Committee meeting at the 1974 SOAR Nats to hear proposals to form a Special Interest Group for soaring. The National Soaring Society was formed from proposals submitted at that meeting. I traveled to Silver Springs Maryland on November 23 and 24, 1974 to attend a meeting of the NSS to draft rules for Soaring as an official AMA event. So began my adventures in helping formulate the first set of AMA rules for our sport.

The availability of reliable radios combined with the solution of the launching problem led to the explosive growth of thermal soaring in the late 60's. Naturally, the first order of business was to hold a contest. Rules were necessary to hold a contest and several groups were formed to promote R/C soaring. The most influential were the League of Silent Flight (LSF), the East Cost Soaring Society (ECSS), and the Silent Order of Aeromodeling by Radio (S.O.A.R.) club. There were many other clubs and regional groups who made significant contributions to R/C soaring, however these organizations were primarily responsible for the development of thermal soaring as we know it today.

ECSS

In 1970, a group of soaring enthusiast from the Northeast began thinking about an organization to coordinate soaring activities in the region. Thus the East Coast Soaring Society (ECSS) was born in January, 1971. The founding members included such R/C pioneers as Dr. Walt Good, George Durney, Howard McEntee, and Don Clark. The stated objectives of the ECSS were to advance the art of design, construction, and flying of radio controlled soaring planes. Rules were formulated for contests and an ECSS Championship program was established. The most significant action by the
founders was the recognition that an active board of directors was required in order to provide continuity of action and that a technical journal was required to keep members informed about the latest developments in soaring.

I became a member of the ECSS in 1972 and became ECSS 72-361. The main reason I joined was to receive Sailplane, the Journal of the ECSS. At that time, Sailplane was the best source of technical information about soaring.

S.O.A.R

Many clubs have contributed to the advancement of R/C soaring, but none have done more than the Silent Order of Aeromodeling by Radio (S.O.A.R.). In particular, they established a truly national championship soaring contest that set the standards for all soaring contests. It all began when Dan Pruss, Dave Burt, and the S.O.A.R. club offered to help
organize an unofficial R/C soaring event to be held in conjunction with the 1970 AMA Nats held at Chicago. The contest grew rapidly and became known as the SOAR Nats even though the S.O.A.R. club preferred the title "R/C Soaring Nationals". Dan Pruss and the S.O.A.R. club did such a good job that the SOAR Nats remained the ac-

knowledged national championship soaring event even after soaring became an official AMA event included AMA Nats. By 1976, the SOAR Nats had become so large that the S.O.A.R. club felt that they could no longer sponsor the event. The 7th and final R/C
Soaring Championships held in 1976 drew 190 contestants competing in 2 classes and scale. As far as I know, no AMA Nats has ever attracted as many contestants.

I was fortunate enough to fly in the last three SOAR Nats.

LSF.

The League of Silent Flight was founded in 1970 by a group of west coast modelers led by Le Gray. The Primary goal of the LSF is to promote R/C soaring and to recognize individual proficiency and accomplishment. The
LSF began holding an annual R/C soaring tournament in 1970 with 85 members competing. Since entry in the LSF tournament was restricted to LSF members, it became the largest Class B contest in the United States. Tournament growth was limited by the number of available frequencies and by the fact that all contests were held in California until 1977. In 1977 the tournament was divided into 10 regional contests held at sites throughout the country. As a result, the 1977 tournament drew 487 contestants from almost every state in the union and several foreign countries. In 1978, The LSF tournament was held at Lockport, Illinois and entry was restricted to LSF members who had qualified in one of the 1977 regional contests. The LSF ran into hard times in the 1980's and the tournament was suspended until it resumed in 1992 at Vincennes, Indiana under new leadership. This time, the contest was open to anyone with an AMA license. In 1995, the Nats stopped rotating around the country and moved to the new AMA site in Muncie. At this time, LSF took over running the Soaring events at the AMA Nats.

I joined LSF in 1972 and became LSF 583 for no particular reason other than it seemed a fun thing to do and didn't cost anything. I eventually achieved Level IV in 1976 and completed all the contest requirements for Level V in 1996. At the present time, I have no interest in standing on a slope for 8 hours so I will probably never achieve Level V.

SAC

AMA establish a Soaring Advisory Committed (SAC) 1973 to advise AMA and the R/C Contest Board on Soaring Rules and problems. Each District VP appointed a representative for his district. By 1974, the SAC decided that a Special Interest Group should be formed to represent Soaring and a call for proposals on forming a SIG was issued . A open meeting of SAC was held at Lewis College in Lockport, Illinois the day after the 1974 SOAR Nats to review the proposals. Many SOAR Nats contestants stayed for the meeting and offered many suggestions about the new SIG.

It was hoped that the LSF would submit a plan, however the only proposal offered was by the ECSS. The ECSS proposal was accepted and the National Soaring Society was formed to be the SIG for soaring.

