

EDGAR - now 6V
now 12V

March '97

<http://pages.prodigy.com/PFBX52A/toss.htm>

TOSSUP 97

February Meeting

Spend, spend, spend.....

Miles Moran turned up with a 'Real Balls' conversion kit for a Ford Longshaft starter motor (a.k.a. 'winch motor'). This kit has two end plates and a spacer, the plates housing ball bearings capable of handling the abnormal axial and longitudinal loads caused by using a starter motor as a sailplane winch. The components were machined from dural billets. The bush holding piece was particularly impressive as it had deep grooves machined on it to act as heat sink fins.

The effect of this conversion is to radically decrease the friction inside the motor. This gives smoother operation, "more power" and longer usable battery life.

Miles paid \$150 for it at the SW Regionals and said that the club could buy it if it wished. A motion was made and carried to purchase.

Discussion then turned to preparations for the SC² round to be hosted by TOSS. Although this is at the end of May experience has shown that we need to get everything ready for this well in advance. Specific items brought up were.....

- We need to purchase a new set of winch and retriever lines. I volunteered to do this because the supplier was in the Valley not far from where I work. The winch lines come from 'Braided Products (Lassen and



Napa) who do 185lb 'Glider Line' and from 'Owen Mills' (14500 Calvert - 3 blocks W of Van Nuys). Retriever line is 65lb, winch line is braided 200lb (preferred) or 250lb. We need 4 spools of winch line and 6 spools of retriever (about \$100 worth).

- The competition needs 8 batteries. We currently only have 4 'good' ones.
- The competition needs 10 good trophies. Once again, Charlie got volunteered to look into it.
- We should try and 'secure' Redwood for this date. People were concerned that there would be something like a soccer tournament that would appear without notice.
- Other matters related to the competition were also discussed - for example, how to get a portable toilet without paying the going rate for it!

We expect 50-60 fliers for this event. Preparing for it depletes the treasury but the event should go some way to restoring the funds.

Edgar also discussed further the cross country. We reckon that the best time to hold this would be the first Saturday in June. Miles volunteered to check with the AMA coordinator to see if we can book this date. Edgar reckoned that we could get about 20 entries, more if we set it up as a qualifier for LSF cross country tasks.

March Competition Report

The contest was held as scheduled on 3/9. The morning was clear, warm and dry. The wind was initially calm or very light from the north-east but people arriving for the competition said that there were strong offshore winds blowing to the north in Simi Valley and Moorpark. The wind picked up as the competition started and blew from the east at around 10mph for most of the competition. It died down and became onshore towards the end of the morning.

The winches were laid out in the normal direction with the turnarounds to the west of the field, so that launches were downwind. This did not seem to cause anyone any problems.

Lift was patchy. There was little thermal activity near the ground and areas of very strong sink. Higher up there was quite large areas of lift at the west and north west corners of the field. Many people kept in the air by sloping off the hill to the west of the site. Three people got caught behind the hill and lost planes on the hill. Art McNamee got caught on the ridge to the right of the hill, Gary Filice came down right on the top on the water tank and Bill Karp's Magic went behind the hill and was lost (at the time of writing it hasn't been located).

Don Northern, the CD, set up two competitions. The first was an up/down contest without a timer, the winner being the person that could land closest to one and a half minutes. The prize for this contest - won by Gary Filice - was a sweep of an extra dollar on the contest fee. The other competition was a conventional three round TD, rounds of 5, 7 and 9 minutes with the landing on a 25' tape counting only 10 points of the total.



NAME	CLASS	Round 1			Round 2			Round 3			TOTAL POINTS	Normalized Points	Yearly Flier Points	
		Glider	Time	Land	Points	Time	Land	Points	Time	Land				Points
Mike Reagan	Open	Addition	5:00	92	909.0	6:59	50	902.9	8:55	53	896.7	2708.5	1000.0	1000.0
Don McNamee	Open	Habit	4:59	0	897.0	6:59	78	904.9	8:56	86	901.3	2703.2	998.0	998.0
Edgar Weisman	Open	Saphire	5:01	77	904.0	7:02	93	904.7	6:58	0	896.7	2505.4	925.0	925.0
Hank Schroz	Open	Addition	4:59	29	899.0	4:33	94	894.0	8:59	68	904.3	2397.3	885.1	885.1
Bob Swet	Open	Opus	5:02	71	901.0	3:45	0	482.1	8:59	43	902.3	2285.5	843.8	843.8
Greg Nikola	Open	Addition	5:01	0	897.0	7:00	70	907.0	3:48	0	390.0	2184.0	806.4	806.4
Gary Filice	Open	Mako	4:47	0	861.0	7:07	0	885.0	1:48	0	180.0	1926.0	711.1	711.1
Don Northern	Open	Paragon	3:07	0	561.0	2:21	0	302.1	2:26	89	251.3	1114.5	411.5	411.5
Bill Karp	Open	Magic	3:06	0	558.0	5:47	0	743.6	0:00	0	0.0	1301.6	480.5	480.5
Art McNamee	Open	Addition	2:21	0	423.0	0:00	0	0.0	0:00	0	0.0	423.0	156.2	156.2
Don McNamee	2 Meter	Super-V	4:59	27	899.0	6:59	0	897.9	7:44	0	773.3	2570.2	1000.0	948.9
Michael Stern	2 Meter	Banshee	4:55	0	885.0	6:53	50	890.0	3:10	0	316.7	2091.7	813.8	772.3
Dan Werner	2 Meter	88	4:55	0	885.0	4:15	0	546.4	1:30	92	159.0	1590.4	618.8	587.2
Art McNamee	2 Meter	Special	5:01	0	897.0	1:10	0	150.0	0:00	0	0.0	1047.0	407.4	396.6
Bob Swet	Sport	Oly 650	4:22	0	786.0	6:58	0	895.7	9:00	100	910.0	2591.7	1000.0	956.9
Don Northern	Sport	Paragon	4:47	0	861.0	2:59	0	383.6	2:26	84	251.3	1495.9	577.2	552.3
Martin Usher	Sport	Gentle Lady	1:23	0	249.0	2:18	0	295.7	1:25	0	141.7	686.4	264.8	253.4
Larry Jimenez	Sport	Paragon	3:40	28	662.0	0:00	0	0.0	0:00	0	0.0	662.0	255.4	244.4

Did Anyone Notice a New Name in this List?

The March contest results contest has a new name at the bottom of the "Sportsplane" category - me, the editor and a relatively new flier. Although I've been flying from Redwood for a year I've not entered anything, the rationale being that "neither myself nor any of my planes were at all competitive". This is actually true, but seeing as I've got to start somewhere I finally decided to just wade in.

There's a lot that a beginning competitor has to know that everyone takes for granted. Launching with a winch without tearing the plane apart. Retrieving the line without tangling it. Walking around the field while flying a plane without tripping over the winches, bumping into people or blundering into the approach path of another plane. Landing without taking out anyone or anything. Compared to this actually flying a plane seemed trivial, so I thought I'd simplify that part by dragging my Gentle Lady out of retirement. Its old, its battered (it was "Scary", to quote Mike Reagan) but it flies quite well with minimal input from me. It was also expendable. I wasn't planning to destroy it or lose it but I didn't want to have to have the distraction of flying something that was valuable.

My performance was predictably dismal. It didn't matter. What was important was that I ran through the entire competition without breaking anything or anybody. This was my criteria for success. I'll be back next month, of course. I probably won't be competitive, but you never know. I might even fix up that Gentle Lady for the event. Any others neophytes fancy diving in too?

Martin Usher - the Editor

