

# TOSSUP 99.9999



## Meeting Report

TOSS's AGM was held on November 24., 1999, the last meeting of the year. There were several formal items of business.

Bob Swet, the Treasurer, reported that the club had \$1312 in the bank.

New officers were elected. They were:-

President	Myles Moran
Vice President	Mike Stern
Treasurer	Bob Swet
Secretary	Charles Babcock

In addition Edgar Weisman will serve as the SC<sup>2</sup> co-ordinator and Martin Usher (*that's me - Ed*) will con-

tinue with the newsletter.

There was a discussion of the contest dates, types and potential CDs for the 2000 year. We decided to hold the May contest on the Saturday to avoid conflicts with the Mother's Day holiday. TOSS will try to get the July SC<sup>2</sup> slot again this year.

Gary Filice proposed that we buy a (large) club banner and a new 'EZup' type sun tent. Both proposals were carried.

Finally there was a discussion about materials for the coming contests. This included acquiring, refurbishing and setting up suitable plaques and getting new landing tapes. ♦

## Calendar for 2000

Contest - Sunday, January 9th., CD Myles Moran  
Meeting - Wednesday, January 26th.

Contest - Sunday, February 13th., CD Bob Swet  
Meeting - Wednesday, February 23rd.

Contest - Sunday, March 12th., CD Mike Stern  
Meeting - Wednesday, March 29th.

Contest - Sunday, April 9th., CD Bill Karp  
Meeting - Wednesday, April 26th.

Contest - Saturday, May 13th., CD Martin Usher  
Meeting - Wednesday, May 31st.

Contest - Sunday, June 11th., CD Chuck Griswold  
Meeting - Wednesday, June 28th.

Contest - Sunday, July 9th., CD Gary Filice  
Meeting - Wednesday, July 26th.

Contest - Sunday, August 13th., (*BWBU*),  
CD Art McNamee  
Meeting - Wednesday, August 30th.

Contest - Sunday, September 10th., CD Don Northern  
Meeting - Wednesday, September 27th.

Contest - Sunday, October 8th., CD Edgar Weisman  
Meeting - Wednesday, October 25th.

Contest - Sunday, November 12th., CD Larry Jiminez  
Meeting - Wednesday, November 29th. (*AGM*)

Contest - Sunday, December 10th., CD Mike Reagan

December 1999 TOSS Monthly Contest																
NAME	CLASS	Glider	Round 1			Round 2			Round 3			Over 21		TOTAL POINTS	Normalized Points	Yearly Flier Points
			Time	Landing	Points	Time	Landing	Points	Time	Landing	Points	Penalty	Points			
Hank Schorz	Open	??	3:31	98	260	8:54	88	578	8:37	93	563.5	2	1399.5	1000.0	1000.0	
Mike Reagan	Open	Addiction	8:54	95	581.5	8:53	97	581.5	3:16	87	239.5	3	1399.5	1000.0	1000.0	
Edgar Weisman	Open	Emerald	6:38	81	438.5	8:47	95	574.5	5:38	96	386	3	1396	997.5	997.5	
Dan Werner	Open	Addiction	8:52	74	569	9:00	84	582	3:07	78	226	0	1377	983.9	983.9	
Paul Trist	Open	Esprit	8:55	57	563.5	8:56	97	584.5	3:11	75	228.5	2	1374.5	982.1	982.1	
Peter Stairs	Open	??	8:59	85	581.5	8:33	75	550.5	3:24	71	239.5	0	1371.5	980.0	980.0	
Art McNamee	Open	Psyko	9:01	96	587	8:57	28	551	3:06	97	234.5	4	1368.5	977.8	977.8	
Don Northern	Open	Gemini 'S'	8:53	91	578.5	8:56	81	576.5	2:49	62	200	0	1355	968.2	968.2	
Mike Stearn	Open	Mako	8:51	54	558	8:56	75	573.5	3:14	61	224.5	1	1355	968.2	968.2	
Daid Butkovich	Open	Sapphire CST	5:13	63	344.5	7:27	58	476	8:21	54	528	1	1347.5	962.8	962.8	
Gary Filice	Open	Mako	8:52	87	575.5	9:00	54	567	3:15	17	203.5	7	1339	956.8	956.8	
Bill Karp	Open	Psycho	6:13	59	402.5	5:07	0	307	8:58	78	577	0	1286.5	919.3	919.3	
Don Northern	Sport	Gemini 'S'	8:37	94	564	8:51	71	566.5	3:35	80	255	3	1382.5	1000.0	987.9	
Bob Swet	Sport	Cumic	7:29	0	449	3:06	0	186	4:07	86	290	0	925	669.1	661.0	

