

TOSSUP 98



Meeting Report for January

The meeting was held at Catlins and about a dozen people showed up. The principal topics of discussion were the new SC² rules (see section later in this newsletter) and our competition dates. Mike Regan brought along a partially finished miniature glider for us to look at. This plane was about 2' span with an elliptical solid balsa wing, stick fuse and sheet empannage. The sub-micro radio gear - two tiny servos, uncased radio and coin cell - was taped in slots in the fuse. The servos will be hooked up to their control surfaces using pull-pull cables. The entire plane seemed to weigh about 4 ounces.

January's Competition

This was held on 1/11 in perfect weather, the last really good dry, warm, weekend day before the January rains hit. The sky was clear with some high clouds suggesting the approach of a storm. Lift was adequate but not outstanding and most competitors had little trouble making their times.

The competition was three rounds - 3, 5 & 7 minutes - with time counting for 960 points and landings 40.

February's Competition

Squelch! The competition on 2/15 was held in between storms with the field at Redwood being somewhat saturated from a downpour the previous day. Although the ground was less than perfect it was more than compensated for by a perfect blue sky with cumulus clouds and some of the best lift we've experienced for weeks. This made flying fun, if not that challenging for most of the time as there was usually more than enough lift to go round. (At one point Don was performing outside loops over the west end of the field at quite a low altitude to bleed of both height and time.) As the morning progressed the lift gradually rose off the ground and eventually it was accompanied by some patches of serious sink which surprised the fliers who were caught in it.

The competition was not without incident. The single winch had interminable problems with its retriever tangling the line. The line broke a couple of times, once draping itself over passing traffic (fortunately without incident). There were innumerable pop-offs. Finally, one plane (Dave Butkovitch's Super-Vee 2m) on its final flight suffered radio problems on launch and looped gracefully into the middle of Gainsborough Rd where it was struck a glancing blow by a passing truck and sent spinning to a front yard. Fortunately there was no damage to the truck and the plane missed the picture window it landed in front of. It did suffer some wing damage, with cracks across the chord at the point where the flaps and ailerons met.

The competition had three rounds - 3, 5 and 7 minutes - with time counting for 960 points and landings 40. *(I think we must have lost the laminated score cards for other times - Ed.)*

Monthly Competition Results - January 1998

Name	Glider	R1			R2			R3			Total	Normal	Year
Don Northern	Gemini	3:00	85	994.0	4:59	79	988.4	6:58	89	991.0	2973.4	1000.0	1000.0
Art McNamee	Addiction	3:01	99	994.3	5:02	90	989.6	7:02	85	989.4	2973.3	1000.0	1000.0
Greg Nikola	??	2:29	72	983.5	5:00	85	994.0	7:02	82	988.2	2965.7	997.4	997.4
Edgar Weisman	Pumpkin	3:02	68	976.5	5:02	84	987.2	6:58	79	987.0	2950.8	992.4	992.4
Don McNamee	Spirit 100	2:58	39	964.9	5:00	87	994.8	6:59	80	989.7	2949.4	991.9	991.9
Hank Schorz	??	3:02	93	986.5	5:03	75	980.4	6:58	22	964.2	2931.2	985.8	985.8
Peter Stairs	??	2:56	72	967.5	4:50	68	955.2	5:16	0	722.3	2645.0	889.5	889.5
Don Northern	Gemini	3:01	60	978.7	5:00	92	996.8	6:59	92	994.5	2970.0	1000.0	998.9
Don McNamee	Spirit 100	3:02	93	986.5	4:57	47	969.2	6:53	72	972.8	2928.5	986.0	984.9
Martin Usher	G. Lady	2:43	53	890.5	2:11	59	442.8	1:29	0	203.4	1536.8	517.4	516.8

(Note that only Open and Sportsman classes were represented in this competition)

Monthly Competition Results - February 1998

Name	Glider	R1			R2			R3			Total	Normal	Year
Art McNamee	Addiction	2:58	86	983.7	4:56	88	982.4	6:58	77	986.2	2952.4	1000.0	1000.0
Bob Swet	Condor	3:01	25	964.7	4:57	94	988.0	7:01	74	987.3	2940.0	995.8	995.8
Edgar Weisman	Pumpkin	2:58	90	985.3	5:02	0	953.6	6:56	88	986.1	2925.0	990.7	990.7
Don Northern	Gemini	3:00	90	996.0	4:56	55	969.2	2:21	78	353.5	2318.7	785.4	785.4
David Butkovich	Super-V2	3:05	59	956.9	4:59	80	988.8	0:15	0	34.3	1980.0	670.6	670.6
Peter Stairs	??	3:08	61	941.7	3:15	74	653.6	2:15	70	336.6	1931.9	654.4	654.4
Martin Usher	G. Lady	2:57	36	958.4	5:01	31	969.2	5:44	0	786.3	2713.9	1000.0	919.2
David Butkovich	Super-V2	3:03	66	970.4	3:04	91	625.2	6:55	0	948.6	2544.2	937.5	861.7
Don Northern	Gemini	3:01	91	991.1	4:59	51	977.2	6:35	91	939.3	2907.5	1000.0	984.8
Bob Swet	Oly 650	2:57	48	963.2	4:59	96	995.2	2:46	31	391.8	2350.2	808.3	796.0



A couple of pictures from the January competition.....

