

# Sports Page II

## Tossin' it around

Mark Navarre

Well, the 5th annual IHLGF is thankfully over, so here are just a few rambling thoughts from the contest. First: try not to gloat out loud too much just because you bagged a juicy thermal on the first toss in the round (and Joe, 30 feet away, didn't)!! The contest is much longer than one stinkin' flight, and no matter HOW GOOD it "tastes", it's better to keep your mouth shut. Gordon Jennings will never let me forget this, I am sure. A handy tip: stretching and warmup really helped me a LOT this year. Much more than I would have thought. Last year, I woke up Sunday morning feeling like I had been beat up the night before, despite a nice soak in the hot tub at the Poway Country Inn. I vowed to not let this happen again, so I spent several weeks before the big contest stretching my arms, back, and legs, and also working out with a 3 foot length of bungee rubber that I fastened to the wall at work. I would simulate a throw and follow-through motion with the bungee as the resistance. 10 reps 2-3 times a day made a lot of difference, as this year my launch height was improved, as was my endurance. I was throwing just as hard in the final round on Sunday as in the first round on Saturday, and had almost no pain (other than mental) the following Monday.

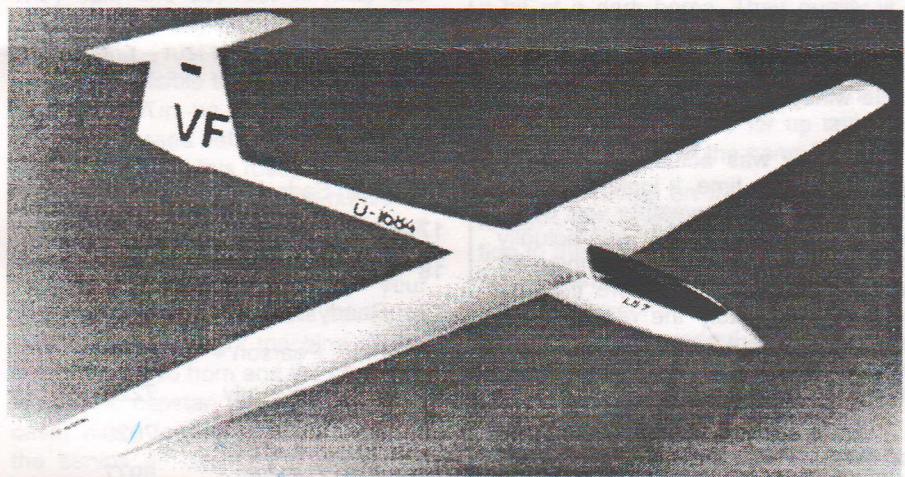
Other than my stupid HLG trick mentioned above, my performance was hurt by an occasional lack of focus or concentration. Yes, the famous "mental game" you may have heard about. I was aware of being out of touch with the wind shifts and thermals from time to time, mostly caused by having to hurry out onto the field for a couple of fast tosses before the round would start. The lesson I learned from this is to be prepared as much in advance as practical, and have your stuff ready to go at least two minutes before the end of the heat preceding yours. Sooo... next year will be the "boy scout" year, and I will be prepared! Also, casual chitchat during the 3 minute warmup is a bad idea. That 3 minutes is important for getting your mind to focus on the flight task at hand.

Equipment problems were wonderfully nonexistent for me this year, thanks mostly to a diligent pre-contest rebuilding and troubleshooting schedule. A big thanks to Cirrus for fixing the problems inherent in those pesky CS20 servos. I realize this may be old news, but I was not the only one hurt by inconsistent function from these servos at last years contest. Being a little leery of problems again this year, I bought a "Servo-Ciser" and burned in every servo before installation in my contest planes this year. This was a real confidence builder, knowing I was using "proven" servos. Another great reliability enhancer was using liquid flux on all my solder joints during the soldering process. After all this time I know how manufacturers get such good solder joints!

I needed a good floater-type plane this year to complement my DJ

Aerotec wizard, so at virtually the last minute, I ordered a MapleLeaf 4 from Don Peters. After seeing the amazing light lift performance that Tom Clarkson was getting from his MapleLeaf, I actually called him from the Poway field during the May Club HLG contest! He puts his number on the wing of his planes...good feature for him, obviously. The high level of quality from the prefabbed Kevlar parts in this kit is surprising, given how challenging a material Kevlar is to work with. The plane builds easily, and flies very well, with topnotch handling qualities. It is almost impossible to tip-stall in a tight thermal turn, and launch height is decent for such a light plane (mine is 9 ounces). Expensive, yes....the best always is.

See you at the field, and keep up the Tossin' ✈



## MULTIPLEX LS 7

Almost Completely Finished  
\$450.00 plus S&H, Part No. 21 4164

### Technical Specifications:

Wingspan:	3,300 mm	Weight:	2800 - 3200 g
Fuselage Length:	1,380 mm	Wing Loading:	approx. 47 g/dm <sup>2</sup>
Wing Area (FAI):	approx. 68 dm <sup>2</sup>	Airfoil:	HQ 3, 5-12 modified

The LS 7 is modeled after the legendary LS 4. It is especially interesting for model pilots, as it is not a commonly seen plane. The LS 7 is not only beautiful, and performs well, but it excels in both distance and thermal duration flying, as well as on the slope. At peak performance, LS 7 handles well and is very forgiving. Easy to transport, this model is beautifully scaled.

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