

# TOSSUP 03



## TOSS Family Day

This was quite well attended despite it being cold, dark and windy from time to time. June Gloom in May. (It felt like February.)

There were some informal flying contests, the most notable being a "cup drop" where participants had to launch their plane with a foam cup on the nose which they then dropped to get as close to a target as possible. It was a lot more difficult than it looked. The cup would slip off the fuse as you tried to launch the plane but once the plane was flying air pressure would keep the cup on the plane.

The food was good.

Thanks to everyone who helped put this together, esp. Craig and Jim.

*Gary provided some pictures from the event.*



*Here we have the BBQ.....note the jackets.....it was cold, even standing by the grill. Jim's TShirt was the exception.*

*(Since the picture was taken Don has lost his robofoot and is now back to normal.)*



*(That's me, isn't it?)(Ed)*

		June 2003 TOSS Monthly Contest																							
		ROUND 1						ROUND 2						ROUND 3						TOTAL		Normal-ized		Yearly Flier	
NAME	CLAS S	Glider	Time (min)	Time (sec)	Time (min)	Time (sec)	Time (min)	Time (sec)	Time (min)	Time (sec)	Time (min)	Time (sec)	Time (min)	Time (sec)	Time (min)	Time (sec)	Time (min)	Time (sec)	Time (min)	Time (sec)	Points	Points	Points	Points	
Mike Reagan	Open	AVA	3	59	3:59	99	995.3	6	0	6:00	89	989.0	7	59	7:59	93	991.1	2975.4	1000.0	1000.0					
Mike Stern	Open	Compulsion	4	0	4:00	76	976.0	6	1	6:01	87	984.5	8	1	8:01	86	984.1	2944.6	989.7	989.7					
Bob Swet	Open	Isaar	4	5	4:05	75	956.3	6	0	6:00	80	980.0	8	3	8:03	93	987.4	2923.6	982.6	982.6					
Art McNamee	Open	Salsa Supreme	4	1	4:01	73	969.3	5	57	5:57	83	975.5	8	0	8:00	63	963.0	2907.8	977.3	977.3					
Don Northern	Open	Gemini 'S'	4	3	4:03	57	945.8	6	0	6:00	93	993.0	8	3	8:03	58	952.4	2891.1	971.7	971.7					
Marlin Usher	Open	Orion 2M	4	6	4:06	43	920.5	6	4	6:04	41	931.0	7	57	7:57	0	894.4	2745.9	922.9	922.9					
David Butkovich	Open	Compulsion	4	2	4:02	91	983.5	5	0	5:00	52	802.0	8	0	8:00	39	939.0	2724.5	915.7	915.7					
Myles Moran	Open	Falcon 600	2	30	2:30	0	562.5	5	57	5:57	78	970.5	4	27	4:27	65	565.6	2098.6	705.3	705.3					
Derek Bennett	Sport	Spirit III	4	6	4:06	0	877.5	5	13	5:13	17	799.5	8	27	8:27	0	849.4	2526.4	1000.0	849.1					
Jim Pendergrass	Sport	??	2	37	2:37	5	593.8	3	27	3:27	0	517.5	12	37	12:37	0	380.6	1491.9	590.5	501.4					
Scoring																									
Goal			4	0	0	100		6	0	0	100		8	0	0	100									
Points			900			100		900			100		900			100									
Seconds				240					360																
Points / Second			3.75					2.5					1.875												
Points / Landing			1					1					1												

Conditions — overcast, marine layer gradually breaking up towards lunchtime. Lift was mostly good but becoming patchy towards late morning.



*More pictures from the Family Day*



**The "MoFo"** — Some pictures of the first Dynamic Soaring slop plane clocked at over 200mph. The small pictures are some stills from a QuickTime movie which are a second apart — its difficult to get a sense of just how fast this thing is going from these pictures. (Since this was recorded another plane has got up to 207...the race is on in earnest.....)

The plane broke its tail feathers during this run but it survived to fly again.

Flier for TPG (SC)<sup>2</sup> Contest

## On the Wing

Newsletter of the (SC)2

May, 2003 (Updated 5/30/03)

Finally! We got the first contest event of the season under our belt, and it was a very good turnout for this event, with 62 entries posted. The people of SWSA put on a good event, scheduling a contest with three flights of 6, 10 and 8-minute flights. The first round was pretty much a no-brainer round, as the lift was plentiful and most everyone made time...unless you waited for the end of the round to fly. That's when the lift decided to dump! Imagine, if you will, about 8 planes scattered about to every corner of the sky, and all falling like the leaves in winter! Entire groups found sink and many pilots found themselves a bit shy of time. Some very good pilots, at that. By the third round, the pilots were very skeptical about just tossing a bird up and being the rabbit, but those who did either found themselves taking off to the next county, or dropping down I quick. You had to be brave and go deep to find it. Our congrats to the overall winner, Arthur Markiewicz of TPG for his fine flying. SWSA was well organized and ready, plus they also held a small, but successful swap meet.