## 1999 TOSS BEST 7 (FLIER) STANDINGS

NAME	CLUB	1	2	3	4	5	6	7	Total
Don Northern	TOSS	1000.0	1000.0	1000.0	1000.0	1000.0	953.8	945.7	6899.6
Art McNamee	TOSS	997.1	994.1	984.4	968.1	921.0	918.6	862.3	6645.5
Edgar Weisman	TOSS	1000.0	1000.0	996.7	981.7	972.2	867.9	823.1	6641.6
Bob Swet	TOSS	992.5	987.4	984.3	971.8	938.6	864.7	793.4	6532.8
Gary Filice	TOSS	987.8	958.6	906.9	904.8	863.9	794.7	773.1	6189.8
Mike Stern	TOSS	995.5	967.1	943.5	878.3	772.4	771.4	724.5	6052.7
Bill Karp	TOSS	979.0	971.6	909.0	877.9	796.9	795.1	617.0	5946.5
Larry Jimenez	TOSS	1000.0	993.6	968.4	881.3	680.8	651.3		5175.5
Peter Stairs	TOSS	917.2	911.5	898.0	696.3	560.7			3983.7
Martin Usher	TOSS	879.2	859.0	581.7	330.4	268.5			2918.8
John Elias	????	818.4	737.8						1556.2
Mark Hazlewood	TOSS	856.5	676.0						1532.5
Lex Mierop	????	820.2	207.7						1028.0
Paul Trist	TOSS	999.0							999.0
Mike Reagan	TOSS	998.2							998.2
Jim Hazlewood	TOSS	702.5							702.5
Brent Blair	TOSS	335.0	233.5						568.5
Gerren Blair	TOSS	469.6							469.6
Brian Filice	TOSS	101.1							101.1

December's contest was a three round 'Add Em Up' with a total time of 21 minutes and no round over 9 minutes. Scoring was 1 point per second, landings scoring 50 maximum and minus 1 point per second penalty over the 21 minutes total time.

The 1999 "Best Flier" award was presented before the contest to Don Northern.

## THE OTHER HALF (Part 1 of 2) *(Bob Swet)*

Behind every good pilot there is a good timer. Even though the pilot reaps the rewards of a good flight, it is the timer that makes it possible. For without the timer's assistance, observations and inputs, the pilot would be hardly doing anything more than a practice flight during a contest. A pilot needs know where it is safe to move, where there is good lift and when it is time to land.

Like the old cliché "It takes two to Tango", it also takes two to be competitive. The pilot and timer **MUST** work as a team. Look around the field during a contest that you attend and you will notice that pilots tend to pair off and time for each other. If you were to follow those pilots to multiple contests, you would notice that they will normally work together as a team. Why? Because they have learned what the other pilot expects and can fulfill those demands.

You might ask as to how those teams are formed. Sometimes they may be a spouse, a parent or a brother. For other teams it may be they started being competitive at the same time or they attend the same contests. No matter what the reason, they have learned to help each other and to minimize the anxiety for the pilot. Teams with a one-way relationship will usually last as long it takes to find a new partner.

So what does it take to make a good team? Sometimes that may be difficult to define especially when there are extreme differences in skill levels or personalities. Since I am not a social psychologist it is probably best for me to stay with defining areas of responsibilities that I can remember from all the sources for this article. Each team member has their own set of responsibilities and since this article is meant to help you be a good or better timer, we will dwell on their tasks. But before doing such, let us spend a moment to understand the responsibilities of the pilot.

### Pilot's Responsibilities:

- Make sure the timer knows what is expected of him/her. (Speak to your timer, let him/her know how you want to be lead around the field, how you want the time called, when to look for lift, etc.)
- Make sure the timer is aware of the pilot's dislikes. (For example, I don't like to have a hand on my shoulder when being lead.)
- Make sure that the timer is aware of the current task. (Verify with the timer what you are supposed to be doing this round, a screw up here is very costly.)
- Verify that the transmitter has proper trim setting and switch positions after obtaining it from the impound. (As hard as they try not to, the impound sometimes accidentally make changes.)

- Verify that the transmitter is on the same channel as the frequency pin. (I have been to a number of contests where the pilots were issued a frequency pin for the entry number instead of the channel number. That is why I like PCM radios.)

- Look for lift and determine the initial flight path. (Before you are to fly, start watching where the lift is and where it is going. When standing on line, both the pilot and the timer should be looking and reporting to each other. Just prior to launch, establish your initial flight path and search pattern)

- Launch the plane in a safe manner. (Make sure the transmitter and receiver are turned on. Check for people in the winch line area and there are no other planes in or entering your launch flight path. Abort a launch when it presents a danger to others.)