SC² Rules Update

(This is only an abstract of the new contest rules. Contact the Editor if you want to see the official notice.....)

- ◆ They've dropped the '60 Plus' class and now have 'Master', 'Expert', 'Sportsman' and 'Three function'. 'Sportsman' is intended for new (or out of practise) fliers - a flier can move to 'Expert' for any contest at will and will be moved automatically to Expert if he places 3 times in SC2 contests during the season. Pilots are moved to 'Master' for the next season when they place in the top 5 of any two contests. They retain this class only if they keep placing in the top 5 of at least two contests for subsequent seasons. The 'Three Function' class is for polyhedral (Rudder/Elevator/Spoiler) type planes (*and is designed to keep the likes of Don Northern from showing up the glass slipper owners by trouncing them with his Paragon and/or Gemeni? - Ed*).
- ◆ All contests are open with no separate categories for 2 meter planes.
- ◆ The CD has the final say as to who's skegs are lethal and so not allowed.
- ◆ They will adopt the AMA standard for timing with all times being truncated rather than rounded as we do at the moment. Stopwatches need to show the total flight time as well as counting down. Pilots are responsible for their times and they'll only get a reflight if their stopwatch fails demonstrably (you've got to wave the carcass at the CD). Your timer can call out the last 10 seconds (I didn't know they couldn't - Ed).
- ◆ Collisions will only qualify for a reflight if one of the planes is on a landing approach. In this case the plane landing gets to do a short reflight for landing points only.
- ◆ If the winch fails on launch then you've got 10 seconds to claim a reflight and 10 seconds to accept if granted.
- ◆ The contests can use a flight order and if one is used then the contestants must stick to it.

SC² Contest Dates

26th. April.....at Soaring Union of Los Angeles
 31st. May.....at EdDoraro Silent Fliers
 28th. June.....at Torrey Pine Gulls
 19th. July.....at Thousand Oaks
 30th. August.....at Silent Wings Soaring Society
 27th. September.....at Harbor Soaring Society
 18th. October.....at Pasadena Soaring Society
 22nd November..... at Inland Soaring Society

So, What Really Did Happen in Arizona?

(Several TOSS people went to the CASL competition in Arizona on the weekend of 2/7. Edgar mentioned it rained a bit - well, actually the competition eventually got called because of the weather - and there was apparently some inconsistent Contest Direction and maybe a few unexpected reflights. Larry J. pointed me at RCSE for a firestorm of comments, and here's some extracts from the more interesting posts - Ed.)

First the complaint.....

The Arizona two day sported the usual inconsistent officiating. At the first day's pilots meeting it was mentioned that no reflights were going to be allowed for radio "hits". On his first flight, Joe Wurts popped off due, to a radio problem (he claimed that he was swamped), and was given a relaunch. Greg Nikola was given a reflight for a purported radio hit that I know wasn't a "hit". The reason for not allowing reflights on radio hits is that there is no way to prove that the plane was hit, that the problem was a result of pilot error (In Gregs case), or equipment problems (In Joes case I was told that when they measured the output of Joes Stylus, it was "off" frequency)..... (Hank Schortz)

Then the response.....

You are partially right here. I should not have taken up in on the reflight. I most pointedly did not ask for one by the way, he said for me to get my plane and refly it. I did this, but in hindsight, should not have. As for my not winning the precision without it, this is not true... Have a look at the scores. I won by seventy points, and I dropped a bit less than a minute with the pop-off. Let's see, 50+ points off of my score, and amazingly, the same positions. If it will make you feel better, I recommend that they take these same points off of my final score for the overall position and for the triad score. Rest assured, your placing is unchanged. BTW, the next pop-off I had (a whopping 60 ft launch), I flew out the five minutes. I challenge anyone to do it in the same manner. (you had to see that particular flight to understand this comment).....(Joe Wurts)

..and...

Joe must not have seen the flight by one of the North Texas contingent. About 1 sec after launch his plane did not one but TWO snap rolls before coming off line way out of control. He was maybe 40-50 feet off the deck at this point. He headed over to the landing area, found some lift, worked and worked (you could tell he was trembling by the way he made his first few turns), finally taking off and maxing his flight. The most spectacular non-fatal flight of the contest as far as I'm concerned.

I also did complain to Joe himself on one flight. I watched him launch and then haul a__ downwind for a thermal that a few others were in. Joe then proceed to max that flight as he got a few hundred feet higher than anyone else in the same air. I accused him of using Helium in his ballast tubes. He offered to let me hold his plane but I know he would have vented the Helium before I could feel it. These top dogs know all the tricks you know.....(Carl Otto)

Finally.....*(This excerpt is especially for Bob Swet - Ed.)*

The Super V on #4 did a nice launch, a short, fast zoom off the line then while in a shallow climb at high speed t-boned the Oly II causing fatal damage to both planes..... I was also very surprised to see the Oly II at the same height as the Super V.....(Mike Clancy)

Now here is a really interesting point. The Oly II was at, or above, the Super V just prior to impact. Now what the hell was a balsa and Monocote gas bag doing flying at the samelaunch height as a hi-tech, glass, carbon fiber, and kevlar rocket?? Seems to me that the Oly II had it coming :-)......Bill Malvey