A joint meeting of the SAC and the new NSS was held in Silver Springs Maryland on Thanksgiving weekend, 1974 to work out proposed AMA rules for Soaring. Most of the rules in the current AMA Rules book were set up at that time. Neither the NSS or the SAC had the authority to set rules so the proposals from the Silver Springs meeting was submitted to the RC Contest board for approval. I attended the Silver Springs meeting as the District V NSS vice president and the District V SAC member.

The SAC was disbanded after AMA approved NSS as the SIG for soaring.

From: "Jim Monaco" <JimSoars@earthlink.net>
To: "ListServer Soaring" <SOARING@AIRAGE.COM >
Subject: [RCSE] AMA Rules Rounding vs Truncating
Date: Wednesday, August 04, 2004 8:48 PM

OK - I thought I was losing my mind. At our last club contest I reminded all participants that we were using ROUNDING as corrected in the 2002-2004 rulebook. One participant said, NO, the rulebook says truncating. As I was quite sure that the rulebook had been changed to rounding, he and I had a discussion, upon which he produced an AMA 2002-2004 rulebook that stated that all fractions of a second should be dropped. Whoa, right there in black and white, how did I miss that change and when did it change back to truncating. Another discussion with Mark Howard ensued this week and we again wondered how that rule changed back again. With the help of Tony O'Hara who pointed out the original truncation rule to me, we discovered that the rulebook actually has 2 methods for timing. On page 138 para 10.2.2.b.1 it clearly states rounding as I recalled. What I never noticed is that on page 141 under the specific rules for T1 International Duration para 13.1.2.2 it clearly states that fractions should be dropped. So it appears that the rules conflict, but as written, we round everything except T1 International Duration.

Sooo... was this an oversight when the 10.2.2.b.1 was changed back to rounding, they failed to catch the reference to truncation in 13.1.2.2, or is it intentional that T1 be a truncating timing task?

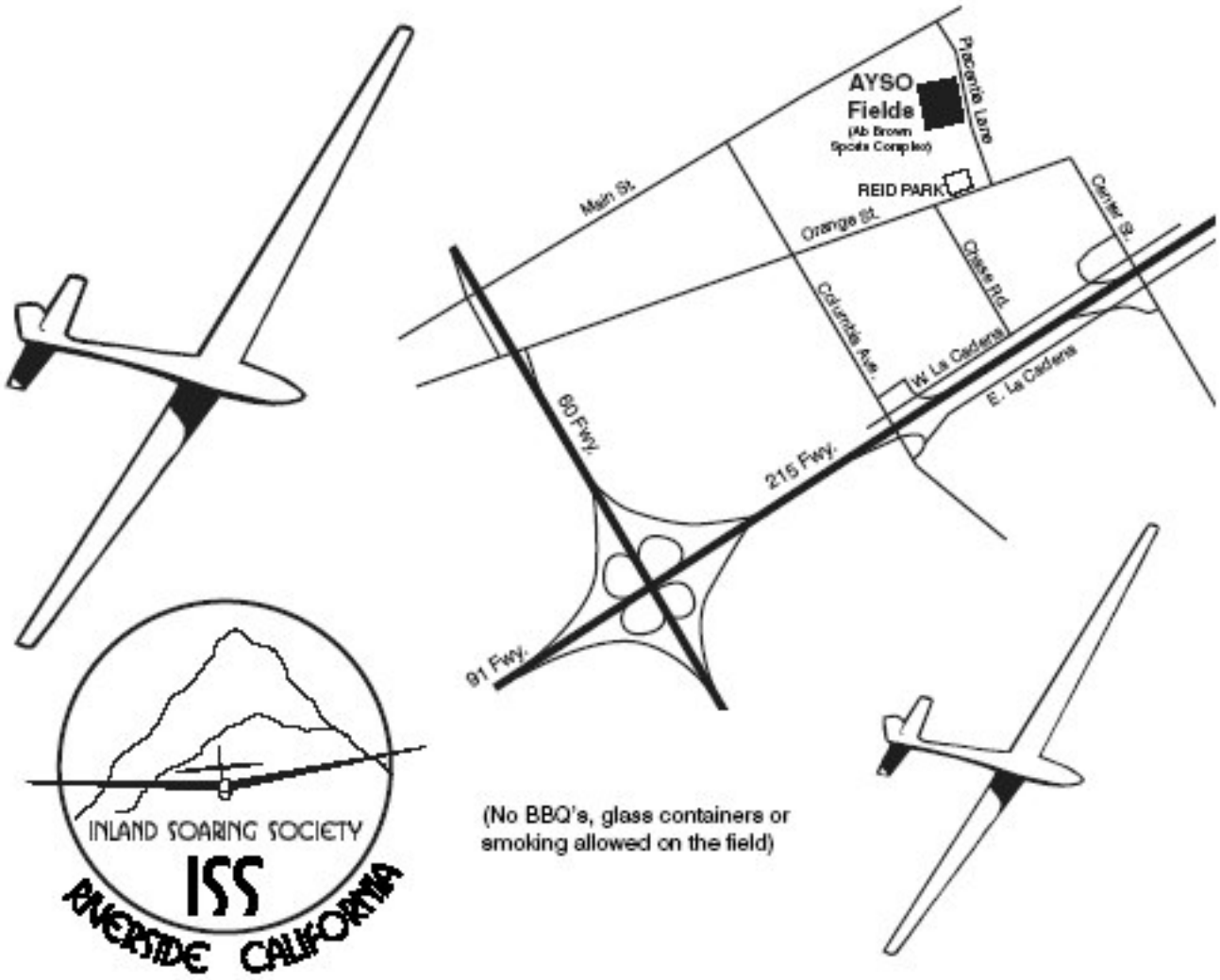
Do any of the contest board members know about this?
Thanks - Jim