On May 18, the El Dorado guys put on a very good event. I don't have the official count, but it seemed like about 50 pilots were in attendance with overcast skies to greet them. The lift was spotty but strong when you got it. This field is a very good spot for the El Dorado club, as it is wide open and with lots of grass. The winch lines were pretty long, and I would say almost as long as the ones we found at SULA. The landing zones were also great. We had a special presentation made at this event for Fred Sage, who achieved flying in his 100th (SC)2 contest event. Of course, that means he's been flying the circuit for a long time. Fred is a past President as well as circuit champion several times over. Congrats to Fred. What I really liked at this event was knowing there are newcomers entering the events. Between the SWSA contest and EDSF contest, I believe we have seen about 8 to 10 new faces, plus some new Junior pilots. This is great news, and I would like to keep that coming. What's even better yet is watching some of our well known pilots who are skilled, experienced and very competitive people taking the time to assist with Junior and newcomer pilots. I haven't seen this in awhile, and I'm sure we would all love to see a lot more of it. Keep it going, guys!

I have a few notes to share with you as it concerns the rules and operations. I was asked about the classification of the pilots, in the area of moving down in class, as in from Expert to Sportsman. This is outlined in the rules as to how this must happen. If you feel that it is more appropriate for you to be in the Sportsman class, I ask that you review the class rulings and decide what you wish to do from there. Just remember that if you do decide to move down, and then begin dominating the class, you won't be there very long. The idea of having different classes is to have pilots of similar skill levels fly against each other, rather than fall victim to pilots of greater skill level. Plus, competition in itself lends itself to making the individual pilot try harder to make himself better. So as you get better, another class up will challenge you to get to yet the next higher level and then you get to try for the big contests, like Visalia.

Another technical question asked more than once was the use of spoilers in the RES class. According to the rules, an RES model may not have any moving flight control surfaces on the trailing edge of the wing. However, it does not address the use of wings with top and bottom spoilers. At this time, models using top and bottom mounter spoilers are legal, provided none of the spoiler devices is located at the trailing edge of the wing where it may also be used to increase the lift of the wing.

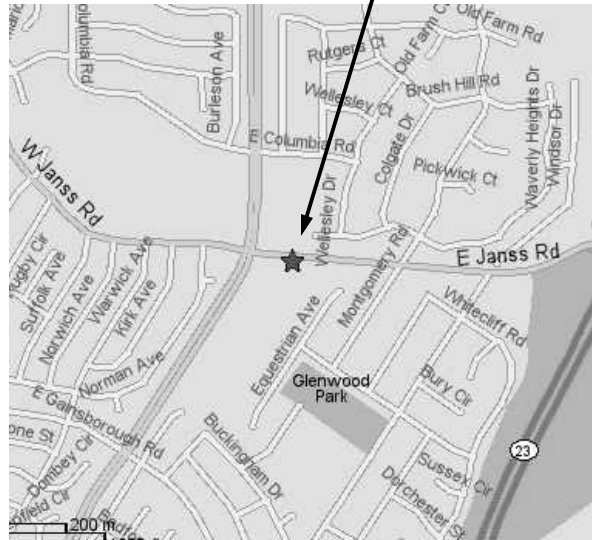
**RETRACTION:** *In the May newsletter, I stated that the use of models equipped with top and bottom spoilers would be allowed. I would like to retract that statement and revert to the AMA rules for the RES class of models, which specifically states, "spoilers and/or airbrakes must extend only above the top surface of the wing when deployed."* So, with that, I say. ...Ooops! I goofed, and I want to thank the SWSA club for bringing this to my attention. (Geez, when you're President, you just don't make mistakes. ..you make REAL BIG mistakes!)

Lastly, let me emphasize safety. THINK SAFETY, FOR EVERYONE AROUND YOU! With this, I say this for the last time: Low, high speed passes in close proximity to people, and I mean any person whether spectator or pilot, is absolutely prohibited from this point forward. That includes victory rolls, buzzing the field, flying over the pits. ...anything at low level or at low level and high speed. There is no amount of money or apologies that can make up for a single injury suffered by anyone for this type of flying. Contest Directors, (SC)2 Officers and club representatives are all charged with the safe conduct and enforcement of this rule from this point forward. I know it's cool, I know it's a great way to finish a tough flight. ..and I also know the horror of trying to stop the bleeding from someone who just got hit. Think safety, fly safety, and promote safety. 'Nuff said.

For you contest directors, there is a piece of software being made available to you for running your contest events. It is called Easy Score and it's free. Just go to [www.msksube.net](http://www.msksube.net) and there you will find it. John Bikle, Steve Giron, Keith Finkenbinder and myself have been messing with it, and it does a great job of scoring, showing results, editing and even showing you frequency conflicts. Try that out

In closing for the month, I am very pleased with the turnout for the first two events and hope you continue to promote and grow the circuit. Remember that junior members now have free entry, and novice level pilots may be given as much help with flying as required. This includes help by you doing the launch and landing for them. This doesn't mean Fred Sage gets to land the model for a perfect bulls-eye everytime! (Sorry, Fred, but you do hit the target pretty damn often!) It means you ensure the pilot and model get a safe flight that gets the plane up and down in one piece and makes a newcomer very happy to be there. I'll even make an offer to you. ...anyone sponsoring in a new pilot to the next event, I'll pay half of that entry fee! (1 might go broke doing this!) That means you have been bringing this new pilot along, teaching him or her what soaring is all about, and getting them into this first competition. It means you'll be there to help them out, encourage them to do well, coach them through the flight, and make sure they enjoy their new experience. That's

Next Meeting: Wednesday, June 25<sup>th</sup> at the Greenhouse Cafe, 7:00pm  
(SC)<sup>2</sup> Contest: Sunday, June 29<sup>th</sup> at TPG (Poway)  
Club Contest: Sunday, July 13<sup>th</sup> at Redwood



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