

March 1994

TOSS - UP

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NEWSLETTER

EDITOR / PUBLISHER: Bob Swet, 2600 E. Ponderosa Drive #15, Camarillo, CA 93010 -4737, (805) 388 - 9619

UPCOMING EVENTS

MONTHLY MEETING: March 30, 7:30 PM, Cameron Center, Thousand Oaks, CA
TOPICS: 1) April's SC² Contest at TOSS 2)

MONTHLY CONTEST: April 10, 9:00 AM, Redwood School, Thousand Oaks, CA
CONTEST DIRECTOR: Mike Leal

SC² CONTEST: March 27, 9:00 AM, ISS

FEBRUARY MEETING NOTES:

OLD BUSINESS:

1) Jonathan Spoer brought new samples of some future TOSS Monthly Contest trophies that he is developing.

NEW BUSINESS:

1) Larry Jimenez brought in a catalog to show what trophies would look like for our monthly contest if they were purchased at a trophy shop in Ventura. He stated that for a thirty dollar minimum, we could get them at \$4 each. We decided that he should get enough for the next two months. P.S. We saw them at the first attempt to have our March monthly and they look pretty good.

2) Mike Reagan will pick up trophies for our April SC² contest.

3) All members present reviewed the new proposed field rules for Redwood and Paramount Ranch. With a few

changes, they were adopted. See later this issue for the final version.

4) The TOP GUN 2 METER CONTEST date was changed to JULY 10, 1994 due to conflict with the FRESNO CONTEST. It seems that many of the expert pilots that we were trying to attract had made previous plans on participating in another major contest. In order to be fair to the contestants and since we are trying to find out who is really the best, we voted to move it to July. Please don't forget to change your calendars.

**TWO METER "TOP GUN" CONTEST
date changed to JULY 10, 1994**

5) We raffled off two rolls of Monokote covering and a TOSS baseball cap at this month's meeting. Rumor has it, Dane Vannett is working on a deal with Marty's Hobby shop for some raffle items. We would like to thank both of them for their efforts and donations.

6) I wish that I could remember more new business to report this month but that's all that my memory can re-

create. Maybe next month our secretary will take some notes.

TREASURER'S REPORT:

TOSS has \$770.41 to its name along with approximately \$708 in liabilities.

WELCOME NEW MEMBERS

TOSS would like to welcome aboard our newest members Steven Lober of Thousand Oaks and Ed Skow of Ojai. Steve is building his first plane and has many questions, so lets be as helpful as we can. Ed, has some flying experience and is currently working with Larry Jimenez to further develop his skills. Ed was flying a Gentle Lady until it was ran over by a car after landing in an adjacent road to a flying site in Ojai. He is now working on completing a new OLY 650 while trying to get a working radio system.

MARCH CLUB CONTEST

It finally happened. Our first attempts on the 13th were a blow out. It was too windy at both Redwood School and Paramount Ranch. Finally, on the 17th, there was sun and lift at Redwood. Dane held four rounds, each was a 4 minute flight worth 900 points and landings worth 100 points. The good part there was one throw away round. As the result, scores were fairly close. B.J. won Open and 2 Meter. Don Northern winning Sport. The only mishap was A.M. trying to plant his falcon in the road when his receiver battery died. Let this be a warning to us all.

WHAT'S HAPPENING AT AIRTRONICS

According to the Modesto R/C Club "Thermal Topics" newsletter, there has been a few changes initiated at Airtronics. Bob Renaud has taken over as the CEO. They have also discontinued the production of wood kits including the OLY 650, OLY II, ECLIPSE electric, Sagitta 600, Sagitta 900, Whisper 2M, Whisper 95, Cunic, Cunic Plus and Legend. Most of these sail planes are still available but only through distributors / dealers with stock. The Legend will be reintroduced as a composite kit with sheeted foam wings and stab as the Legend SC?

Airtronics has discontinued its relationship with Flite Lite Composites. Accordingly, they will discontinue handling the Falcon 600 and the Falcon II/880. They will continue to distribute the Thermal Eagle and Falcon 550E.

Our friends will be introducing the new unlimited ship known as the Peregrine. This 72 oz, 117 inch wing span has a SD7037 airfoil and an aspect ratio of 14.2 : 1.

Bob stated that they will offer new built up kits in the future but they would probably be manufactured overseas. This would also apply to the hopeful OLY 650 and OLY II ARF kits.