Jim Monaco
Rocky Mountain Soaring Association

The Inland Soaring Society hosts
The Soaring Clubs of Southern California on...

SEPTEMBER 26, 2004

Ben Lewis Sports Complex, 3700 Placentia Ave., Riverside



INLAND SOARING SOCIETY
ISS
RIVERSIDE CALIFORNIA

(No BBQ's, glass containers or smoking allowed on the field)

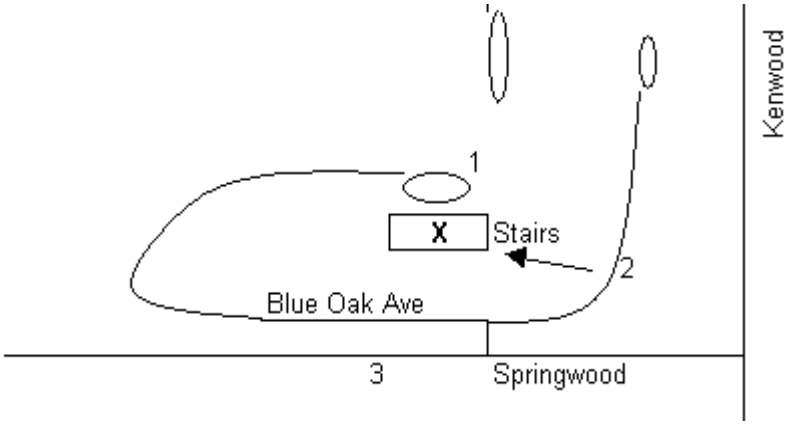
Pilots' meeting at 8:45, first round begins at 9:00 a.m. The tasks for the contest will be three rounds of precision duration flights. Times will be 5, 10 and 10 minutes. A possible 950 points will be available for each flight. Landings will be runway style with a 50 point maximum per round.
Trophies will be awarded for Expert, Intermediate, Sporstman and RES classes

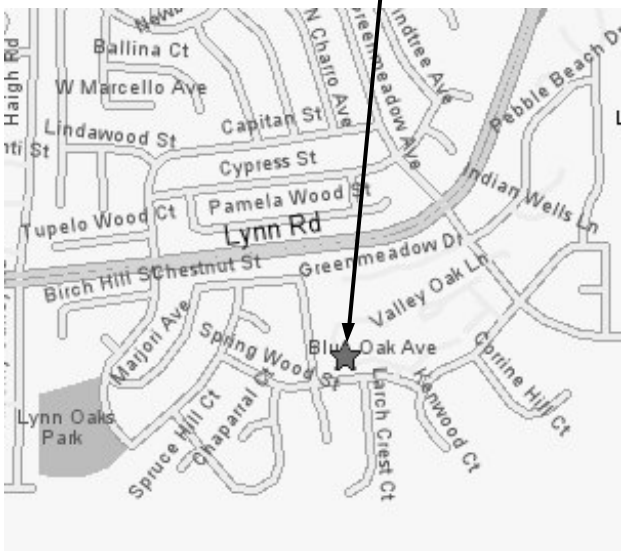
Next Meeting: Wednesday, August 25th at Blue Oak Avenue

(SC)^2 Contest: Sunday, August 29th at Redwood

Club Contest: Sunday, September 19th at Redwood

(SC)^2 Contest: Sunday, September 26th at ISS (Riverside)





1. Close parking but very limited spaces
2. Additional parking- should be primary
3. Unlimited parking but a slight walk.

#2 Parking close to 674 Blue Oak Ave, NP 91320

Directions:-

Exit Lynn Rd off ramp from the 101 Fwy and head south away from the Oaks Mall. At the first light make a left on Greenmeadow Drive (as if you were going to the Cameron Center). Make a right on Kenwood and a right on Springwood. Then make a right onto Blue Oak Ave and keep to the right. Park in any open stall and then walk down the stairs towards the pool. Meeting room is next to the pool.

Thousand Oaks Soaring Society
Martin Usher
3081 Roundup Circle,
Thousand Oaks, CA91360