

TOSSUP 04



TOSS 2004 BUILT UP BENT WING CONTEST SUNDAY, AUGUST 15, 2004

Built Up Bent Wings ONLY!



LOCATION: REDWOOD SCHOOL
Thomas THOUSAND OAKS, CA
Guide: Pg 525, E6

CONTEST DIRECTOR: Art McNamee
Assistant CD: Don Northern

No Foam Allowed! Maximum 3 Channels
(Rudder, Elevator and Spoilers).
No moving trailing edge! NO EXCEPTIONS!
Fiberglass fuselages permitted.
Landing Devices permitted
(subject to CD discretion).

AWARDS: (Trophies Plus)

OPEN: 1st thru 5th
JUNIOR: 1st
TEAM: 1st - top three pilots from each club
count for team points.
All Entrants: TOSS BUBW 2004 Coaster

TASKS:

(Called Flight Order – if required)

Additional Rounds may be added if time permits.

Round 1:	3 Minute Precision Duration*	Landing = 25 Foot Circle, In/Out for 10% of PD Score
Round 2:	5 Minute Precision Duration*	Landing = 25 Foot Circle, In/Out for 10% of PD Score
Round 3:	8 Minute Precision Duration*	Landing = 25 Foot ½ Circle, In/Out or Tape reading **
Round 4:	4 Minute Precision Duration*	Landing = 25 Foot ½ Circle, In/Out or Tape reading **

* Flight Time Scoring: One point per second, over or under.

** CD to state Landing Task & Value at time of contest.

RULES:

Pilots must show current AMA cards.
10 Seconds to accept a relaunch or to fly it out.
Transmitters and receivers must meet current AMA rules

FIELD: Mowed grass

EQUIPMENT: 12 Volt winches with retriever.
Approx. 675 ft. to turn arounds.

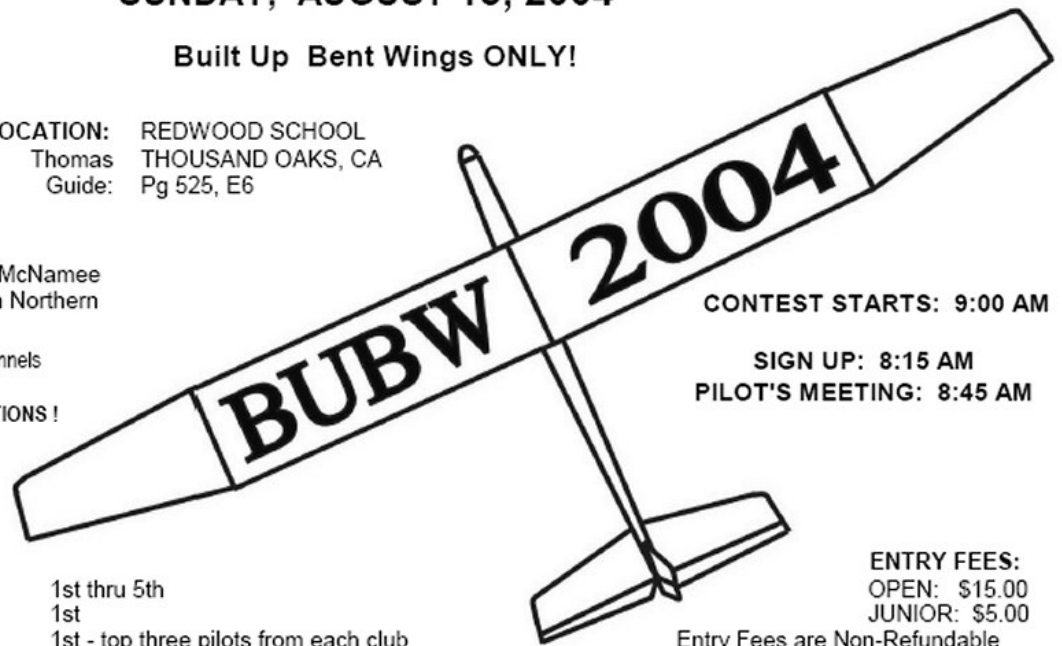
TEAMS: You must declare your club affiliation on your entry form. No changes will be allowed after your entry is received.