Bob also mentioned that the fixed frequency versions of the Infinity 1000 have been shipped to dealers and that the frequency synthesized version will be out in May. It was also agreed that the Infinity 600 radio is a better choice for sail planes than the Infinity 660. Also, the Quasar radios are designed for power planes or helicopters and do not include many features desired by sail plane flyers. Bob said a new version of that radio will be designed with glider pilots in mind.

WARNING !!

DO NOT USE "RUBBER DUCKY" ANTENNAS WITH AIRTRONICS RADIOS. It voids your warranty and can substantially reduce your range. Several problems have been reported with Vision and Infinity 660 radios.
(from Modesto R/C Club "Thermal Topics")

For Sale

Toss Key Chains.

They Have the 1994 TOSS Logo and can have a message if specified. They are made on CAMM (computer-aided-milling-machine) and drawn on a Autocad based program (Versacad). They measure 1 3/4" x 3" or 1 1/2" x 1 1/2". The price is TBA but I shall start taking bids. A percent of the cost shall go toward TOSS. For info. or orders call (818)889-2788 and ask for Jonathan Spoer. Please Call weekdays 4pm. to 9pm. and weekend 10am. to 9pm. (all times are PST).

SAIL PLANES for Sale:

Contact Art McNamee (805) 526 - 6292 if you are interested in any of the sail planes listed below.

2 Meter SHADOW - \$250
Fully Assembled and painted

BANSHEE - \$200
Fully Assembled and painted

3 Channel 2 Meter - \$100
Fully Assembled and painted

PARAGON - \$150
Fully Assembled and painted

SAIL PLANES for Sale:

Contact James Cowley (805) 568 - 0077 if you are interested in any of the sail planes listed below.

Combat Models - **F16 FALCON Slope Soarer** - \$300
Fully Assembled and painted - Ready to Fly
48 inch Wing Span - 60 ounces
Futaba 5UAP - 5 Channel PCM radio (Channel 34)
Two S148 Servos with L&M ball bearing conversions
Battery and Charger

Scorpio - **FALCO 180 Slope Soarer** - \$275
Ready to Cover
70 inch Wing Span - Eppler 374 Airfoil
Futaba 5UAF - 5 Channel FM radio (Channel 28)
Three S148 Servos, Battery and Charger

Culpepper Models - **CHUPEROSA Sailplane** - \$150
Fully Assembled - Ready to Fly
60 inch Wing Span - 20 ounces - SD7037 Airfoil
Two RCD Apollo 20 Servos
Tekin 2 Channel AM Receiver, 270 mAH Battery pack

Douglas Aircraft - **QUICKSILVER Slope Soarer** - \$50
52 inch Wing Span - SD6060 Airfoil, New KIT

JR - 347 FM Transmitter (only) - \$200

3/20/84		OPEN CLASS STANDINGS		HIGH SCORE - 2953.5		
pos	NAME	CLUB	TOTAL	JAN	FEB	MAR
1	DON NORTHERN	TOSS	2611	703	914	994
2	BOB SWET	TOSS	2481	901	802	978
3	DANE VANNETT	TOSS	2388	810	801	955
4	EDGAR WEISMAN	TOSS	2295	702	611	982
5	MIKE REAGAN	TOSS	1998	1000	0	998
6	PAUL TRIST	TOSS	1988	988	1000	0
7	MIKE RATNER	PSS	1774	886	878	0
8	B.J. WEISMAN	TOSS	1739	739	0	1000
9	LARRY JIMENEZ	TOSS	1580	832	0	948
10	BILL KARP	TOSS	1572	853	0	919
11	BEN MATSUMOTO	PSS	1433	464	988	0
12	DON McNAMEE	TOSS	1208	838	0	588
13	GREG JOHNS	PSS	886	0	886	0
14	J. RODGERS	PSS	799	799	0	0
15	ART McNAMEE	TOSS	718	718	0	0
16	ED DEVLIN	PSS	656	656	0	0
17	FRANK LEPPLA	PSS	615	615	0	0
18	PHILIP HALLFORD	PSS	610	0	610	0

