TOSS-UP

NEWSLETTER

MARCH 1989 T.O.S.S. P.O. BOX 1955 THOUSAND OAKS, CA. 91362
EDITOR : CHUCK GRISWOLD 1646 LA JOLLA DR THOUSAND OAKS CA. 91362

President:
Myles Moran
10428 Oso Ave.
Chatsworth, Ca. 91311
(818) 882-4687

Vice Presidents:
Eric Hendrickson
2486 Chaucer Pl.
Thousand Oaks, Ca. 91362
(805) 493-4210

Secretary:
Ed Oldenburg
951 Warwick Ave. #A2
Thousand Oaks, Ca. 91360
(805) 497-7463

Treasurer:
Chuck Griswold
1646 La Jolla Dr.
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; April 8th 1989
C/D: Eric Hendrickson
Type: 3-5-10 runway landing

Next Meeting: Mar 29th 1989
Place: Oaks Mall
Next to Bullocks
Hillcrest Dr. T.O.
Time 7:30 p.m.

Newsletter — TOSS — Newsletter

TOSS
MINUTES OF FEB. 22, 1989
REGULAR MEETING No. 2

There were nine members present and eight visitors as follows: Bob Swet, Dale Nine, Will Morrow, Eric Carrie, Ben Willis,Avery Willis, Bob Dillon and Mark Penikas.

Chuck Griswold, club treasurer, reported a balance of $807.00 in the club treasury.

OLD BUSINESS

Art McNamee, XC C/D, discussed the upcoming event for July. It was suggested that TOSS Club members be made available as timers at the start line as well as the turn-around. A committee will be assembled to formulate XC procedure. Chase cars must be provided for foreign entrees.

The "Masters" event will be held April 1 & 2.

NEW BUSINESS

A good map of the TOSS flying field is needed to hand out to prospective members.

A reminder that channel 12 is useless at the Pasadena soaring site.

— — — CUT OUT AND KEEP — — —

The SCSC contest schedule is as follows:

April 23	North County Clouds
June 25	SULA
August 27	TOSS
Sept 24	Inland Soaring Society
Oct 15	Pasadena
Nov 19	Harbor Soaring Society

The Lee Renaud Memorial Contest will be held March 5 and hosted by the Harbor Soaring Society in Costa Mesa.

The raffle was held and the meeting closed.

SUBMITTED for Approval

Ed Oldenburg

C/D's For the Year.

~~Jan 7th~~	~~Wayne Meridith~~
~~Feb 11th~~	~~Don McNamee~~
~~Mar 11th~~	~~Bob Goldsmith~~
Apr 8th	Eric Hendrickson
May 13th	Art McNamee
Jun 10th	Myles Moran
Jul 8th	Chuck Griswold
Aug 12th	Ed Oldenburg
Sept 9th	Bob Onstad
Oct 14th	Richard Hartman
Nov 11th	Ralph Morgan
Dec 9th	Don Northern

CONTESTS!

As you probably know there are a few of us that go to other clubs contests. Other clubs in return come to ours. Both clubs have a good time because-- The more the merrier. Not only does it give us a chance to see how others fly, it also builds a better association between clubs. Most importantly -- it gives us a chance to increase the turn out for our contests. If any of you contestants out there would like to go with us to another clubs contest call any of your elected officials and they will either offer to take you or car pool with you.

— — — CUT OUT AND KEEP — — —

THESE ARE THE CONTESTS
THAT MOST OF US ATTEND

Masters	April First.
SWSA	First Sunday
TOSS	Second Saturday
SCSA	Third Saturday
PSS	Third Sunday
SULA	March was Third Sunday

April will be the third Saturday.
May will be the third Sunday etc:

SC Squared On the sheet

THANKS WAYNE

Wayne Meredith donated some "work" for a TOSS banner .(those are his words) When we head for Visalia and at those important meets, everyone will know the shade area where the THOUSAND OAKS SOARING SOCIETY abides.

Way to go Wayne.

Words from the South East.

I talked to Chris Onstad, Bob's son, Chris said "he's catching fish in his lake and thermaling out of sight in his back yard. Bob thinks he died and went to haven." As soon as they get phones in that part of the country he'll probably give us the number.

