

# TOSS -- UP



## NEWSLETTER

JULY 1992

844 CHARLES STREET,

MOORPARK, CA. 93021

A.M.A. CHARTERED CLUB # 1943

EDITOR: BOB SWET 2600 PONDEROSA DRIVE, #15 CAMARILLO, CA. 93010

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**TREASURER:**

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**CLUB WINCHES:**

Thomas Akers (805) 496 - 6655  
Mike Leal (805) 529 - 7535  
Edgar Weisman (805) 496 - 0611

**NEXT CLUB CONTEST:**

Date Saturday, August 8th, 1992  
Place Paramount Ranch, Agoura  
Time 9:00 a.m.  
C/D ????

**NEXT CLUB MEETING:**

Date JULY 30th, 1992  
Day THURSDAY  
Place Cameron House  
Time 7:30 p.m.

## TOSS NOTES FROM JUNE MEETING

Meeting called to order at 7:41 p.m. with 9 members present.

- 1) The next three TOSS meetings will be on the last thursday in the month.
- 2) TOSS will host the november SC2 contest, we will need some help from members and friends more details in the next few months.
- 3) Get your night flying planes ready for our club night-fly as soon as a suitable place can be found. Call Larry Jimenez for details or if you know of a sight. (805) 652-1937.....
- 4) Mike Regan is putting together a team to set some new world soaring model records, see mike if interested in helping or flying!

Larry

## TREASURER'S REPORT

We have \$597.23 in our account. Please turn in all score cards and contests funds to me after each contest.

THANKS ---Bob---

## THINGS TO DISCUSS AT JULY MEETING

- 1) Establish a Contest Director for the August 8th and October 10th contests.
- 2) Re-scheduling of the TOSS July club contest.

## WHAT'S NEW

- 1) TOSS would like to welcome the two newest members: Bill Kluss and Josh Goldfield. I would like to just mention that Josh is a junior member and if he becomes as a good of a flyer as Thomas, you old guys may as well retire now.
- 2) As part of a test (my hastily made mistake), in last month's newsletter I put a copy of LAST YEARS (1991) H.S.S. Slope Race. I am surprised that I received only one call on this matter and that was from Pete Young of H.S.S. My apology goes to H.S.S. Hope that no one was inconvenienced by it. But TOSS members, don't you read the

printed news? Is this newsletter a waste of time. Let me know.

3) The July monthly contest was canceled due to rain and the lack of attendance. Only 6 fliers showed up. What was your excuse?? The rain was very localized (only at the Redwood School field it seems). So next time....wander on down to the field. Had there been more interest, the contest would have been moved to the other field. Anyhow, a few of us went down to Paramount and had a fine day flying

- = Bob = -

## NIGHT-FLY CONTEST SCHEDULE

August 29th - Chino, Fisherman's Retreat

September 12th - SWSA, Lake Ellen School?, Corvina

For those of you who have never tried flying at night, it is alot of fun. You launch your old floater of a sailplane after dark using a high start with a chemical light attached just below the parachute. Additional chemical lights are rubber banded (1 to each side) to the bottom of the wing. With the use of the lights and imagination, you pilot your plane through the sky trying to see how long you can keep it up. This sounds much easier than it really is. Pilot skill and good trimming are important here. Usually the person with the best total time is the winner. The TOSS record for longest single night-flight (9:01 minutes) was set by yours truly in 1990 using a modified Olympic 650. I guess that proves that there are thermals after the sun goes down.

Bob Swet

## FOR SALE

Bob Martin Talon slope plane, new in box, will trade for used S-133 servo or best offer call James Cowley (805) 568-0077.

Japanese ZERO slope plane kit. Foam wings, fiberglass fuselage. \$75 or best offer. Larry Jimenez (805) 652-1937.

## From The "Are We Ready For This?" File...

### EDSF Takes A Hike!

By Barry Mattingly

EDSF'rs, get ready for something new in October! In place the the previously planned Sportsman F3B contest, this October we will be having a Cross Country event at El Dorado Park. That's right, a cross country sailplane race that will take place completely within the bounds of the normal sailplane flying area. Now, before you excitable types go and weld a seat to the bed of your pickup truck (too late...Ed), or turn Mark's Camaro into a convertible, listen up.

