

TOSS -- UP



SPECIAL NOTICE

MEETING DATE CHANGE

NEW DATE:
Tuesday, March 31, 1992
NEW ROOM @ CAMERON HOUSE.

NEWSLETTER

844 CHARLES ST Moorpark, CA

MARCH 1992

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

~~THOUSAND OAKS, CA 91360~~

A.M.A. CHARTERED CLUB # 1943

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

PRESIDENT:

Mike Leal
844 Charles Street
Moorpark, CA 93021
(805) 529 - 7535

VICE PRESIDENT:

Thomas Akers
1583 Wakefield Ave.
Thousand Oaks, CA 91360
(805) 496 - 6655

SECRETARY:

Larry Jimenez
1943 Channel Drive
Ventura, CA 93001
(805) 652 - 1937

TREASURER:

Bob Swet
2600 Ponderosa Dr., #15
Camarillo, CA 93010
(805) 388 - 9619

CLUB WINCHES:

Art McNamee (805) 526 - 6292
Mike Leal (805) 529 - 7535
Edgar Weisman (805) 496 - 0611

NEXT CLUB CONTEST:

Date Saturday, April 11, 1992
Place Paramount Ranch, Agoura
Time 9:00 a.m.
C/D Larry Jimenez

NEXT CLUB MEETING:

Date March 31st, 1992
Place CAMERON HOUSE
Time 7:30 p.m.

TOSS NOTES FOR FEBRUARY 1992

Meeting called to order at 7:45 with 12 members present. No old business to discuss, lets talk about some new stuff!

1) It will be our turn to host the SC² contest in November, we will be looking for helpers & flyers, stay tuned.

2) The club will purchase new line for our retrievers and winches. Thomas Akers will now have a club winch he lives near Redwood School and will bring it to Sunday practice. If anyone has a 12 volt automotive type battery charger give Thomas a call.

3) When flying at Redwood School, we should have a copy of our permit to use the field, just in case any of our neighbors object to our using the field. A copy of our AMA insurance policy must be given to the school by March 15th.

4) Larry Jimenez will C/D a Night Fly sometime after the time changes (May or June), we will also try to have a night fly at the X-country contest.....details later!

5) If anyone can not make our monthly contest, you can fly at the Malibu contest and the scores will count towards toss standings.

6) Bob Swet has found more errors in the calculations of contest scores, please use a calculator!!!!

"Fly High, Fly Long & Fly Safe"-----LARRY

WHAT DO YOU DO WHEN

What do you do when all the contest equipment shows up at the local field because someone didn't read the club's newsletter? Have an impromptu contest/fun fly of course. -- Bob --

On March 8th, we held a practice contest that turned out to be pretty fun. Mike Reagan came to the rescue and CDed the contest. He ran his very creative triathlon. The first flier was in the air about 10:30 (I wonder who that was?) and by 11:15 - 11:30 everybody had flown their first round, except for the few sand baggers that were lazily sitting around missing all the awesome lift. Surprisingly, there were a few people that showed up from PSS. Throughout the day, the cumulus clouds hung above and people were regularly getting sucked up higher than usual. Dane Vannett probably got the highest except for the one guy in the

Bonanza that kept flying by. The pilot was probably looking out the window at those "big birds". By 12:30, everyone had flown their flights and were packing up to go home. I think that running contest like this is a very good idea because it allows people to get more experience without having to pay anything. I also found out that it is a very good way to earn LSF points.

The final results are as follows:

NAME	POINTS	PLACE
Mike Reagan	2998.5	1
Thomas Akers	2972	2
B.J. Weisman	2956.5	3
Don Northern	2934	4 tied
Myles Moran	2934	4 tied
Bob Swet	2829	5
Peter Stairs	2691.5	6
Art McNamee	2512.5	7
Dane Vannett	2423	8
Edgar Weisman	2371.5	9
Dave Butkovich	750.5	10

-- Thomas Akers --

HELPFUL HINTS

1) WING SERVO JITTER - Many articles have been written on this subject, so I will just give you the nitty gritty details. First of all, use at least 26 to 24 AWG wire running from your wing panel connector out to the servo(s). If these wires are greater than 6 feet long, you should use at least 22 AWG for the two power leads. Each servo should have its own wires running directly to the wing connector. A four pin connector will be sufficient for two servos because the positive and negative connections can be doubled up on the same pins. The two pins left over are used for the two signal lines. If servo jitter is still a problem, add a 100 to 1000 pF (100 pF to 0.001 mF) across the positive and negative leads as close to the servo as possible. Be sure you don't mix the connections for this is the easiest way to blow a servo. Lastly, ALL connections must be soldered.

2) When using a connector to couple your wing servos to the fuselage/radio, be sure that your wing is fully inserted into the fuselage before each launching. Use tape or springs to retain your wings' proper location during launching and hard landings.

