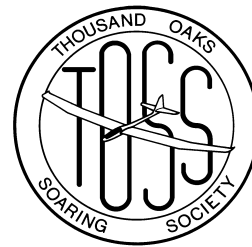


# TOSSUP 98



## June Competition

The reader will be able to guess that Bob Swet was CD for this competition because of its creative, four round, format. The contest on June 14th was held in perfect weather - a clear sky, warm but still comfortable temperatures, a variable light wind. Lift was usually good but it did have to be searched for which made flying interesting. The competition was relatively uneventful. We had once again problems with both winch and retriever lines with the winch lines breaking and the retrievers tangling. We lost one plane - Martin Usher's RACore equipped Gentle Lady folded its wing on launch for the second round (the nose block is still buried deep into the field).

Name	Glider	R1	R2	R3	R4	Total	Normal	Year
Art McNamee	Addiction	2:59	6:01	7:59	6:01	996.1	1000.0	1000.0
Don Mc-Namee	High Spirit	2:59	6:01	8:00	6:00	994.4	999.7	999.7
Mike Stern	Mako	3:01	5:58	7:57	5:52	974.7	986.7	986.7
Edgar Weisman	Pumpkin	3:02	6:00	7:47	5:09	854.0	958.3	958.3
Gary Felice	Mako	3:00	5:57	7:50	5:28	874.7	953.3	953.3
Bob Swet	Condor	3:03	6:05	80.7	5:44	917.3	920.8	920.8
Bill Karp	Mako	2:58	5:57	8:01	3:48	630.0	893.9	893.9
Myles Moran		3:00	6:00	8:03	3:03	488.0	871.3	871.3
Don Northern	Gemini 'S'	3:01	5:50	3:47	6:03	986.0	853.8	853.8
Don Northern	Gemini 'S'	3:02	6:03	7:36	5:59	990.1	1000.0	973.4
Don Mc-	High Spirit	2:59	5:59	4:27	6:01	970.1	911.9	887.7



## Results of the EDSF SC<sup>2</sup> Competiton (5/31/98)

Place	Name	Club	Class	Score	Normal	Tophy
1	Mike Smith	TPG	Master	2969.0	1000.0	M1
2	Mark Navarre	SULA	Expert	2968.0	999.7	E1
3	Brendan Lugo	TPG	Expert	2963.0	998.0	E2
4	Fred Sage	TPG	Master	2961.0	997.3	M2
5	Mike Lee	ISS	Expert	2959.0	996.6	E3
5	Bill Malvey	TPG	Sport	2959.0	996.6	S1
7	Ken Raymond	TPG	Expert	2958.0	996.3	
8	Arthur Markiewicz	TPG	Expert	2952.0	994.3	M3
8	Daryl Perkins	HSS	Master	2952.0	994.3	
14	Mike Reagan	TOSS	Master	2939.0	989.9	
17	Craig Townsend	SULA	Sport	2893.0	974.4	S2
19	Terry Throop	SULA	Sport	2855.0	961.6	S3
20	Michael Stern	TOSS	Sport	2834.0	954.5	
28	Art McNamee	TOSS	Expert	2697.0	908.4	
34	Bob Swet	TOSS	Expert	2551.0	859.2	
35	Gary Filice	TOSS	Sport	2531.0	852.5	
40	Edgar Weisman	TOSS	Expert	2416.0	813.7	
42	Don McNamee	TOSS	Expert	2406.0	810.4	
45	Karl Hawley	HSS	3F	2160.0	727.5	F1
54	Bill Karp	TOSS	3F	489.0	164.7	

Club	Entry
TPG	16
SULA	5
HSS	14
TOSS	8
EDSF	4
ISS	4
PSS	1
SWSA	2
AVTS	1
None	1

Class	Entry
Master	7
Expert	23
Sportsman	19
3 Function	5

Notes.....

A) M3 was decided by a fly-off

B) Bill Karp folded on launch

## Mile Square Park

We've received a letter about the ongoing fight to preserve the flying field in this Fountain Valley park. The Orange County Board of Supervisors want to put a third golf course into this park and a committee formed from a coalition of homeowners associations, neighborhood groups, sports interests and nature advocates are trying to stop them. This effort involves lobbying and litigation, both quite expensive, and so this note is a circular to local AMA clubs to solicit help.

TOSS members interested in this effort can visit their Web site at [www.invisionet.com/savemsp.htm](http://www.invisionet.com/savemsp.htm) or contact Frank Hayman at PO Box 8890-453, Fountain Valley, CA92728, voice mail or page him at 714.456.4915 or EMail at [fhayman49@aol.com](mailto:fhayman49@aol.com).