3/20/84		2 METER CLASS STANDINGS		HIGH SCORE - 2988.2		
pos	NAME	CLUB	TOTAL	JAN	FEB	MAR
1	DON McNAMEE	TOSS	1876	1000	0	976
2	B.J. WEISMAN	TOSS	1870	870	0	1000
3	MIKE REAGAN	TOSS	1709	722	0	987
4	EDGAR WEISMAN	TOSS	1646	883	0	963
5	PHILIP HALLFORD	PSS	1000	0	1000	0
6	GREG JOHNS	PSS	985	0	985	0
7	ED DEVLIN	PSS	893	893	0	0
8	LARRY JIMENEZ	TOSS	889	0	889	0
9	JONATHAN SPOER	TOSS	813	0	0	813
10	PAUL TRIST	TOSS	547	547	0	0

3/20/84		SPORT CLASS STANDINGS		HIGH SCORE - 2841.0		
pos	NAME	CLUB	TOTAL	JAN	FEB	MAR
1	DON NORTHERN	TOSS	2988	997	991	1000
2	LARRY JIMENEZ	TOSS	2856	910	1000	946
3	BOB SWET	TOSS	2322	648	887	987
4	PAUL TRIST	TOSS	1723	1000	723	0
5	JONATHAN SPOER	TOSS	990	0	0	990
6	MIKE REAGAN	TOSS	985	985	0	0
7	SONNY KIM	TOSS	831	648	283	0

Smooth Out That Epoxy...

Smooth out that epoxy with little or no sanding! When laying up fiber glass, kevlar, carbon fiber etc. for joining wing halves or making other reinforcements; press an over-size piece of polyethylene film onto the adhesive coated fiber and smooth it with your fingers, a plastic squeegee or a straight edge. This will keep the wild fibers in place and permit a uniform distribution of the adhesives under the film. With careful smoothing, the adhesive can be feathered to adjacent surfaces. Leave the film in place until the under surface is completely cured; then it will lift off easily leaving a smooth and even a shiny finish.

The above scheme works well for making repairs to dented and deformed surfaces by mixing some chopped fiber glass or other filler material with epoxy to pack the voids. With the polyethylene film laid over the patch, the contour can be shaped to its original configuration without the need to overfill and to sand away the excess.

When placing a piece of polyethylene film over a compound surface such as this, a slit should be made in the film on the center line back to the spar in order for it to lay flat. A smaller piece of film can be laid over the vee shaped void to complete the coverage of the fiber and adhesive.

Streamliners, Peter Gayner: Editor

1835 East Snell Road, Rochester, MI 48306

Below is our newly set of accepted flying rules as voted upon during the February 23 club meeting.

TOSS FIELD RULES

These are some of the rules that apply to our flying fields. The disobedience of these rules will result in the loss of the flying privileges and the flying site.

ALL LOCATIONS:

- 1) No pilot shall fly any plane unless he/she has a current valid AMA membership and observes all applicable AMA Safety and Flight regulations.
- 2) No pilot shall fly any plane alone unless he/she has proven confidence to fly without assistance.
- 3) No wide band R/C transmitters or receivers equipment shall be operated. Transmitters shall be AMA Gold stickered and receivers shall indicate 1991 narrow band operation.
- 4) You must obtain the proper frequency pin before operating your radio equipment during "controlled operation" periods. During "uncontrolled operation" times, the pilot is responsible to ensure that he/she is the ONLY operator of that frequency while his/her equipment is 'on'.
- 5) Prior to launching, make sure the launch area and launch equipment are clear of people and planes. Shout "Launching" just prior to launch and just after visual verification for safe conditions.
- 6) No launches during "controlled operations" should be made without the assistance of a "spotter" whose sole responsibility will be the public safety in regard to the operation of the equipment. This person should not be the same as the retriever operator whenever possible.
- 7) No plane shall fly over the pit area below 50' or tree top in altitude.
- 8) Landing planes always have the right of way.
- 9) During landing approach, shout "Landing" prior to 'final' if anyone is in the landing area.
- 10) Guest pilots should be accompanied with a member at all times. Host member will be responsible for guest compliance to all club rules.
- 11) Fields are to be used only for the purpose of flying non-powered R/C Gliders.

REDWOOD SCHOOL:

- 1) We have field priority only on Sundays. At all other times, you must yield to the other activities.
- 2) All garbage must be removed at the end of your session.
- 3) Use flight area discretion. In simple terms, don't fly low over houses or people. Beginners fly only over the lower field.
- 4) You must possess a copy of the usage permit at all times.