If you want to drop Bob a note, here is his address:

~~Bob Onstad~~
P.O. Box 287
Hatfield, AR. 71947

SEEN AROUND

Seen at the Lee Reneud Memorial contest hosted by the Harbor Soaring Society. ---- Nick Buzolich. Alive and looking great.

Mike Puckett said "I'll be at the next TOSS contest." Hide and watch. He also said that he could beat anyone out there with his Gentle Lady and a six pack. This was after he already had a six pack.

SKIDS

How many times have you been to a contest and have seen something like this. A pilot flies his sailplane down final approach, the clock is ticking down, He's got everything out (loosing energy) and he's lined up with the tape, it looks like a hundred pointer for sure. He touches down on the money and blows through the landing zone, takes the timers feet off at the ankles.

Perfect times with no landing points equal zero gold.

So what's the cure? -A skid- It's like brakes on a car. Something that will stop a speeding sailplane before it eats some ones ankles.

Many things have been tried, simple foam weather strip to plastic sharks teeth. The whole idea is to have something under the nose of your bird that will dig in and grip the ground on those important landings.

Carl Goldberg wing tip skids kind of got the

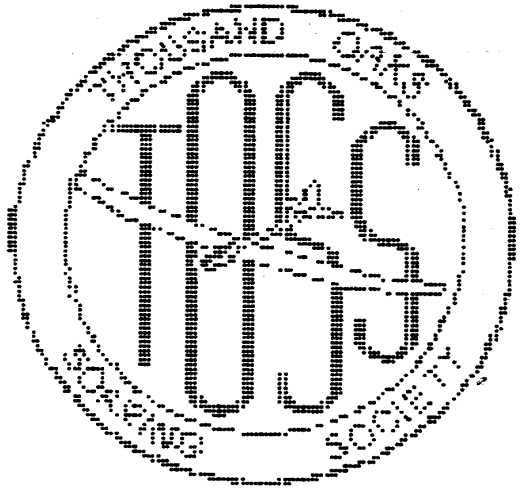
shark tooth look going. Several fliers use three or four of these on the nose of their planes. Drill 2 holes for the pegs on the skids and apply some epoxy or silicon seal. Only trouble with these they come out fairly easy.

Some enterprising fliers have begun manufacturing their own "skids" with strips of plastic, either molded or carved teeth. These can be attached with screws. (see Myles Moran for a source)

Spiked R/C car tires, rubber door mats, BMX tires, toothed fan belts, etc. are all examples of what could be made into a anti-slide device. Aprils issue of "Model Builder" (in the soaring section) shows Joe Wurts with a new composite ship and a simple metal bolt sticking out the bottom. Very effective but banned by SC squared. and probably the AMA when they catch wind of it. SC squared, I think, feels it may be unsafe.

So stick with plastic or rubber skids and protect that endangered species "The Timer".

David Swain



GOOD IDEAS FROM OTHER NEWSLETTERS

Tip of the month
From Sierra Silent Soarers

Use the plastic tubing supplied for the Seal-A-Meal (c) food savers as a vacuum bag for stabs, fins, fuselages, etc. Supplied in 8 and 10 inch widths. The 10 inch size could be used for wings with cords of 81/2 inches or less. The brand I found, Dazey Micro-Seal, sells for $4.00 for a 20 foot roll. Seal one end with the machine if you have one (I use cellophane tape) and it's ready to use. The material is 2 mil as opposed to the normally recommended 6 or 7 mil but I haven't had any problems with leaks.

Ed. I like the idea of cellophane tape to seal the sides. I'll bet its less messy than bath tub calk. PS Eric tried the cellophane tape? FORGET IT!

Attention! Frequency Alert.
AMA Newsletter

Recent action by the FCC confirms that older transmitters can be modified to meet "narrow band" specifications without requiring another type acceptance. A meeting involving representatives of the AMA, their legal counsel, and the FCC occurred in October 1988. At that time verbal agreement was reached concerning this issue.

Following the discussion the AMA consul provided the FCC with a letter detailing the understandings agreed to during the meeting. In turn, the FCC then provided a letter dated December 14 1988 confirming the points agreed upon.

In simple terms, the FCC has stated that transmitters may be "narrow banded" so that they can operate at a 20 KHz frequency spacing. These modifications are treated as a Class 1, permissive change. The permission to perform these modifications is extended to the "grantee or its authorized representative". This is understood to mean the manufacturer or their authorized service

continued on next page

representatives.
The text of the FCC letter follows:
"This is in reply to your letter of October 20, 1988, regarding modifications to transmitters type accepted for operation under the Radio Control (R/C) Radio service, as detailed in Part 95 of our regulations, Please excuse the delay in this response.