## Built-up / Bent Wing *(Don Northern)*

That's what Central Valley RC Soaring Club of Visalia called their contest. A very fitting name for a two day contest for three function (rudder / elevator / spoilers) polyhedral floaters. This event was held on May 16th and 17th under sometimes overcast skies and a cool, fairly stiff, breeze (7-9 mph with gusts to 15). Launches and landings were into a slight cross wind which made for high, hard launches (and a couple of broken wings) and some wild, difficult, landings that were occasionally well short of the mark. The CD, Jerry Fox of CVRC, made it known to the competitors that this was to be a relaxed, fun, contest (which it definitely was) and that he wanted to hear some noise on the landings from the gallery. So we cheered, booed, hissed, (maybe threw some rocks?) and generally had a lot of fun spectating at the landing area. One of my landings for some unaccountable reason was short of the zone and Jerry the CD (or was it EmCee?) was then proud to announce to everyone over the PA that I had to take the "Walk of Shame" to retrieve the plane. You had to stay humble.

The contest was scored as point per second up to the time with landings in a 25' circle scoring 10% of the time points. So a 3 minute round would be worth 180 points plus 18 for the landing. On Sunday they varied this by changing the landing zone to a semicircle with the landings graduating from 100 to 50 points as you went from the center to the circumference. It was very hard to score in the wind.

The contest schedule included breaks for lunch promptly at noon on both days. This made for a flying schedule of 3, 5, 7, 5, eat, 3, 3, sleep, 3, 6, 8, eat, and finally 3 minutes. Lunch was catered and also served as the time to socialize. We had five pilots from TOSS - Don and Art McNamee, Bob Swet, Larry Jiminez and myself - out of a total of 45 con-

testants. There were a large variety of planes from the past and present - Bird of Time, Aquilla, Sagitta 600 and 900s, Gnomes, Spirits, Cumics, Panteras, Big Birdy, Geminis, Paragons, Grand Espirit VTail and some other less identifiable ones like a ship with an unusual planform which Art called a 'Misty' (plane builders come up with some weird names for their craft!) (*I think its a poly from the Mystery Ship people - Ed*). Most of the planes were modified in some way or another. I felt that my Gemini was one of the better designs there and I expect to see more of these in the future, especially as its back in production for a limited run.

There was a father/son combo flying which the son won the Junior class. They had launched ahead of me and the father, who was timing for the son, kept on telling the son to "turn right", over and over. I asked him why he wanted the son to turn because they were climbing in a thermal. It turned out that Dad was watching the wrong plane and was really tickled when he found out! The father subsequently blew up his Cumic on launch and Bob Swet rescued him by giving him a spare fuselage (complete with servos).

There were only 4 or 5 decent thermals each day and Bob managed to catch a monster while I was timing for him. At 2:10 into a 7 minute flight - that's right, with 4:50 to go - I was begging him to get it down as his plane was going out of sight. He did make it down - barely.

Larry Jiminez had a lucky experience. A Bird-of-Time was making an approach above our tent, hit a pole, span down and crashed right in front of him and I. The nose of the BoT landed between the wing and the stab of Larry's plane, digging a hole in the ground right by his fuse. Larry's plane escaped with a BB sized hole in the Monocote.

TOSS placed first as a team, and in addition to the beautifully engraved plaque and the free entry entry in the Fall contest to the top four we get the choice camping spot for the next contest. The placings were Art (2nd), Bob (5th), Don (6th), Larry (20th) and myself (*left modestly to the last - Ed*) first. It was just another flying lesson that I had to give to the boys!

### The Torrey Pines Gulls SC<sup>2</sup> Contest June 28th., 1998

CD George Joy 619-748-2167  
12544 Arabian Way,  
Poway, CA 92064  
Pres: Ron Scharck 619-454-4900

#### Four Rounds of Thermal Duration

Pilot's choice each round of:

4min, 6min or 8min

You must fly at least 20 min

Called Flight Order

Landings will be on standard 25ft tape, circle

Scores will be:-

4min	900/100
6min	925/75
8min	950/50

Location is the Poway Flight Center

Entry Fee \$8.00 Open, \$5.00 3Function

Trophies: 3 Masters, 3 Expert, 3 Sportsman, 1 3Function

All AMA and SC<sup>2</sup> Rules Apply  
First Flight 0900