No cars, trucks, bikes, trikes, skates, Rollerblades, or unicycles will be used, because both you and your crew will be hoofing it around the course with the sailplane. That's right, we will have a closed-course cross country event that will allow any type of sailplane and everyone able to walk (or jog, or run, etc.) to enter. For those of you who are competition minded, we plan to make at least one leg of the course long enough to qualify for your LSF Level IV cross country requirement. This will be a team event; each team can have two aircraft (Primary and backup) and up to three pilots. Each pilot on the team must fly at least one leg of the course, and the pilot must be accompanied by at least one of the other team pilots at all times (one flying, the other acting as observer and safety pilot).

You might ask the question, why should I enter my Wanderer when some guy with an F3B type airplane will just stand in the middle of the field and fly around? Aha! Here's the catch - the plane, pilot and observer must round the turnpoint(s) at the same time! Jogging might help, but have you tried to fly, jog, and avoid gopher holes, all while you are trying to core that elusive little October thermal? We might have a N'ovice and Expert class, if deemed necessary. For first timers, rest assured that you will be able to safely land all around the course, and you will be able to keep your plane in clear view at all times.

There will be one central launching site (at the start/finish point), and you can have as many re-launches as you want. The winner will be determined by the fastest single lap, or distance covered (if no one finishes). You can have as any attempts as possible, but only your fastest lap will count. This should be a very fun and interesting event, and just about any plane should be competitive. A complete set of rules will be published in next month's newsletter, but feel free to let me know what you think (write in care of the Editor). In the meantime, get ready to go - let other clubs know what we are up to, tell your friends, get building, lets have fun!

### PATCHING GLASS AND EPOXY FUSES

by Pete Young

After two years of continuous contest flying, Brett's LJMP Meteor fuselage was beginning to show signs of wear. At first, we ignored the warning signs, but they don't get better with time: fatigue cracks develop ahead of and behind the wing junctions, caused by many spot landings! Quick and dirty fixes were tried with absolutely no success - concoctions of 5 minute epoxy, c/a, microballoons, Kevlar, and fiberglass. The only solution left untried was to overwrap the entire fuselage with an "Ace bandage" of fiberglass or Kevlar, and the results look as ugly as it sounds.

After consulting with other members of the Capital Area Soaring Association, we implemented the following solution. Using a Dremel drum sander, we ground out the offending fatigued areas. I have to admit, grinding sizable holes in the fuselage makes you stop and think before you act!

The resulting openings, clipsoid or oval shaped, should have bevelled edges through the epoxyglass skin. All fatigued material should be removed! Several layers of three to four ounce fiberglass cloth should then be applied using slow-cure 2 part epoxy, not c/a. To ease final sanding, I mixed microballoons into the final layups.

After the epoxy has cured, the patched areas are sanded to remove excess glass and epoxy, taking the final surface down to the original contours of the fuselage. After priming and painting, the patched areas are indistinguishable from the surrounding areas! Furthermore, the patched areas did not develop any fatigue cracks in over two more years of flying!

## TIMER? I NEED A TIMER?

by John Vennerholm

[Originally printed in the July-August issue of *Sailplane*, the journal of the National Soaring Society. Slight updates and editing by Pete Young, 12/91. Reprinted from the *Harbor Soaring Society Newsletter*, January 1992.]

The cry *TIMER* is heard constantly at sailplane contests and most of you have responded to that plaintive cry at one time or another. It seems to be a simple task, but maybe it would be a good idea to review just what support you really can give when you answer: I can time for you.

One of the beautiful things about RC soaring is the degree of sportsmanship and honesty that prevails in our sport. This is especially evident when a timer joins the pilot in what can be a team effort to help the pilot maximize his flight effort. Some might say that the timer has no other duty than running the stopwatch and measuring landing points. Well, I have been involved in this sport for a lot of years and, to me, there should be much more than just being a human clock. Even though the pilot and his timer may be two competitors in a fierce race for first place, there is no reason why a good timer should not do his best to assist the pilot in any way he can. There is no place in any soaring contest for a contestant who thinks he can improve his position by doing a sloppy job of timing for another pilot. If you offer to time for a pilot, do a good job!

Our soaring fraternity grows because of this kind of cooperation; so, let's take a look at the many ways a good timer can help the pilot have a safe and productive flight.