As discussed in our earlier meeting with members of the Academy of Model Aeronautics, Inc. the changes needed to be made to the R/C transmitters consist of the addition of a resistor and a capacitor between the encoder and the modulator circuits. It appears that these changes would not cause the equipment to exceed the rated limits established with the Commission by the grantee at the time of authorization and would not change the type of equipment. Thus these changes can be performed as Class 1 permissive changes. As detailed in section 2.1001 of our regulations. no filing with the Commission is necessary for a Class 1 permissive change.

Because of the prohibition in Section 95.222 against internal modifications of type accepted R/C equipment, the equipment modifications must be performed by the grantee of its authorized representative. In this manner, the grantee retains responsibility for the changes made to the equipment."

LSF Address change
North County Clouds

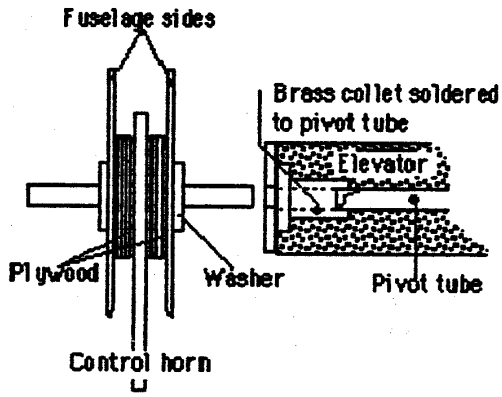
The LSF has changed their address in order to solve a problem they had in getting their mail. The new address is: LEAGUE OF SILENT FLIGHT P.O. BOX 517, WINFIELD, IL. 60190. Quick run out to the garage and change the address on your voucher.

WILSHIRE MODEL CENTER

Art McNamee told me the last time we were together that Wilshire Model Center was out of business. It seems that Dave Darling from the Modesto R/C club, had some dealings with Bob Ratzlaff (Wilshire Model Center) and got the shaft to the tune of around one thousand dollars. That might be the reason that Wilshire is out of business.

Tailplanes
AMA Newsletter
Richard Yates

During the construction of your latest creation you will most likely be giving a lot of thought to the way in which you will attach the wings of the model so that there is no movement of the essential bits during launch or any manoeuvres which are likely to move the wings. However, how much extra thought have you given to the tail-end of the model? Like the majority of us I also paid little attention to this area as long as the tailplanes (the other essential parts) stayed on the model, until recently when I was talking to John Stevens who pointed out his method of actually stabilizing the stabilizers. (see diagram)



Instead of stopping the pivot tube at the sides of the fuselage, if you extend the tube by about 1/4" on each side and attach the pivot tube to the fuselage as in the diagram, you will increase the bearing surface by two or three times. The pivot tube in the tailplane has a brass collet soldered on it but this extends by 1/4" beyond the end of the tube, hence fitting over the pivot tube that sticks out to the side of the fuselage. The increase in the firmness with which the tailplanes are attached to the fuselage is quite remarkable and for the extra bit of effort during construction it is well worth it. Since I saw this method of attachment all my models are slowly being converted to this type of tailplane attachment.

Charging Ni-cad Batteries
AMA Newsletter
Jerry Smith

Recently; I ran across some good information on battery charging. This is good beneficial info so. I thought I would pass it along to you.

The heart of any R/C system, no matter how sophisticated, is the batteries. If they are the rechargeable ni-cd type batteries, there are some basics to know about charging to insure dependable and long life. Since battery failure causes most of the crashes that occur due to radio failure it is important that this information be known by any R/C'er.

When charging ni-cd batteries, we are concerned about the charge rate, or the amount of electrical energy flow (current) that is going into the batteries while being charged. This amount of energy flow, the charge rate, is measured in milliampers (ma). Fixed rate chargers are set up to provide a constant rate for a given voltage pack; i.e. 50 ma at 4.8 volts. If a higher voltage pack is charged with this charger, less current will be provided. Variable rate chargers provide adjustment to set the desired charging rate. As long as the charger is capable, the voltage of the pack being charged is not a factor because the rate can be adjusted as needed. (note) Ni-Cds are always charged in series, never in parallel.