VISIT OUR WEB SITE:

WWW.TOSS.FREESERVERS.COM

CALL FOR ADDITIONAL INFO / RESERVATIONS:

Art McNamee: (805) 526-6292,
Don Northern: (805) 523-1018



CONTEST STARTS: 9:00 AM

SIGN UP: 8:15 AM
PILOT'S MEETING: 8:45 AM

ENTRY FEES:
OPEN: \$15.00
JUNIOR: \$5.00
Entry Fees are Non-Refundable
once the contest has started.
Entry Limited to the first 100 pilots.

This is a facsimile of our BUBW Contest Flier.
TOSS's (SC)² Round will be held on August 29th.

Hi Martin,

Here is a shot of my DG-600 after some great flying on launch day, Saturday, May 15th, 2004. This rollout came after completing the DG-600 some months ago, but work and what not just piled up and prevented me from grabbing a launch date any sooner. Well, the opportunity came up and I contacted Dane Vannett - a guy with lots of experience with large scale ships. He was really a big help with the first launch on Smith Hill. I started the procedure with the assembly of my Alpina and the DG-600. I then launched the Alpina first to test the conditions. Both Dane and I had some nice flying with the Alpina, and then I decided it was time to launch the DG. I was sure to keep the power supply to the landing retract in the off position, and I put protective tape on the landing gear doors to protect against snagging weeds on the landing. After another thorough check of control surface movements, Dane hoisted her up, faced the wind, and I gave the nod!

The first few seconds were all on pitch control and making sure I kept the speed up as the plane left Dane's fingertips. The model began to slide nose down, so I immediately gave a click or two of up. She settled down and moved out nicely from the hill. I watched the ship as I made a large turn to the right, brought it in nice and level, and slid it in for a landing.

So far, so good. After another launch or two, I really hooked into some nice lift and began turning and burning. Nice ship! Very smooth in the turns, and with a bit more adjustment to aileron/rudder mixing, I think this baby ought to turn like it's on rails. I took her further out and up to about 700 ft. altitude, flew behind us, put the nose down and did a high speed dive. Tremendous energy retention with this bird. On the pull up, I think I went almost all the way back up to starting altitude!

My overall evaluation of this ship says "top notch" indeed! The fit and finish is what one would expect for a "glass slipper". I really like the way the wings go together and fit the fuse. The roots are curved and fitted, and the leading edges are clean, and trailing edges are sharp and pretty straight. The kit comes with all that is needed to have a first class scale ship. Just don't fly it slow and everything will be OK.

I did not feel cramped with a large plane at a marginal hill like Smith. Quite the contrary. I could really turn tight and climb smartly with the bank angle up at about 50 degrees. The DG-600 indicated lift very well, and did not seem to have nasty habits or try to slide to the inside. Very slight opposite bias on the ailerons was all that was needed. I would recommend this kit from ICARE for anyone who wants to take a run at flying large scale planes. By the way, ICARE also carries a nice line of scale pilots to go into your scale ship. My next task with this ship will be to take it up to Visalia with John Elias and try my hand at aerotow! John took his DG-600 up there and tried aerotowing and found it to be an exciting experience. I am looking forward to it.

Gary



Condors and Golf

We have received a message from the Condors about a threat to their flying site due to the Ventura County Parks Department, the owners of their site, are thinking about converting it to a golf course. *(As you may not know, there are already quite a lot of golf courses in the area but there is always room for another because these are essentially commercial ventures — they're sold as recreational facilities but they're built and run by companies specializing in this game. Ed.)*(Don't believe me? Then find out how Mr. Price, the money behind Oaks Chirstian High School, made his pile.)

The EMail asks that we send messages to our supervisors asking them not to do this because this land is not just useful for the Condor's flying activities but has numerous other recreational uses. The note suggests that this development would negatively impact the multiple users of the open spaces such as the hikers, archery club, photographers, fire and police training sessions, mountain bikers, the American legion's annual "Turkey Shoot", nature study groups as well as the model airplane enthusiasts.

Several messages have already been sent in. Charlie showed us a reply that had a generic 'considering all options' response. More messages can't hurt. The original mail lists the supervisors contact information; ours is Linda Parks who can be contacted at linda.parks@mail.com.ventura.ca.us or Faxed at 805.373.8396.