### Getting Ready:

1. When you tell a pilot that you will time for him, be sure that you have sufficient free time before you will be called to fly. Few things will delay a contest more than having pilots called to fly and finding them out at the landing circle with a watch in their hand.
2. Do you have a working stopwatch? Check it out now. If you are using an unfamiliar stopwatch, BE SURE that you know how to start, stop, and reset it - it's your responsibility, but the pilot will be penalized if the timer does not know how to operate the stopwatch!
3. Find out how soon the pilot will be called to fly. Get with him several minutes before his launch and study the sky together for signs of lift. Find out what his plans are.
4. Find out how the pilot wants his flight times called out. If he wants a countdown to landing, i.e. *time to go*, and you are uncomfortable with the mental math required, tell him NOW.
5. Ask if he has his scorecard and frequency pin. If not, offer to get them for him.
6. Get a pencil or pen. It is embarrassing to have to ask

the pilot what his landing score was when you get back to the scoring table. After all, YOU are the timer, aren't you?

### The Launch:

1. When the launch line is retrieved, go and get the launch bridle and bring it to the pilot. Be sure the line is clear and not fouled with the retriever and that the swivels and slide rings are not tangled. If you have any doubts about the integrity of the hookups, notify the winch operator immediately. Failure to do so might result in a launch malfunction, a crash, or worse yet, injury to a bystander.
2. When the pilot is ready, hold out the ring and be sure you are holding all the line tension and giving the pilot a slack tow line. When the pilot hooks on, release the line slowly so that any tension remaining in the line doesn't jerk the plane out of the pilot's hand.
3. Look around the immediate area and ask anyone close by to step back if there is a chance that they might be in the way, or might be bothering the pilot.
4. Start, stop, and reset your watch one last time. Say: *Timer ready*.
5. If you haven't seen any signs of control movement, it is a good idea to ask the pilot if he has *wiggles*. There are very few pilots out there who can honestly say that they haven't launched or seen a launch with the radio off.
6. Take a quick look at the pilot's transmitter antenna to see that it isn't entangled in the retriever line. I recently saw the new altitude and distance record for transmitter launch by a very experienced pilot. It was truly impressive!
7. Look at the winch operator and ask him if the winch is clear. Do not let the pilot release the aircraft until the operator says he is clear and ready! Double check to make sure that an adjacent flier isn't launching also.
8. Scan the launch path and warn the pilot if there is any aircraft that might be in or near his launch path.
9. Stand behind and to one side of the airplane at launch. Be sure that you and the pilot can converse easily for any last pre-launch updates. Do not engage the pilot, or anyone else in any non-essential conversation.
10. Keep your eyes on the plane for the entire launch. You will be expected to start your watch at the instant you see the flag or chute drop away from the plane. At the moment of release, yell *OFF* and look at your watch to see if you got a start. Say *clock running* or something similar so that the pilot will know that the watch has started.
11. Have the pilot move away from the winch area as soon as he is comfortable with the airplane. Guide him quickly to the landing area if necessary.

End of Part 1. Part 2: The Flight and the Landing will appear next month.

REPRINTED FROM "THE ZOOMIE"  
THE CVRC NEWSLETTER

# PSS SC<sup>2</sup> AUGUST CONTEST

AUGUST 16TH

THREE ROUND ADD-EM-UP WITH LSF LEVEL II LANDING

THREE ROUNDS TO MAKE 21 MINUTES WITH NO ONE ROUND OVER 8 MINUTES. PENALTY OF 8 POINTS PER SECOND FOR ANY TIME OVER 8 MINUTES. LANDING WILL BE 1 1/2 METER CIRCLE FOR 50 POINTS IN OR OUT



TOTAL POINTS 3000 SCORED AT 2.262 POINTS PER SEC.

CONTEST WILL START AT 9:00 AM  
PILOTS MEETING 8:45 AM  
ALL ROUNDS WILL BE OPEN FLIGHT ORDER WITH TIME LIMITS

WE WILL FINISH THIS CONTEST BY 2:00 PM

CONTEST WILL BE HELD AT THE PASADENA ROSE BOWL FIELD

\$6.00 ENTRY FEE  
LIMITED TO AMA MEMBERS  
CD: BEN MATSUMOTO (818) 798-1662  
ALL STANDARD RULES FOR SC<sup>2</sup> SHALL APPLY

SPONSORED BY: HARBOR SOARING SOCIETY

DATE: SATURDAY, AUGUST 24, 1991 (MAKE-UP AUGUST 25)

LOCATION: PATRICK PARK HELIPAD WEST OF H.S.S. FIELD

CONTEST DATE

## OOPS!

The race will be flown on Saturday, August 24, 1991. Factors do not cooperate.