There are four different charge rates for ni-cds: overnight, quick, fast and trickle. Let's take them one at a time.

OVERNIGHT: When charged at the overnight rate, discharged ni-cds will reach 100% of charge in 14-16 hours. This rate is determined by the formula C/10, or the rated capacity of the batteries divided by 10. So, if we are charging 500 milliampere hour (mah) batteries at the overnight rate, the rate would be 50ma. For 900 mah cells it would be 90 ma; 1200 mah, 120ma; etc. this rate is the most commonly used in R/C. It is also the safest because ni-cd batteries can be left on charge at this rate for extended periods (days, even weeks) without damage. We are talking ni-cd batteries only, not lead-acid.

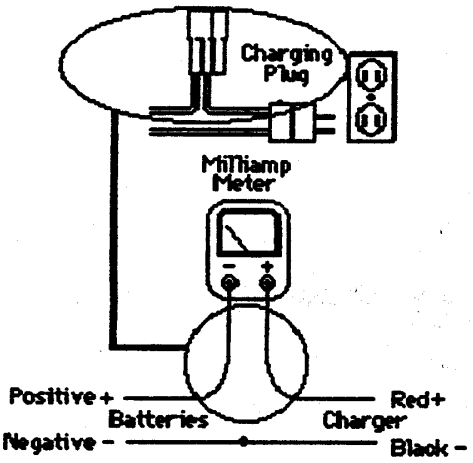
QUICK: Discharged batteries charged at the Quick Rate will reach full charge in 4-6 hours. This is determined by the formula C/3. or the battery capacity divided by 3. For 500 mah batteries it would be 166 ma. 900 mah would be 300 ma; 1200 mah, 400 ma; etc, It is not recommended that the batteries be left on beyond the 6 hour period or overcharge might result. Most ni-cd used in modern radios will accept a quick charge but, it is not recommended to quick charge the cells on a routine basis because it can degrade the life of the battery.

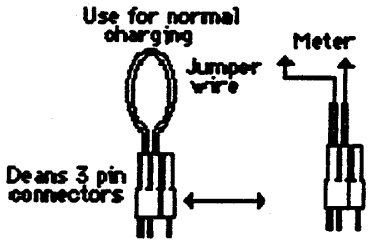
FAST: The Fast Rate will charge ni-cds in 15 minutes or less. This is determined by the formula 3C or three times the capacity of the battery. For 500 mah batteries, it would be 1500 ma or 1.5 amps. Most ni-cds used today will accept a fast charge but, it is not recommended for R/C receiver and transmitter batteries, because the charge time is very critical to prevent overcharge and damage. Only specialized chargers for fast charging should be used.

TRICKLE: The Trickle (or float) rate replaces the energy that ni-cds lose through shelf life. It is defined by C/50; for 500 mah batteries, it would be 10 ma; for 1200 mah, 24 ma; etc. Ni-cds can be left on trickle indefinitely without damage and always be 100% charged. Realize that the batteries can't be charged up at this rate, only maintained. If you use the Trickle Rate, do so only after the batteries have been fully charged. Preferably at the Overnight rate.

If you wish to measure the charge rate so you know what is going on when the batteries are being charged, it is necessary to have and ammeter capable of measuring 150 ma or so. A small inexpensive Radio Shack multi-meter is fine. You need to hook it in the charge circuit so that it is in series; i.e., the current flows through the meter. A suggested procedure is illustrated to perform this task.

See illustration on next page





Always be careful not to short the batteries or charger out or damage can result! Also, when dealing with batteries, always maintain the proper polarity.