From: <Wwing@aol.com>
Subject: [RCSE] Ode to Sink

Ode to Sink

O' sink, thy malodorous breath
hath placed my ship
in the grip of your death

Lo, far downwind
with but tenous link
I yearn to hold yet again
my plane, O' sink!

Shall lift bouy me up
to clear yonder peril?
Or will your cold, wretched airs
deny me my desire?

O' sink! Leave me alone
devoid of your misery
Your ill winds, of evil respire
please visit upon less
tortured of fliers, O' sink!

Bill Wingstedt

From: "Tom H. Nagel" <tomnagel@iwaynet.net>
To: <Wwing@aol.com>
Subject: Re: [RCSE] Ode to Sink

Dear Bill:

Most of us know that Otis is the God of Lift; what is the name of the God of Sink? American Standard just does not seem to cut it. My money is on Kohler, suitably Tutonic and warlike. "Kohler will smite you with his mighty Insinkerator."

From: "tony estep" <tonyestep@yahoo.com>
Subject: Re: [RCSE] Ode to Sink

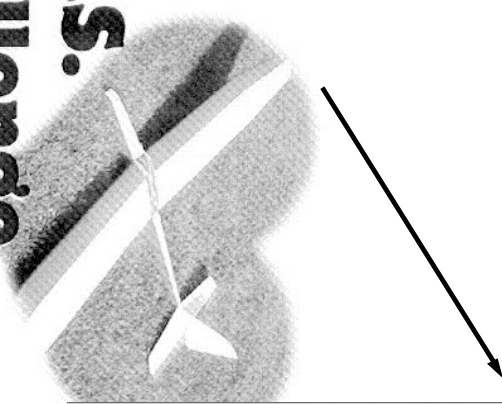
--- "Tom H. Nagel" <tomnagel@iwaynet.net> wrote:
> what is the name of the God of Sink?

I believe you are referring to Drano, lord of the flush, master of the descending vortex. Drano descended to his throne in the nether world by unseating Charybdis, the ship-devouring whirlpool that threatened Odysseus.

Shirts are In.....

You may have noticed the new light blue TOSS shirts that started appearing a few weeks ago. If you've not got yours yet contact Martin Usher with your size to get one. The shirts have been riding around in the back of his car so they can be picked up at Redwood or at a meeting; if you can't make it to either then call and make some arrangement to get one. (These shirts are not really Tees, they're more like golf shirts, they fit well and are quite stylish.)

The Inland
Soaring
Society's
2nd Annual
R.E.S.
Challenge



A Note From Santa Clarita

From: "Hank Schorz" <hschorz@actlit.com>
Subject: Contest Reminder

The Cross Country looks interesting....

Remember that the June contest (postponed due to the International Handlaunch Contest) will be held this Sunday June 27th at Valencia High School. Pilots meeting will be held at 9:30 sharp. Trim flights only prior to 9:30. The CD will either be Marc Webster or myself (Marc has his sisters wedding on Saturday).

The July Contest will be either on the 18th or 25th (Probably the 25th Since the 18th is a TOSS contest close by, and the 25th is (SC)² at Costa Mesa).

The August Contest and Meeting will be on their normal dates (Contest Aug 1st - Meeting August 2nd).

There will be a Cross Country (1.2 Mile Goal and Return) sometime in August at 110 and J in Quartz Hill (About 45 Minute Drive in the desert). Only Non-Cross Country sailplanes will be allowed. Thermal sniffers are allowed. Each pilot will have three timed attempts to complete the course with 100 points for each 1/10th of a mile completed (2400 points/round possible). If you finish, there will be a bonus prorated against the fastest pilot. No bonus if you fall short. Probably be both an open class and RES class for this event.