My apology to H.S.S. and to anyone who may have been inconvenienced by this error. It is what happens when you are in a rush to get the monthly newsletter out. How many of you were also caught by this? The 24th is a Monday this year.

- = Bob = -

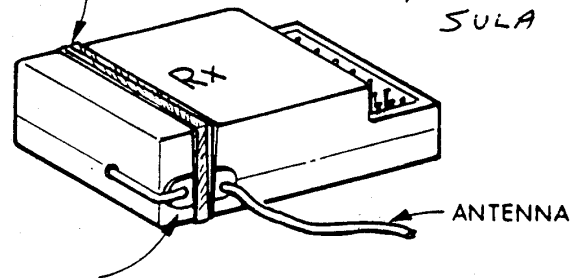
All pilots must be current A.M.A. members  
 All models must display pilot's A.M.A. number (minimum 1 inch high)  
 All models must be 1991 Gold Standard

For further information, contact Keith McAllen or Ed Reester :

It is important to have a good strain relief on our receiver antenna. Some of us tend to stretch the antenna wire too tight, thus overstressing the solder joint on the printed circuit board. The end result? A totalled airplane. A strain relief in the antenna wire is nothing new, however, and David Abbe, San Diego, California, tells us of his suggestion. It will ensure a strain relief no matter how far your receiver is located from the antenna exit hole. See Sketch.

RUBBER BAND OR NYLON TIE

REPRINTED FROM SULA



GOLDBERG NYLON LANDING GEAR STRAP, SERVO ARM, ETC.

