

T O S S - U P



NEWSLETTER

APRIL 1990

T.O.S.S. P.O. BOX 1955

THOUSAND OAKS, CA. 91360

A.M.A. CHARTERED CLUB #1493

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President:

Edgar Weisman
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(805) 529-2441

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Thousand Oaks, Ca. 91362
(805) 495 1409

Club Winches:

Art McNamee (818) 362-2822
Chuck Griswold (805) 495-1409
Myles Moran (818) 882-4687

Code-A-Phone: (805) 497-6367

Next Contest: May 13th 1990
CID: Eric Hendrickson
Type: ???

Next Meeting: April 25th 1990
Place: Oaks Mall
Next to Bullocks
Hillcrest Dr. T.O.
Time: 7:30 p.m.



March Blurb!

This was my column for the March Newsletter but it has some things in it that need said. It's hard to believe its April. I'm finally done with school and ready to get back into flying. Lots of news this past month.

It would only be fair to highlight the club president this month as most of the news involves things that he has done. Everyone in this club owes a big THANK YOU to Edgar for the work he has done getting the club not ONE but TWO new flying fields. That's right folks TWO NEW FLYING FIELDS. Edgar picked up where I left off a couple of years ago and has permission to use Redwood Intermediate School on Gainsboro Rd. in Thousand Oaks and the Paramount Ranch area off Kanan Rd. in Agoura. He has put in many hours of work to secure these fields. I would like to thank him for a job well done. I hope the rest of you out there also show your appreciation to Edgar for an important job that needed done. THANKS AGAIN EDGAR!!!!!!!!!!

With that off my chest let me touch on using the new fields. There have to be rules for these fields and most are obvious. It will only take one screw up (screw off) to have us kicked off for good. Please use good judgement and fly safely. Redwood is located right in town.

1. If you're a new flyer or have a little trouble landing don't fly alone, get help.

2. Stay out of the street and people's yards when landing.

3. If you happen to crash(land) off school grounds talk to the owner first before entering private property.

4. If you do ANY damage be sure to PAY for it. You have AMA insurance just for that reason. It won't cost you a penny.

5. Flying in town REQUIRES more responsibility than our field in Moorpark. We are going to have more people around at both sites.

6. NO smoking, drinking, and be courteous to all visitors. They may be the one person that can revoke our privilege to fly here. This includes children. Watch your planes.

7. My understanding is that we do

E/D's For the Year.

Jan 3th	Ed Weisman
Feb 10th	Don Northern
Mar 10th	Art McNamee
Apr 8th	Ed Oldenburg
May 13th	Eric Hendrickson
Jun 10th	Bob Goldsmith
Jul 13th	Terry Koplan
Aug 12th	Chuck Griswold
Sept 8th	X/C
Oct 14th	Richard Hartman
Nov 11th	Ralph Morgan
Dec 9th	Myles Moran

not have Exclusive use of Redwood so if the Little Leaguers show up and they are unable to play while you fly then pack up and go home.

8. NO confrontations. Get their team name and Edgar or I will contact the Little league people and work it out.

9. Leave both sites cleaner than when you got there. That means pick up all your trash (pieces if you crash) and any other trash you find. We need to make a positive impression on both agencies that control these sites. The only approved activity at either field is flying non motorized sailplanes .

10. You must have proof of AMA insurance. Carry your AMA card. That goes for everyone so if someone shows up with a rocket or other

noisemaker ask them to leave. In this regard we do have to be policemen. One sure way to loose our privileges is to let someone do an unapproved activity.

11. Follow the AMA safety code. When was the last time you read it. Are all your models identified with you name and address. That is part of the insurance requirement.

Fly safe and be good neighbors.

I understand there is a new Glider club in town. Conejo Valley Silent Flyers. I have been told there are no dues but AMA license is required. I am disappointed that TOSS and namely myself was/is not able to provide a club that meets the needs of the flyers in the community. Obviously there is a need for another club or one would not have been formed. From what I have heard their meetings contain no business and flying is just for the heck of it. Sign me up, it sounds like fun. I would really like to go out to the field and fly for the fun of it and be able to take Kurt out and have someone else besides myself work with him. I hope both clubs can work together and support each other.