3) **POOR PERFORMANCE** - For the past couple of weekends I have been attempting to fly a Ninja recently obtained from another flyer. The plane was supplied with some repairs still needed and without plans. Making the best guesses as where the CG and surface locations should be, I went to the local hill and attempted to fly the plane. Well... needless to say, it did not perform to my expectations. It was very easy to stall and hard to turn. When it stalled, it would require a lot of altitude to recover. After scratching my head (bald spot) for a while, I gave Mike Reagan a call and managed to talk him into coming out to the hill to fly the thing. His conclusion was: 1) excessive amount of down in both ailerons, 2) too much elevator throw, 3) insufficient differential throw in the ailerons, and 4) cover the gap between wing and ailerons to further reduce the drag. I took his advice and at the hill: A) cranked three turns into both ailerons linkages and B) moved the elevator linkage to the innermost hole on the servo arm. What a difference that made. It is difficult to believe that some excess drag would make such a big improvement in performance. The plane now flies like a passenger car instead of a Mack truck. There are still some more changes to be made, so hopefully, it will perform like a Italian sports car when completed.

WHAT'S NEW ???

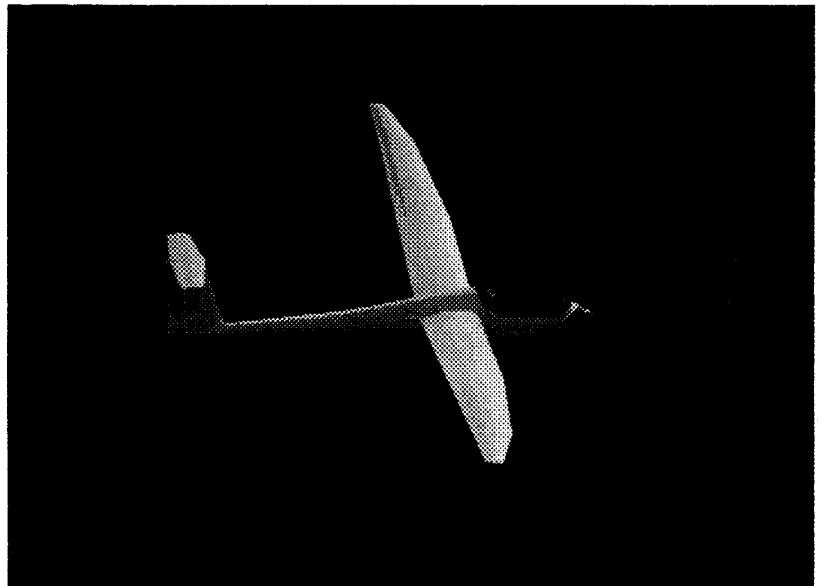
1) Due to the losing our normal meeting room to a "Computer Training Center", our meetings for the next few months will be held on the **LAST TUESDAY**. Same time (7:30), same place (Cameron House), different room. Thanks to Edgar Weisman efforts, our new meeting schedule is **MARCH 31, APRIL 28, MAY 26, and JUNE 30**. Please note these changes on your calendar.

2) The club has recently purchased another winch and a 12/6 Volt automatic charger. We are striving to have better performing equipment for our **SC²** contest in November. Anyone who was at Sunday's contest, knows what type of problems that we are having.

3) The roster in this month's newsletter includes only those names of people who we have received payment from, on or before, March 16th. The Frequency Usage Chart has been updated as well.

4) As you all know, Chuck Griswold has semi-retired from R/C gliders and is now devoting all his free time to Full-scale gliders. He is now competing at the somewhat "local level" in contests involving both time/speed and distance. Being the somewhat proficient in R/C glider redesign and a knowledgeable pilot for a major airline, it was only natural for him to start applying ideas to his full scale **DISCUS**. (SEE PHOTOGRAPH BELOW)

In order to achieve maximum speed, he realized that you needed high wing loading and low drag, whereas for distance, you needed good thermaling capability ie., light wing



loading, and low drag. So theoretically, a compromise design should have all three elements (high and low wing loading and minimal drag). With some serious thinking and a saw? he came up with the modifications seen in the photograph. Pictures don't lie. One wing is actually shorter than the other. The shorter wing provides lower drag and increased wing loading while the longer wing (and thinner airfoil for less drag) provides additional lift for better thermalling. You may wonder how does he handle the unequal lift from both wings? Water ballast is the answer. He loads up some tanks in the longer wing with water before takeoff. This provides him with the same wing loading on both sides of the aircraft. And so, with equal wing loading

and drag on both sides of the fuselage, the plane will fly straight.