SOUTHERN CALIFORNIA SOARING CLUBS  
RESULTS OF TPG (SC)2 CONTEST OF 06/28/92  
CONTEST DIRECTOR - GEORGE JOY

PLACE	NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY
1	CLERX, BEN	HSS	EXPERT	2965.0	1000.0	E - 1
2	REAGAN, MIKE	TOSS	EXPERT	2941.0	991.9	E - 2
3	ATWELL, BLAIR	SULA	EXPERT	2933.0	989.2	E - 3
4	SAGE, FRED	NCC	EXPERT	2914.0	982.8	E - 4
5	LUEKEN, JIM	NCC	EXPERT	2910.0	981.5	E - 5
6	WEISMAN, EDGAR	TOSS	EXPERT	2876.0	970.0	
7	STAFFORD, IRV	NCC	EXPERT	2867.0	966.9	
8	FINKENBINER, KEITH	NCC	EXPERT	2855.0	962.9	
* 9	CONWAY, PATRICK XX	TPG	SPORTSMAN	2844.0	959.2	S - 1
10	STROBEL, RICH	TPG	EXPERT	2843.0	958.9	
11	ANDERSON, GARY	TPG	EXPERT	2837.0	956.8	
TIE { 12	RAYMOND, KEN	NCC	EXPERT	2835.0	956.2	
12	LACKEY, ROGER	HSS	EXPERT	2835.0	956.2	
14	SLIFF, BOB	HSS	EXPERT	2830.0	954.5	
15	RODRIGUEZ, JOE	ISS	EXPERT	2821.0	951.4	
16	MORTON, RICHARD	TPG	SPORTSMAN	2804.0	945.7	S - 2
17	CONDON, SCOTT	TPG	SPORTSMAN	2795.0	942.7	S - 3
18	TAU, MANNY	HSS	SPORTSMAN	2790.0	941.0	
19	SADORF, STAN	ISS	EXPERT	2775.0	935.9	
20	MARTIN, TONY	HSS	EXPERT	2743.0	925.1	
21	DOUGLAS, IAN	SWSA	EXPERT	2719.0	917.0	
22	LEVOE, MARK	PSS	EXPERT	2708.0	913.3	
23	FINK, DAN	SULA	EXPERT	2705.0	912.3	
24	JOY, GEORGE	TPG	EXPERT	2696.0	909.3	
25	CRON, AL	HSS	EXPERT	2688.0	906.6	
TIE { 26	MEIENBERG, KEN	NCC	EXPERT	2674.0	901.9	
26	CHILD, MARK	EDSF	SPORTSMAN	2674.0	901.9	
28	WILSON, DAN XX	EDSF	SPORTSMAN	2665.0	898.8	
29	PUCHALSKI, MARK	SULA	EXPERT	2646.0	892.4	
30	SPITZER, GEORGE	PSS	EXPERT	2644.0	891.7	
31	FAULKENHAM, RON XX	ISS	SPORTSMAN	2631.0	887.4	
32	DOIG, AL	NCC	EXPERT	2606.0	878.9	
33	AKERS, THOMAS	TOSS	EXPERT	2601.0	877.2	
34	JOY, BRYAN XX	TPG	SPORTSMAN	2575.0	868.5	
35	SMITH, STEVE	DUST	SPORTSMAN	2567.0	865.8	
36	MARKLE, JIM	SULA	EXPERT	2566.0	865.4	
37	FINK, STEVEN	SULA	EXPERT	2539.0	856.3	
38	BLEDSLOE, RICHARD	TPG	EXPERT	2531.0	853.6	
39	DUNCAN, BILL	EDSF	SPORTSMAN	2497.0	842.2	
40	THOMAS, ROSS	HSS	EXPERT	2496.0	841.8	
41	WAGER, MARVIN	TPG	SPORTSMAN	2454.0	827.7	
42	AVESON, BRUCE	SWSA	SPORTSMAN	2448.0	825.6	
43	VAN GUNDY, DON	TPG	EXPERT	2392.0	806.7	
44	WARNER, GARTH	NCC	EXPERT	2365.0	797.6	
45	CROOK, JIM	ISS	SPORTSMAN	2340.0	789.2	
46	ANDERSON, ROBERT	TPG	EXPERT	2336.0	787.9	
47	CLARKE, GEORGE	HSS	SPORTSMAN	2318.0	781.8	
48	AGUIRRE, MIKE	HSS	SPORTSMAN	2299.0	775.4	
49	BUTKOVICH, DAVID	PSS	SPORTSMAN	2295.0	774.0	
50	BECKER, JOHN	NONE	SPORTSMAN	2271.0	765.9	
51	MONAHAN, SEAN XX	SULA	SPORTSMAN	2253.0	759.9	
52	BRISTER, KEVIN	TPG	SPORTSMAN	2219.0	748.4	
53	RICHMOND, DON	TPG	SPORTSMAN	2176.0	733.9	
54	WHITEFORD, ANDREW	EDSF	SPORTSMAN	2162.0	729.2	
55	SHELBY, RICK	NCC	SPORTSMAN	2059.0	694.4	
56	CONDON, STEPHEN	TPG	SPORTSMAN	2049.0	691.1	
57	DROUGHT, GEOFF	EDSF	SPORTSMAN	1769.0	596.6	
58	YOUNG, PETER	HSS	SPORTSMAN	1574.0	530.9	
59	HENDRY, STEVE	HSS	EXPERT	1503.0	506.9	
TIE { 60	BUZOLICH, NICK	HSS	SPORTSMAN	1288.0	434.4	
60	FRASER, ROGER	TPG	SPORTSMAN	1288.0	434.4	
62	KUTCH, NORM	HSS	EXPERT	1258.0	424.3	
63	KLATSKIN, BILL	SULA	SPORTSMAN	1176.0	396.6	
64	SMITH, MICHAEL	NCC	EXPERT	970.0	327.2	

Southern California Soaring Clubs  
RESULTS OF TPG (SC)2 CONTEST OF 06/28/92  
TEAM SCORES

CLUB	HSS	TPG	ISS	SULA	EDSF	TOSS	PSS	SWSA	DUST	SPFF	MCS
HSS	1000.0										
TPG	959.2	959.2									
ISS		949.2	951.4								
SULA		958.9	935.9	913.3							
EDSF		956.2	912.3	891.7	865.8						
TOSS		954.5	887.4	877.2	877.2						
PSS		941.0	865.4	774.0	729.2						
SWSA						2579.0					
DUST						1742.6					
SPFF						865.8					
MCS						0.0					
TOTAL	3894.1	3851.7	3820.6	3659.3	3372.1	2839.1	2579.0	1742.6	865.8	0.0	0.0

\* PAT CONWAY MOVES TO EXPERT