

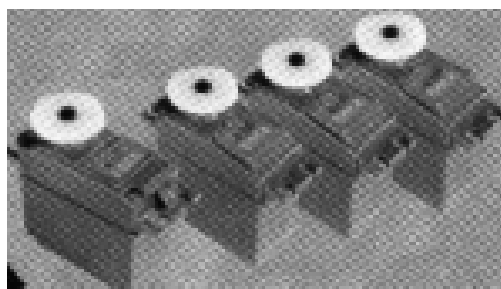
TOSSUP 99



Its Servo Time Again....

This edition has Bob Swet's 1999 compilation of servo information. Although its been weeded of obsolete models and generally edited and compressed its still four pages of very fine print - a lot of information.

This year we will put the list on the Web site as a PDF file so that it can be reformatted and printed if people want to.



March's Competition

March's contest nearly was the contest that never happened. Come Saturday and the field was infested with wall to wall soccer players - the annual AYSO "Pot 'o Gold" tournament. Fortunately there was enough time to telephone around and get people organized to fly at Paramount, becoming the first club contest for many years to be held at this site.

Although Paramount isn't used that much by TOSS it turned out to be a surprisingly adequate flying field. The area flown from is the center of a disused oval horserace track, the field sloping gently away from the corner where we access it and launch the planes. The field is parallel to and below Cornell Road in a valley that shelters it from prevailing winds. There are few hazards apart from a few strategically placed oak trees, trees which seem to be optimally placed to grab planes from the air if the flier is inna-

tentive for just a moment. Approaches can be tricky as they require the plane to be brought down over some rough grassland to the south of the flying field (with the plane flying behind some trees) crossing over the landing tapes to loop before another tree, possibly crossing the winchlines in the process, before landing on the tapes.

You can fly electrics at Paramount so Mike Stern flew his Twinstar and Hank Shorz a Scooter before the contest. (The Scooter is a new EPP sport electric that looks a bit like a Whirlwind slope plane with a larger fuse and propeller. It is very fast and very agile.)

The competition was three rounds - 3, 5 and 7 minutes, with 900 points for time and 100 points for landing. The weather was pleasant with a few high clouds and some wind aloft. Lift was adequate to ample but occasionally fliers would get caught in sink and find themselves limping back to the field well short of the intended task time.

Name	Class	Glider	R1			R2			R3			Total	Normal	Year
Edgar Weisman	Open	??	3:00	97	997	5:00	74	974	7:04	80	971.4	2942.4	1000	1000
Art McNamee	Open	Eagle II	3:00	87	987	4:59	54	951	6:59	91	988.9	2926.9	994.7	994.7
Greg Nikola	Open	Addiction	3:01	81	976	5:01	78	975	7:05	81	970.3	2921.3	992.8	992.8
Bob Swet	Open	Condor	3:00	76	976	4:57	35	926	7:04	66	957.4	2859.4	971.8	971.8
Don Northern	Open	Gemini	2:58	87	977	5:03	0	891	6:22	0	818.6	2686.6	913	913
Peter Stairs	Open	??	3:01	92	987	5:03	92	983	5:09	50	712.1	2682.1	911.5	911.5
Hank Schorz	Open	Yes	3:01	79	974	5:01	89	986	2:43	0	349.3	2309.3	784.8	784.8
Mike Stern	Open	Mako	2:56	94	974	4:56	66	954	2:11	64	344.7	2272.7	772.4	772.4
Martin Usher	Open	Alcyone	3:22	0	790	0:00	0	0	0:00	0	0	790	268.5	268.5
Art McNamee	2 Meter	Laser	2:59	89	984	4:55	86	971	7:01	81	978.9	2933.9	1000	997.1
Edgar Weisman	2 Meter	2M Super-V	3:00	91	991	5:03	82	973	2:38	0	338.6	2302.6	784.8	782.5

Pictures from the contest are on the next page.....

THE SOARING UNION OF LOS ANGELES

INVITES YOU TO ATTEND THE MARCH 28, 1999 (SC)² CONTEST

SIGN – UP 8:00 A.M.
PILOTS MEETING: 8:45A.M
FIRST FLIGHT: 9:00 A.M
ENTRY FEE: \$8

“FOUR ROUNDS OF PRECISION DURATION”

ROUND 1: 4 MINUTE FLIGHT W/ LANDING (SCORED 900/100)
ROUND 2: 6 MINUTE FLIGHT W/ LANDING (SCORED 900/100)
ROUND 3: 8 MINUTE FLIGHT W/ LANDING (SCORED 900/100)
ROUND 4: 6 MINUTE FLIGHT W/ LANDING (SCORED 900/100)

-CARRIER TYPE LANDINGS
-LANDINGS SCORED 2 POINTS PER INCH FROM CENTER LINE
-12 VOLT WINCHES WITH RETRIEVERS
-800 FOOT LAUNCH LINES
-ALL AMA AND (SC)² RULES APPLY
RESTROOMS WILL BE AVAILBLE AT FIELD

LOCATION: CAL. STATE UNIV.- DOMINGUEZ HILLS

AWARDS

1 THRU 3 – EXPERT
1 THRU 3 – MASTERS
1 THRU 3 – SPORTSMAN
1 THRU 3 – 3 FUNCTION

PRESIDENT

Clayton Soule
(310) 540-2163

CONTEST DIRECTORS

Ron Brown
(310) 328-8684
Brian Iten
(310) 322-5860



Paramount Ranch showing approximate line of the winch and landing approach. Looking North.



Hank holding the Scooter EPP Electric



Landing area.

Also - study in concentration (“its up there somewhere”)

(Left) Launch area. Note the small trees waiting to snag a plane! There are plenty of these around the flying field.