When Chuck starts to get low in altitude, he simply hunts for a thermal and then starts to let water out of the tanks. This yields a lower wing loading and thusly higher lift. Overall drag is minimized through the absence of necessary control inputs required for circling in a thermal due to the unequal lift of the wings force the glider to turn (again, improving the performance of the glider). The choice of making the left wing longer was not at random. It was to create the natural tendency of the plane to circle clockwise. You see, thermals (like the water in your toilet) rotate counter-clockwise. Thus, the plane will always circle against the direction of a thermal's spin. This provides the maximum airflow over the wings and additional lift likewise.

Chuck is still evaluating his concept and does not expect to know the final conclusions of his modifications until sometime around mid-summer. One of the problems that he has not resolved is how to put water back into the wing tanks. He is investigating the possibilities of condensing it out of the air or just pumping it into tanks in the fuselage.

One thing for certain, we will be waiting anxiously to hear of his results so that we can possibly adopt these ideas into our miniature versions. But until then, we will just have to sit back and sell other fliers like you, these wacky ideas that pop into mind upon viewing a photograph just prior to that once a year occurrence at the beginning of next month.

- = Bob = -

LAST MINUTE THOUGHTS

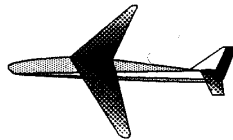
- 1) The 1992 TOSS identification cards are done. If you have not picked yours up, please do so at the next club meeting.
- 2) There will be TOSS hats (\$5.00) and T-shirts (\$10.00) for sale at the next club meeting if Mike Leal and I remember to bring them in.

- = Bob = -

F3H INTERNATIONAL CROSS-COUNTRY CONTEST

MAY 15, 16, 17 1992

SPONSORED BY: T.O.S.S.



LOCATION: TAFT, CA.

CONTEST CD: MYLES MORAN



Volunteers needed
to help with contest.

For information, registration and
frequency coordination, contact:

Myles Moran
10428 Oso Ave.
Chatsworth, CA 91311
(818) 882-4687

Art McNamee
2645 Placerville Ct.
Simi Valley, CA 93063
(805) 526-6292

PLUS: FUN NIGHT FLY CONTEST

No pre-registration required. (just guts)

So bring your old plane out and have some thrills.

TIME: Saturday Night (after the dinner)

PLACE: Taft Field

CD: Larry Jimenez (805) 652-1937

3/15/92		OPEN CLASS CONTEST STANDING				
POS.	NAME	CLUB	TOTAL	JAN.	FEB.	MAR
1	MIKE REAGAN	TOSS	2980	1000	980	1000
2	ART McNAMEE	TOSS	2865	923	963	979
3	EDGAR WEISMAN	TOSS	2819	955	882	982
4	MYLES MORAN	TOSS	2812	837	1000	975
5	BOBSWET	TOSS	2635	935	943	757
6	THOMASAKERS	TOSS	2031	917	944	170
7	B.J. WEISMAN	TOSS	1984	0	994	990
8	DON NORTHERN	TOSS	1965	980	0	985
9	DON McNAMEE	TOSS	1878	920	0	958
10	MIKE LEAL	TOSS	1861	0	953	908
11	PETER STAIRS	TOSS	940	0	0	940
12	JOHN ELLIAS	TOSS	881	0	0	881
13	HERB JULIEN	MRCSS	809	0	809	0
14	LARRY JIMENEZ	TOSS	602	602	0	0

3/15/92		TWO METER CONTEST STANDING				
POS.	NAME	CLUB	TOTAL	JAN.	FEB.	MAR
1	BOBSWET	TOSS	2584	1000	860	724
2	MIKE REAGAN	TOSS	2000	0	1000	1000
3	ART McNAMEE	TOSS	1840	841	898	942
4	B.J. WEISMAN	TOSS	1802	877	925	0
5	EDGAR WEISMAN	TOSS	1326	841	485	0
6	LARRY JIMENEZ	TOSS	1304	0	741	563
7	THOMASAKERS	TOSS	1039	0	343	696
8	DON McNAMEE	TOSS	977	0	0	977
9	ED DEVLIN	MRCSS	703	0	703	0
10	MIKE PUCKETT	????	629	0	0	629

3/15/92		SPORTSMAN CONTEST STANDING				
POS.	NAME	CLUB	TOTAL	JAN.	FEB.	MAR
1	LARRY JIMENEZ	TOSS	2341	703	752	886
2	PETER STAIRS	TOSS	1891	1000	891	0
3	JOHN ELLIAS	TOSS	1770	824	0	946
4	ED DEVLIN	TOSS	1000	0	1000	0
5	DANE VANNETT	TOSS	1000	0	0	1000
6	B.J. WEISMAN	TOSS	807	807	0	0