A couple of final notes. Edgar is busy bagging up a storm. He is trying a number of things I've wanted to experiment with but have not had the time. Ed Oldenburg has finished a new Falcon (bagged in my garage) with an RG15 airfoil. I saw it the other nite. As all of Ed's products this one is built better than any Swiss watch, almost too pretty to fly. It seems he would have been done with it sooner but had to visit the local hospital for awhile. Lets wish him a speedy recover. I guess the Masters is history. I believe Bob McGowan won flying a 100" Falcon. I understand Myles did a great job organizing and running it again with the help of Art McNamee and the SWSA club.



April Blurb!

Just finished our first contest at Redwood. What a field! The lift was fantastic and the landing on grass was OH SO SOFT. Plus my car came home much cleaner. What an improvement. What about the Sunday date for contests? Any input? Talk up this field. We should be able to draw new members with it. I understand there is someone who has crashed in the houses twice. Apparently he is not a TOSS member or AMA either. I also understand he isn't friendly. Edgar and I are in agreement that NO AMA license = NO FLY. If you run into this guy or anyone else get a name or license plate. He could ruin it for all of us.

A few other notes. Chuck's Zephyr met up the the ground in a terrible crash at SWSA. There is interference on 22 at their field and they have lost a few planes already. I guess there is a pager/repeater station close by that is swamping the receiver. I crashed my Rookie on 30 at El Dorado. When I sent it to Airtronics for check out they said some people are experiencing interference on that frequency too. They happily changed frequencies on my transmitter and three receivers NO CHARGE. It seems to me that there are going to be frequencies that will be unusable because of commercial units. We will have to get Myles to bring out his scanner to check out our fields. Keep track of unexplained radio problems in the future. Maybe we could have a new commercial user in town.

I got sidetracked telling you about Chuck's mishap but it led him to bag a new Falcon wing like Ed's. While he was at it I decided to hot wire one for myself too. Its finished after only 4 days work. Granted its not like Ed's but its as straight as a die and the best news yet the wing weighs 33 ounces.

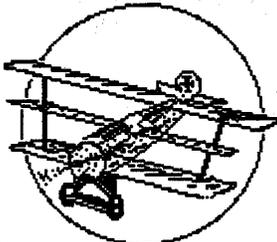
Yep, 33 with Chuck standing right there looking at it too. What's so great about this? Well a Regular Falcon built wing weighs 38 and that's without the wing rod. Chuck's will be the same weight too. We tried a new lamination and finishing technique and it works. The total plane weighs 65 ounces. Can't wait to fly it.

I won a complimentary subscription to RC Soaring Digest a while back. What a neat magazine. It contains all the current soaring info and is first rate. Its like getting 5 or 6 MA or MB columns at one time.

One final note. I hear Art is going overseas for a while to do some work. We need someone to take care of the club winch and retriever while he is gone. I would prefer someone in town that flies regularly so its at the field on the weekends. Any takers?

Late Eric

The Red Baron



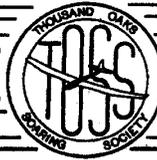
Radio Control Model Hobbies
 77 Daily Drive
 Camarillo, CA.
 (805) 482-0250

INCREDIBLE ASTONISHING ZEPHYRS

So here we are again, disaster narrowly averted. The treasury was sucking the bottom of the barrel, when without warning we sold a old retriever that we had hidden in a garage. Looks like we might be getting some activity from the CVSF club. What is this thing called,— a contest? . And the low style tech guys are actually thinking about building a Falcon. Edgar is building a 6% RG15 screamer and from the foam and fiberglass group three, count em, three Falcon wings were cut and bagged this month. Ed Oldenburg has built and flown the most incredible flying machine known to man. All in all the TOSS club is doing very well, thank you.