- Operate and fly the plane in a safe manner. (Avoid maneuvers that may break up the plane. No high speed passes over the pit and spectator areas. Avoid those pesky power lines. Do not let the glider go beyond your visual range.)

- Land the plane in a safe manner. (Avoid landing approaches where you and/or others in the landing zone need to jump or duck. If you are too high or fast, do an extra circle before you attempt to land. From my observations, if a person must get out of the flight path, the glider will suffer physical damage about 50% of the time.)

### Timer's Responsibilities:

#### Before Launch Checklist

- Make sure you know how the pilot likes his times to be called. (Some pilots liked to be counted down while others, usually old pilots who were flying before digital stop watches invented, like the time called. Know how they want the minutes called, especially the last two minutes.)
- Make sure you know how to guide the pilot across the field to the landing area. (Does he want to be talked to, pulled by the belt or maybe dragged by the hair.)
- Make sure that you know what the current task is. (If you aren't sure, ask a contest official.)
- Make sure that the pilot knows what the current task is. (In all the excitement, a pilot may get confused.)
- Make sure that you have the correct score card. (You sure would hate to lose that perfect flight score.)
- Make sure that the stop watch is in good working order and meets the contest's rules. (Verify the switches work and don't bounce. Verify the low battery indicator is

not lit. Be aware of the rules, not all contest permit watches that just count down or talk.)

- Preset the stopwatch for the task's requirements. (Making a mistake here may mean extra flight time or penalty points.)
- Check the area for signs of good lift and inform the pilot of such. (A good idea is that the pilot watches one half of the sky and the timer watches the other. If you know approximately when the pilot will launch, start watching a few minutes earlier. Four eyes are better than two.)
- Verify that it is safe to launch. (During those few seconds just before the launch, check the launch area for people, animals and planes. I usually double check the stop watch setting during these moments.)

### During the Launch Checklist

- Check the area for signs of good lift and inform the pilot of such. (As a timer, you have more opportunities to look around. Update the pilot of any new changes, the more information he has, the higher the odds of completing the task.)
- Start the stopwatch when the glider comes off the winch line. (Common rule.)
- Verify that the stopwatch is actually counting.

(Older digital stop watches have buttons that sometime stick or bounce. The penalty here is against the pilot and hurts the most when there is poor lift.)

- Let the pilot know that you have started the watch. (Most timers will say "on the clock".)
- Guide the pilot away from the winch area and around the other pilots waiting. (It is tricky to navigate through the maze of planes and pilots. Don't rush the pilot to move. Having the glider under full control and in a safe flight pattern is more important than getting the next pilot into the launch position.)

This article has grown to be longer than anticipated. I hope that you have learned something about being a better team member (aka. Timer). Next month I will conclude with the responsibilities during the flight, during the landing, post landing, and some general do's and don't's.

Until then, stay safe and be good.

*Bob Swet*

## Postscript - and a Reminder

This is the last TOSSUP of 1999 and because its the holiday season its also the first one of 2000. The next issue will be in February - I'm taking a break to find some new material, catch up with editing the Website and to do some repairs and refurbishment of my planes. On the last page there is the renewal form for 2000 so if you've not already sent in your renewal please do so I can keep the membership records updated. Note that we're looking for EMail addresses where possible and up to date channel use information as well as the usual name, address and AMA number.

Like all newsletter editors I'm looking for material to publish. Bob's done a great job this year finding stuff (the previous article was supposed to be in the October issue but I managed to 'lose' it) and we've had articles in the past from others such as Don but we've got to widen the scope of the material a bit. I don't necessarily need finished pieces - although they're welcome - because I can assemble and edit the text quite quickly. What I want is ideas, what you'd like to see, not just what catches my fancy. For example, two things that are occupying my interest at the moment are:-

- Plank wing gliders. This is fall out from the current 8th grade science project at Redwood. (I've got a son in one of the classes so I ran straight into this one.) They're probably a bit passé for some of you but they're a novelty to me and I will be finding out first hand over the next few weeks whether they can be used for 'competitive' soaring.

- The *Antares* project, a startup formed by a defector from DG Flugzeugbau Gbmh (makers of very fine motorgliders) to build a viable full sized electric sailplane. DG is skeptical that the technology will work, especially as it uses radical (for sailplanes) technology such as 240v NiMH batteries in the wings and an ultramodern electronically controlled multipolar motor (which appears to have a fixed stator and the rotor connected directly to the propeller). I'd agree with DG that this is pushing the envelope a bit but its not that much different from an electric sailplane with one of those Aevox motors so it "might just work".

So = what interests you?