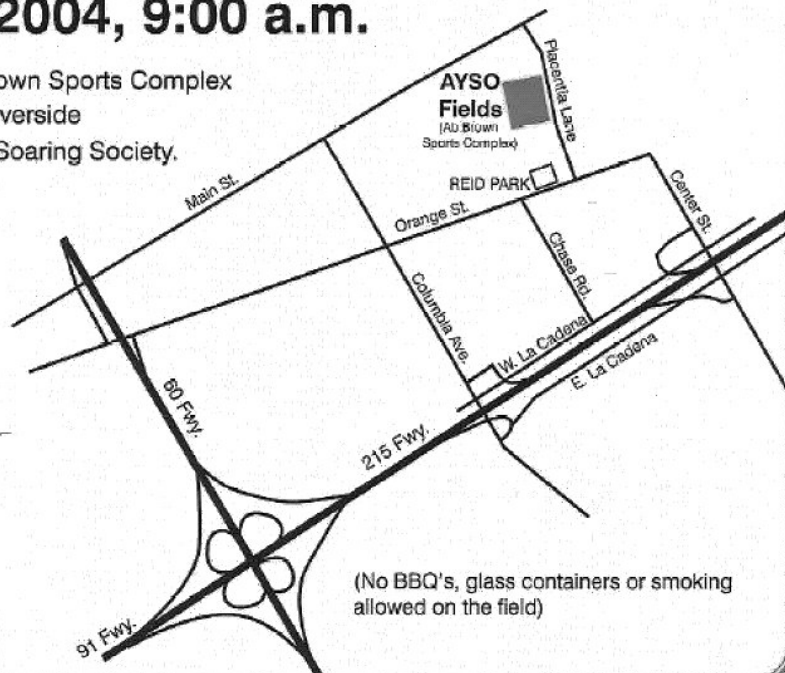
What: An event devoted to the unique challenges of flying R/C Gliders that are controlled with only **R**udder, **E**levator and **S**poilers. This is a thermal duration contest with 4 tasks... 4, 6, 10 and 7 minutes. 25' landing tapes, in-or-out.

When: July 18, 2004, 9:00 a.m.

Where: The AYSO Field, Ab Brown Sports Complex
3700 Placentia Ave., Riverside

Who: Presented by the Inland Soaring Society.
Mike Lee, CD.

How much: \$10.00 entry fee

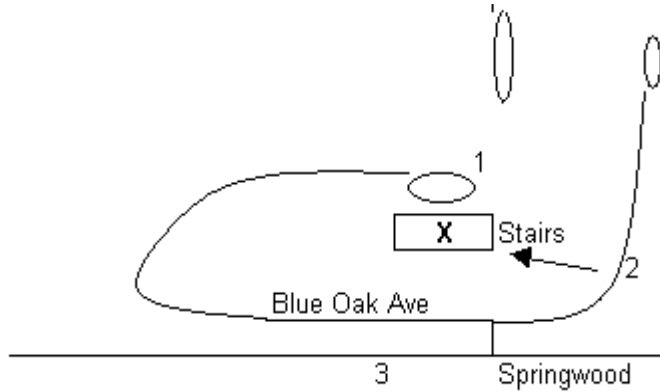


Next Meeting: Wednesday, June 30th at Blue Oak Avenue

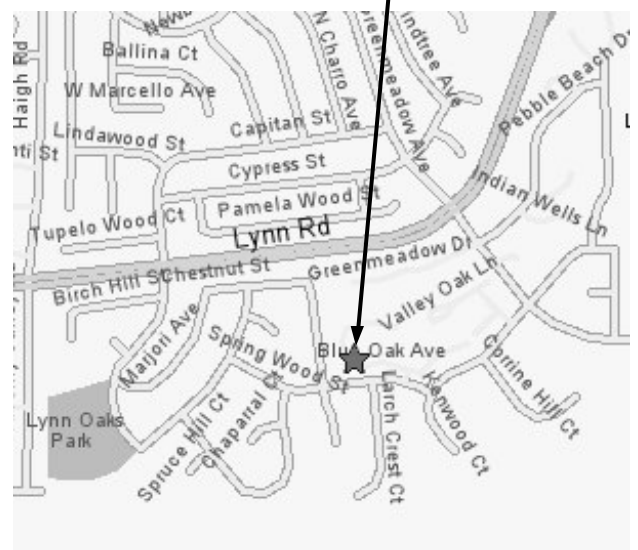
Club Contest: Sunday, July 18th at Redwood

ISS RES Challenge: Sunday July 18th at Riverside

(SC)2 Contest: Sunday, July 25th at HSS (Costa Mesa)



Kenwood



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