This from the DUST DEVEL Newsletter of the Palmsprings group. I think someone was thinking of us when the editor dredged up a letter from— Wando A Storkman.

To Whom It May Concern
 You don't know me, but George Ritter and Rex Powell remember me. I am Wando A Storkman. I was a part of DUST before some of you were born. As with most "ACE" pilots, I burned out; but now I'm back! And I'm MAD! What has happened to the hobby I loved so much? Where are the Windrifiers, and Javalins, the lovely Sailpigs, the Olympic 99s. What has happened! The Legionnaires, the Aquilas, gone all gone.....woe is me. Now! foam and fiberglass, carbon fiber, Kevlar, Obeche, Falcons, Phoenix, Westwinds, Lovesongs. Airfoils that can't possibly



work! Wing loadings approaching 1 1/2 pounds per sq/ft. Airfoils that can be changed in flight. No Krafts or Orbits. Now its Futaba PCM 1024 and Airtonics Vision radio gear. IMPOSSIBLE! ABSURD! And winches motorized monsters that hurtle the planes to ridiculous heights. What happened to the high starts and balsa, and spruce, and Ambroid. REPENT! Where will this lead us! Go back to the old ways when it took two days for the glue to dry, and the radios weren't as reliable, and the planes didn't fly as well. Then! We had time to think.. To think of ways to improve our hobby/sport. To be creative.

Hey wait a minute
HmMMMM I think I just shot myself in the foot.
 Never mind!
 Wando A Storkman

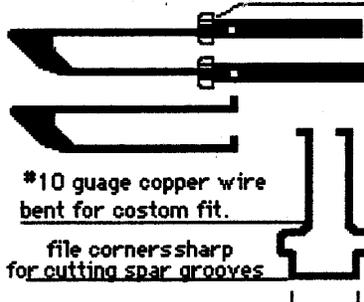
Have you ever wondered why a tid bit of information that is as common as air will get a stir out of some people? Here are a couple of useful hints that fell through the cracks.

"T" bar sandpaper removal. Do you glue your sandpaper on to an aluminum "T" bar with 3M 77 cement? Hard to peel off after the paper wears out? Not with a blow torch and a pair of needle nose pliers. Stick your "T" bar in a vice then heat up the underside with the blow torch and peel the old sandpaper off with the needle nose pliers. You can try your trusty monokote hot air gun. On thin "T" bars it works fine. The heavier gage aluminum might run up your electric bill.

Ever had to dig out a hunk of foam so a servo would fit in a wing, or carve out foam for something that you wanted to glue in its place. Well put

away your #11 X acto blade or your Dremel tool and get out your instant heat soldering gun. Find some 10 gage wire that you had left over from that wiring job, or buy a couple feet of 2 wire. Take the tip off of the gun. Strip the insulation off a 4 to 6" piece of wire and bend it to the shape that you need. You can even bend a depth

soldering iron cap nuts or screws



gage on the side. Now bend the two ends so they look like the tip that you removed and use the same screws or cap nuts that you took off the original tip to affix this new tip to your new foam cutting soldering gun. Pull the trigger and wait for it to heat up. It should take about the same time as the original soldering tip. Use it with a ruler or straight edge for cutting spar grooves (file the corners square) or bend a piece the same size as your servo and cut out the foam from your bagged wing. It's safer than grinding it out with a Dremal tool and easier than a X acto blade. Be careful, don't get it to hot, cut slowly by feathering the trigger.

 Just returned from our monthly contest. I can describe it in one word. Beautiful. Well run, the weather was perfect, and the lift was in. What more could you ask for. Landing on grass was a new experience for some of us, quite nice, actually. It seems that Tarantula hill kicks off thermals in

very short intervals, the trick is to stay in them- they're small and strong. Shades of Canyon country.

Fly good Chuck

HERE WE GO AGAIN TRYING TO FILL IN HALF OF A COLUMN. THE CLUB MINUTES SHOULD BE HERE.