CONTEST SCORES
OPEN AND 2 METER

NORMALIZED

Max score MAR 3000

Highest T.O.S.S. score MAR 2953

#	NAME	CLUB	TOTAL	JAN	FEB	MAR
1	YURTS	TOSS	2994	996	997	1000
2	HENDRICKSON	TOSS	2924	973	969	983
3	MORAN	TOSS	2857	958	919	979
4	VICKERS	PSS	2753	886	919	948
5	HARTMAN	TOSS	2624	804	938	882
6	YEISMAN	TOSS	2177	676	978	523
7	NORTHERN	TOSS	1891	898	993	0
8	OLDENBURG	TOSS	1871	0	1000	871
9	MORGAN	TOSS	1847	932	915	0
10	GRISWOLD	TOSS	1840	907	0	934
11	MEREDITH	TOSS	1721	876	845	0
12	GOLDSMITH	TOSS	1210	792	0	418
13	SIREN	PSS	1000	1000	0	0
14	McNAMEE A.	TOSS	946	946	0	0
15	SWAIN	TOSS	928	0	928	0
16	ONSTAD	TOSS	895	895	0	0
17	HOLOWAY	TOSS	857	0	490	367
18	LINDGREN	TOSS	846	0	0	846
19	DOUGLAS,I	SYSA	823	0	0	823
20	VAN HAMERSVELD	TOSS	788	442	0	346

2 METER CONTEST
NORMALIZED TO 1000

	NAME	CLUB	TOTAL	JAN	FEB	MAR
1	YURTS	TOSS	2969	1000	990	978
2	HENDRICKSON	TOSS	2879	911	968	1000
3	OLDENBURG	TOSS	1969	0	1000	969
4	MORAN	TOSS	916	0	0	916
5	VAN HAMERSVELT	TOSS	907	546	0	361
6	MERIDITH	TOSS	887	0	887	0
7	VICKERS	SCSA	823	823	0	0
8	HARTMAN	TOSS	733	0	0	733
9	HOLLOWAY	TOSS	534	0	0	534

TOSS 1989 ROSTER (check for errors)

	last	first	phone	street	city	st.	zip	frequencies
1	BORSTELMANN	CRAIG	805 498 2987	674 BLUE OAK AVE.	THOUSAND OAKS	CA.	91320	40
2	BUZOLICH	NICK	714 854 3689	19366 SIERRA BELLO RD.	IRVINE	CA	92715	38,40,50,56
3	ELLIS	JOHN	805 388 5674	1961 VIA MONTECITO	CAMARILLO	CA.	93010	56
4	GOLDSMITH	BOB	805 529 2441	12792 WINTER AVE.	MOORPARK	CA.	93021	16,24,40,48,
5	HARTMAN	RICHARD	805 488 6136	1852 SANFORD ST	OXNARD	CA	93033	44,46,48,52,54,56
6	HELGESON	DENNIS	818 705 4872	6545 WILBER AVE.	RESEDA	CA.	91335	doesn't want to tell
7	HENDRICKSON	ERIC	805 493 4210	2486 CHAUCER PL.	THOUSAND OAKS	CA.	91362	26,30,48,50,54,56
8	HOLLOWAY	GREG	805 483 8170	1853 IVES AVE. *162	OXNARD	CA.	93033	48,50
9	KOPLAN LSFT	TERRY	818 889 6984	30434 W. RAINBOW CREST DR.	AGOURA HILLS	CA.	91301	40
10	McNAMEE	ART	818 362 2822	14950 YOUNGDALE PL.	SAN FERNANDO	CA	91342	53.0
11	McNAMEE	DON	805 526 3145	2291 N. HIETTER	SIMI VALLEY	CA	93063	46,50,54
12	MEREDITH	WAYNE	805 497 1297	1261 TIERRA.	THOUSAND OAKS	CA	91362	doesn't want to tell
13	MESSING	JOE	805 527 1940	6482 MELIA ST	SIMI VALLEY	CA	93063	40,44,46,50
14	MICHITSCH	GURR	818 991 0666	6012 COLODNY DR.	AGOURA HILLS	CA	91301	40,44,46,48,
15	MICHITSEH	ROBERT	818 991 0666	6012 COLODNY DR.	AGOURA HILLS	CA.	91301	40,44,46,48
16	MORAN	MYLES	818 882 4687	10428 OSO AVE.	CHATSWORTH	CA.	91311	16,18,20,24,28,32,34,48,52,54
17	MORGAN	RALPH	805 484 7728	2120 GORMAN STREET	CAMARILLO	CA	93010	doesn't want to tell
18	MOWRY	BRUCE	805 985 7032	2700 PENINSULA RD.*253	OXNARD	CA.	93035	42,46,50,56
19	NORTHERN	DON	805 523 1018	3977 WILLOWCREEK Ln.	MOORPARK	CA	93021	doesn't want to tell
20	OLDENBURG	ED	805 497 7463	951 WARWICK AVE. *A2	THOUSAND OAKS	CA	91360	53.3
21	ONSTAD	BOB		P.O. BOX 287	HATFIELD	AR.	71947	
22	SCHOLL	DON	805 484 3233	1557 PRIMA CT.	CAMARILLO	CA	93010	doesn't want to tell
23	SWAIN	DAVID	805 485 9990	728 ERICA PL.	OXNARD	CA.	93030	44,48,54
24	SWET	BOB	805 388 9619	2600 PONDEROSA DR. APT.15	CAMARILLO	CA	93~~10~~ 010	42,54
25	VAN HAMERSVELD	JOHN	805 492 5904	2826 N MARIETTA CIRCLE	THOUSAND OAKS	CA.	91360	40,50,56
26	WEISMAN	EDGAR	805 496 0611	752 CAMINO VALLES	THOUSAND OAKS	CA	91360	52,56
27	WIECHERT	JIM	805 526 3327	1791 GLENVIEW AVE	SIMI VALLEY	CA.	93063	doesn't want to tell
28	WILLIS	BEN	805 496 7404	196 QUAILS TRAIL	THOUSAND OAKS	CA	91361	22
29	WOOLSEY	BEVERLY	818 991 2544	5892 CAPE HORN DR	AGOURA	CA	91301	doesn't want to tell
30	WURTS	JOE, JAN	805 254 8525	25322 AVE. RONADA	VALENCIA	CA.	91355	doesn't want to tell