LAST	FIRST	PHONE NO	STREET	CITY	ST	ZIP	AMA #
AKERS	THOMAS	(805) 496-6655	1583 WAKEFIELD AVE	THOUSAND OAKS	CA	91360	385783
BENNETT	JIM	(805) 373-1480	1478 OBERLIN AVE.	THOUSAND OAKS	CA	91360	72810
BOYNTON	JIM	(818) 347-0982	6953 MINSTREL AVE.	WEST HILLS	CA	91307	411517
SUZOLICH	NICK	(714) 854-3689	19366 SIERRA BELLO RD.	IRVINE	CA	92715	147697
DEVLIN	ED	(818) 848-9520	839 E VERDUGO AVE.	BURBANK	CA	91501	14094
ELLIAS	JOHN	(805) 388-5674	1961 VIA MONTECITO	CAMARILLO	CA	93012	304647
GRISWOLD	CHUCK	(805) 495-1409	1646 LA JOLLA DR.	THOUSAND OAKS	CA	91362	12108
HARTMAN	RICHARD	(805) 488-6136	1852 SANFORD ST	OXNARD	CA	93033	111039
HINMAN	STAN & BILL	(805) 484-1149	5260 HIDALGO ST.	CAMARILLO	CA	93010	15233
JIMENEZ	LARRY	(805) 652-1937	1943 CHANNEL DR.	VENTURA	CA	93013	378742
KIRBY	FRANK & KYLE	(805) 495-1997	1967 CAMPBELL AVE	THOUSAND OAKS	CA	91360	419022
KOPLAN	TERRY	(818) 889-6984	30434 W. RAINBOW CREST DR.	AGOURA HILLS	CA	91301	71615
LEAL	MICHAEL	(805) 529-7535	844 CHARLES ST.	MOORPARK	CA	93021	334482
LUERA	FRANK	(805) 684-1384	5956 VIA REAL #2	CARPINTERIA	CA	93013	392617
MICHTSCH	ROBERT	(818) 991-0666	6012 COLODNY DR.	AGOURA HILLS	CA	91301	222852
MORAN	MYLES	(818) 882-4687	10428 OSO AVE.	CHATSWORTH	CA	91311	18426
MORGAN	RALPH	(805) 484-7728	2120 GORMAN STREET	CAMARILLO	CA	93010	11074
McNAMEE	ART	(805) 526-6292	2645 PLACERVILLE CT.	SIMI VALLEY	CA	93063	7417
McNAMEE	DON	(805) 526-3145	2291 NORTH HIETTER	SIMI VALLEY	CA	93063	48996
NORTHERN	DON	(805) 523-1018	3977 WILLOWCREEK Ln.	MOORPARK	CA	93021	28279
OLDENBURG	ED	(805) 497-7463	951 WARWICK AVE. #A2	THOUSAND OAKS	CA	91360	106776
PERSON	DAVID	(805) 498-7607	606 VALLEY OAK LANE	THOUSAND OAKS	CA	91320	398962
RATNER	MICHAEL	(818) 760-2770	4332 COLDWATER CYN.	STUDIO CITY	CA	91604	1227
REAGAN	MIKE	(805) 529-5513	14705 LOYOLA ST.	MOORPARK	CA	90321	93756
ST. LAWRENCE	DON	(805) 497-9681	207 SOMERSET CIRCLE	THOUSAND OAKS	CA	91360	409441
STERN	MICHAEL	(805) 492-8452	745 LYNNMERE DR.	THOUSAND OAKS	CA	91360	131478
SUTTON	ROBERT & BOB JR.	(805) 498-4342	3415 CRESTWOOD CT.	NEWBURY PARK	CA	91320	81773
SWET	BOB	(805) 388-9619	2600 PONDEROSA DR. APT.15	CAMARILLO	CA	93010	83283
VAN HAMERSVELD	JOHN	(805) 492-5904	2826 N MARIETTA CIRCLE	THOUSAND OAKS	CA	91360	136313
VANNETT	DANE	(805) 494-4520	689 MC CLOUD AVENUE, APT #202	THOUSAND OAKS	CA	91360	433610
WALANCE	BOB	(805) 499-4635	142 DEWEY AVE.	NEWBURY PARK	CA	91320	359661
WARREN	JIM	(805) 494-3031	1694 EL DORADO	THOUSAND OAKS	CA	91362	404518
WEISMAN	EDGAR and B.J.	(805) 496-0611	752 CAMINO VALLES	THOUSAND OAKS	CA	91360	67651
WILLIS	BEN	(805) 496-7404	403 GANNON	PULLMAN	WA	99163	317876

T.O.S.S. R/C CHANNEL USAGE

CH.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
QTY		2	1		4	2	3	2	2		4		2					4		3	1	3		4	
CH.	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
QTY		1	3		8		5		4		5		5	1	4		4		5		3				