NO BIG LOSS THE BUSINESS MEETING HASN'T LASTED MORE THAN 15 MINUTES THE LAST COUPLE OF TIMES.

THOSE OF YOU THAT HAVEN'T ATTENDED ONE LATELY GIVE IT A TRY.

GOOD STUFF AFTER THE BUSINESS MEETING. LOTS OF TALK.



If everything else fails read the directions or come back to:

DAVE THORNBURG'S RULES

1. **Drift with the lift.** Thermals tend to blow along with the wind, so follow them.
2. **Stay with what you've got.** Low thermals have down air nearby.
3. **There ain't no zero lift.**
 - a) Sink holes follow thermals.
 - b) If you're not sinking, there's some lift.
 - c) If you're sinking, move someplace else-fast!
4. **Don't leave a thermal and come straight back upwind.**
 - a) Sink holes follow thermals.
 - b) Strong lift will usually have strong downs nearby - and vice versa. If some air is going up, some other air must be coming down to replace it, and vice versa. Sometimes the patch of down air (sink) is so large that you can't get out of it.
5. **Fuselage angle indicates rising or sinking air.**
 - a) Thermals will tend to push the plane outward, so turn back against lift-induced turn to get into the core.
 - b) Establish where the core is by making a couple of passes through the lift.
 - c) Once circling in lift, notice which side of the circle is better and drift in that direction. The implicit rule is: slow down in lift, and speed up in sink. Once you find a thermal, don't lose contact with it! Sometimes you find a nice thermal and think you've got your 10 minutes made. You relax. The next thing you know, you're sinking, and you're wondering where the heck the lift went.
6. **Develop a minute sensitivity to air quality.**
 - a) Lift comes through in cycles.
 - b) Hot spots for thermals and ridge-type lift tend to stay put for a long time.
 - c) A thermal passing through as you launch can often be overtaken downwind.
 - d) A sudden wind shift usually indicates a thermal nearby - the wind on the ground blows toward the thermal.

You need to feel small air-temperature changes - warmer means lift, colder means sink.
You need to know which way the wind is blowing without looking at your ribbon.
7. **Learn to use ballast.**
 - a) Wing loading translates into flying speed (the heavier the plane, the faster it must fly).
 - b) The trick is to add enough ballast to achieve good glide speed without handicapping the ship in weak lift or making it too hard to land.
 - c) If the wind is strong enough to require ballast, flying downwind is usually bad. The fast, more efficient ships benefit most from ballast. There's no point putting a pound of lead in a Windrifter for 20 mph conditions, because it won't fly faster than 20 mph anyway.
8. **Ways of finding lift.** There are several visible signs of lift that you should watch for: shifts in the wind or temperature, swifts chasing bugs, other sailplanes, etc. Soaring birds may be around to key off of, but they may be up too high for accurate thermal telltale. Piggybacking off another flier also works!

LYNN RD LEFT CAMPUS DR RD TURNS INTO DRT Block & 1/2 OFF LYNN RD
 END OF TREES 10:00 AM

May 1990

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	T.O.S.S. Fun fly.Help for new fliers and practice for contests 5
S.W.S.A. Covina H.S.S. Costa Mesa 6	7	8	9	10	11	MRCSS Santa Monica monthly contest. 12
TOSS MONTHLY CONTEST I.S.S. Riverside 13	14	15	CVSF Non Meeting Mike Puckett 16	17	18	TOSS NIGHT FLY Santa Maria Cross Country Rudy Mullen 805 736 5777 19
P.S.S. Pasadena Santa Maria Cross Country L.S.F. Napa Bob McGowan 20	21	22	23	24	25	26
SC squared SULA 27	28	29	TOSS meeting 30	31		