THOUSAND OAKS SOARING SOCIETY
THE SEVENTH ANNUAL WESTERN GREAT RACE
INTERNATIONAL F3H COMPETITION
AMA SANCTIONED MEET #53

Hosted by:	Thousand Oaks Soaring Society AMA Charter #1493
Dates:	July 7th, 8th and 9th 1989 Fri.,Sat.,Sun.
Location:	Taft, California
Class:	Unlimited: FAI limits (11lbs 2325 sq. Inches)
Registration:	All entries must be received no later than July 1st.
Radio Frequency:	Only one team per frequency. Requests will be honored on a "first-come" basis.
Distance:	Approximately 20 miles. With supervised turn-a-round by member of another team.
Objective:	To complete the course in the least time on one launch. If none of the teams complete the course, the team covering the longest distance in the shortest time will win.
Scoring:	Each day will be scored separately. 1000 Points possible each day. 700 points to complete, 300 points for the fastest time, slower times equal a percentage of 300 points.

T.O.S.S. is looking forward to renewing friendships with the veterans of 83, 84, 85, 86, 87,1988.

Thanks!
Contest Director
Art McNamee (818) 362-2822

RULES

*There are two basic rules:

1. Each team will be assigned one frequency. Only one transmitter allowed on the course. (no impound)
2. Fly fast, Launch when you want to and as many times as you wish before entering the course. Once on the course no relaunches are allowed.

* July 7th the course will open at 1000, start gate closes at 1600.(10 to 4)
* July 8th the course will open at 1000, start gate closes at 1600.(10 to 4)
* July 9th the course will open at 1000, start gate closes at 1500. (10 to 3)
* Your best time/distance for each day will be used for final results.
* Three people will constitute a team. Driver, pilot, and a spotter. A fourth person is preferred as an official timer. Additional members will be welcome.
* Make sure the timer knows when you are ready to enter the course.
* Each team may have a back up ship.
* Thermal sniffers are allowed. TOSS will not regulate the frequency.
* 12 volt winches will be available. Bring your own if you wish.
* All AMA, F3H, FCC and California driving regulations will apply.
* All PILOTS must have proof of AMA membership and FCC license for six meter. An International Sportsman license and FAI stamp are required.
* All planes will be weighed Friday morning before you launch.
* It's the teams responsibility to make sure that the timer gets your time when crossing the finish line.

FACILITIES: Two motels are located in Taft, a short distance from the flying field. The Caprice Motel (805) 765-2161 and the Topper Motel (805)765-4145. You are responsible for your own reservations.

PRIZES: Trophies and merchandise will be awarded in proportion to the number of entries received. All registered team members will receive a participation pin.

COST: $60.00 Per team. This includes all entry fees.

FUN: Raffle tickets will be sold during the race for great prizes. The drawing will be at the catered dinner. Price for the dinner is not available at this time, however last year's dinner was $7.50/person. It was well worth the money.