PARAMOUNT RANCH:

- 1) Obey all park rules and regulations.
- 2) Use the area (north loop of race track) for all flying sessions.
- 3) The above area is available during regular visitor hours if the area is not in use (by park approved groups).
- 4) Do not fly over spectators or low over the road.
- 5) The site must be in the same condition as prior to its use. This means that you must remove all garbage that you bring including rubber bands, cups, cans, balsa wood, covering, etc.... You are responsible for the separation and recycling of glass and aluminum containers.
- 6) You are responsible for security of anything left overnight.
- 7) Do not remove, damage, or destroy any items (other than your garbage) without prior park approval.

Joiner Knot

1. Join the ends of two lines with an overhand knot.



2. Form a loop by doubling the lines above the knot.



3. Make six foldovers with doubled line, keeping center open.



4. Pull the overhand knot through the loop. Draw the knot tight until the ends taper by pulling on the two lengths of line.



5. Clip the tag ends close to the knot. They will not slip, nor will the tapered knot snag in the line guides.



From SULA
2/94

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, ellipsoid 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!

WINCH BATTERIES

by Don Northern

In a recent Western Outdoors News magazine article by Ron Eldridge on boat batteries, I found some information that could be of use to Sailplane Pilots.

BATTERIES -- Car batteries, even Marine-grade cranking batteries, are designed to deliver a fast zap, then quickly be recharged. Don't expect long life from a cranking battery that's used under our conditions. The constant recycling required to bring the battery back up, breaks down its plates and causes the cell to lose storage capacity.

Deep-cycle batteries can be run down and recharged many times. In a comparison, a car battery is at 70% of its rated capacity after only 38 times recharged (cycled), while a deep cycle battery may be cycled 260 times before reaching 70% of its capacity, and they also reach their peak (100%) after about 135 cycles. Gel-type deep-cycle batteries are similar to their traditional "wet" counterparts but are considered to offer superior performance. The drawback? They're twice the price. With either type, experts say not to let the battery discharge below 50% of its capacity. Doing so once in awhile isn't a problem, but allowing this to happen regularly shortens its life span dramatically. As soon as a battery starts to get weak, we should probably change it to increase its life span.

Dual purpose (marine starting and trolling battery) like the Exide Nautilus Gold NC-24 or NC-27 are well suited for our purpose as hard launches will not bother it and it has the deep cycle benefits. Also the Exide Mega Cycle SP-24 or SP-27 (gel-filled) would be great, but at a higher cost. The reason I mention this brand is because they outperformed Delco, Diehard and Stowaway per a BCI specification test and they are available at K-Mart, which has a no hassle replacement guarantee.

CHARGING BASICS -- To ensure maximum output and battery life, it's important to recharge a depleted deep cycle battery within 24 hours. That means overnight the day we get home from flying. If left drained for any appreciable time (say several weeks) the battery's capacity for energy storage will shrivel to the point, for example, where what was original an 115 amp powerhouse effectively becomes a 70 amp wimp even when fully charged. Be sure to use a slow charge machine (a fast-boost charger may damage deep-cycle batteries); a 10 amp is adequate, 15 amp is better and a 20 amp charger is ideal. Lower than 10 amp models tend to shut off before a deep-cycle battery can be fully charged.

CHRONIC UNDERCHARGING, in fact, is the leading cause of premature battery death. People put their 10 amp charger on for two or three hours and think that enough - It's nowhere close - depending on how low the batteries are, it's likely to take 10 or 12 hours...maybe more. One thing people don't realize is that while the

initial charge comes up relatively fast, the last 10 to 15 percent (to full charge) takes much longer since the batteries won't accept as much current as they reach saturation. This is why batteries tend to be operated in a charge range from 90 to 50 percent.

Surface charge is another common problem. You haven't used your battery in two weeks , so you put the charger on for an hour to top it off, a gauge may show it at 100 percent, but after a short usage, it reads 80 percent. In order to get a true reading, you have to knock the surface charge off. One way to make sure your battery is fully charge is a device like the Deltran Battery Tender. You leave it plugged in and it keeps the battery topped off. I use a marine battery charger (the same as Exide Nautilus Marine Charger) which shows battery charge level. It's fully automatic, so you can't overcharge (no thinking - great for me). After the contest, I charge over-night, then the day before the next use, I put it on until it reads fully charged again.

As I read the article, I felt portions could benefit sailplaners. It answered some of my questions - I hope it helped you too.

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