June 1990

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	T.O.S.S. Fun fly.Help for new fliers and practice for contests 2
S.W.S.A. Covina ISS SPONSORED hand launch glider contest Ian Douglas (714) 3	4	5	6	7	8	MRCSS Santa Monica monthly contest. 9
I.S.S. Riverside H.S.S. Costa Mesa TOSS CONTEST REDWOOD SCHOOL 10	11	12	13	14	15	16
P.S.S. Pasadena SC squared PSS 17	18	19	CVSF Non Meeting Mike Puckett 20	21	22	23
Monthly contest Weedpatch Bakersfield call Myles for ride info. 24	25	26	TOSS meeting 27	28	29	30

T.O.S.S. Calendar of events. Please contact officers for car pool information

NORMALIZED

Max score MAR 2970
 Highest T.O.S.S. score MAR 2624

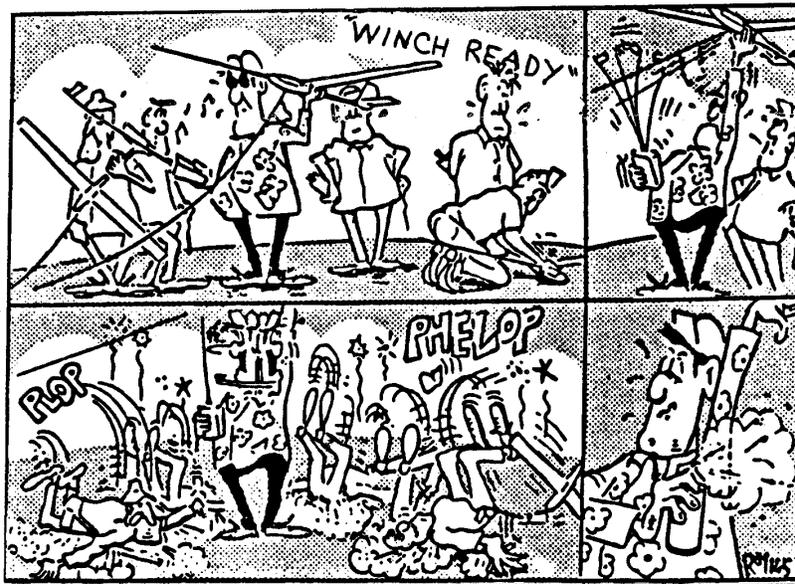
#	NAME	CLUB	TOTAL	JAN	FEB	MAR	APR
1	KOPLAN	TOSS	2916	947.4	971.4	0	997.6
2	NORTHERN	TOSS	2870	928.8	0	1000	941.2
3	HARTMAN	TOSS	2623	1000	881.2	741.6	0
4	McNAMEE D.	TOSS	2622	0	779.5	966.5	875.8
5	OLDENBURG	TOSS	2183	892	568.8	0	722
7	WEISMAN	TOSS	2130	0	320.4	881.9	927.4
8	WURTS	TOSS	1968	0	1000	967.6	0
6	GRISWOLD	TOSS	1741	0	0	817.5	924
13	NIBLEY	TOSS	1496	690.1	0	0	805.9
9	KRAINOCK	SVSF	1000	0	0	0	1000
14	WICHERT	TOSS	979	0	0	0	979
10	HENDRICKSON	TOSS	972	0	0	0	971.8
11	MORAN	TOSS	926	0	0	925.7	0
12	VICKERS	TOSS	775	0	0	0	775.3
15	McNAMEE	TOSS	744	0	0	743.5	0
16	TURNER	??	631	0	0	631.1	0

2 METER CONTEST
 NORMALIZED TO 1000

	NAME	CLUB	TOTAL	JAN	FEB	MAR	APR
1	OLDENBURG	TOSS	1732	1000	732.3	0	0
2	MORGAN	TOSS	1279	618.9	660	0	0
3	WURTS	TOSS	1000	0	1000	0	0
4	GRISWOLD	TOSS	1000	0	0	0	1000
5	WICHERT	TOSS	899	0	0	0	898.7
6	Mc NAMEE D.	TOSS	869	0	869.4	0	0
7	VICKERS	TOSS	857	0	0	0	856.6
8	HENDRICKSON	TOSS	794	0	0	0	794.1
9	WEISMAN	TOSS	664	0	0	0	663.6
10	VAN HAMERSVELT	TOSS	513	0	0	0	512.7

		TOTAL	JAN	FEB	MAR	APR	
1	GOLDSMITH	TOSS	2105	822.6	383.3	0	899
2	BUTKOVIC	PSS	1918	917.8	0	1000	0
3	LEAL	TOSS	1755	0	0	755.1	1000
4	SWEET	TOSS	1750	0	1000	0	750.1
5	MORGAN	TOSS	1543	714.2	828.4	0	0
6	IMES	SCSA	1000	1000	0	0	0
7	VAN HAMERSVELT	TOSS	671	0	0	0	671.3

SPORTSMAN CLASS NORMALIZED TO 1000



One Hot Day On the Flight Line
 (Thanks to the White Sheet)

INLAND SOARING SOCIETY

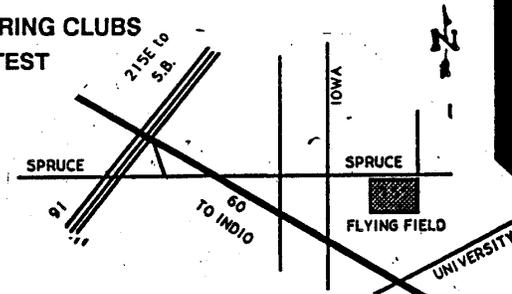
HOSTS

SOUTHERN CALIFORNIA SOARING CLUBS

APRIL 22, 1990-CONTEST

ROUNDS 1, 2, & 3 - Contestants fly choice of:
3 min: 700 flight points and 300 landing points OR
5 min: 800 flight points and 200 landing points OR
7 min: 900 flight points and 100 landing points.
LANDING target will be a 25' half circle.

Flight score will be a straight line with 0 flight points at 0 seconds.
Grass field, 12V winches, 600'-plus winch line.



CONTEST DIRECTOR:

Mark Higginbotham
(714) 882-7384

CONTEST COORDINATOR:

Harvey Jenkins
(714) 980-5732

PRESIDENT:

Rich Shelby
(714) 924-3501

UNIVERSITY MIDDLE SCHOOL,
RIVERSIDE, CA

The SOARING UNION of LOS ANGELES

Hosts the second SC2 Contest for 1990

May 27, 1990

In accordance with SC2 Contest Rules:

- a) CD: Steve Addis (213) 835-7631
Pres: Jerry Fedelleck (213) 632-0108
Rep: Don Vickers (818) 792-5612
- b) SULA The SOARING UNION of LOS ANGELES
- c) SULA FIELD: University of California, Dominguez Hills, Carson, Ca. Corner: Victoria Blvd and Avallon Blvd
- d) EVENTS: 3 ROUNDS: 20 minute Add-em-Up.
No flight over 8 minutes.
A working time of 10 min will be allotted for each group of flyers.
Groups will be set up by frequency.
All groups will be called up.
All flight points stop at the end of the Working time. Zero landing points, if the Landing is made after the Working ends.
LANDINGS: Standard 25' radius circle.
- e) May 27, 1990
- f) SCORING: 2700 Flight points possible.
2.25 pts/sec on flights under 8 min.
5.00 pts/sec penalty when over 8 min.
Landing: Standard 100 point tape.
- g) Standard 12V SULA-RAHM Winches w/ retrievers
- h) 850-900 ft to Turn-Around, depending on direction of the launching set up.
- i) Landing Areas: dirt, stubble, or grass depending on the location of the circles.
- j) Special Rules: SULA Field Rules will be covered at the Pilots Meeting.

--Plaques will be awarded to 1st thru 5th overall, and to 1st thru 3rd for the next Sportsman class flyers in order.

Other information: FEE: \$6.00

Sign-In: 8:00-9:00 am.; Pilots Meeting: 9:00 am.; First flight group launches at 9:15 am.