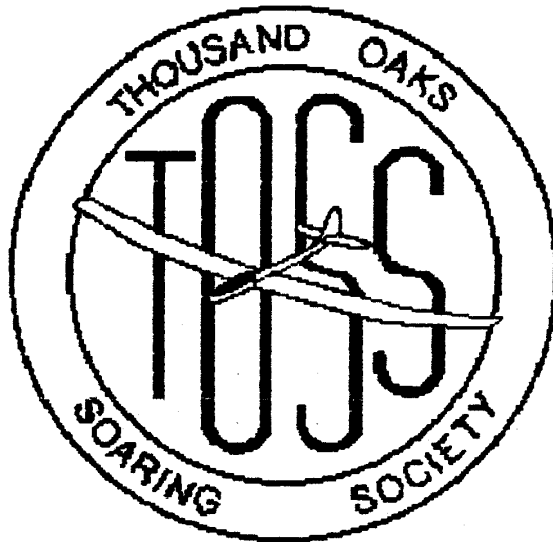


# T O S S " U P



## NEWSLETTER

OCT 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

<b>Next Contest;</b>	<b>NOV 11th 1989</b>
<b>C/D:</b>	<b>Ralph Morgan</b>
<b>Type:</b>	<b>???</b>

<b>Next Meeting:</b>	<b>Oct. 25th 1989</b>
<b>Place:</b>	<b>Oaks Mall</b>
	<b>Next to Bullocks</b>
	<b>Hillcrest Dr. T.O.</b>
<b>Time</b>	<b>7:30 p.m.</b>



**Minutes, Sept. 1989  
Meeting**

Called to order 1945

13 Members present.

Checking Account. \$385.34

**Old Business**

Nov 4th and 5th Eric Hendrickson will host a cross country seminar at Taft Ca. Saturday is a non-contest two courses LSF level 4 and 5. All types of craft. Get in the back of a truck with other flyers and learn from the experts. Non cross country ships are preferred. Ten (\$10.00 ) sign up fee. Sunday a contest no judges honor system only.

**New Business.**

Mike Retner has given Eric a airfoil program for an IBM PC (obscure computer) It plots very nice airfoil templates. Mike also gave us all the white foam we could possibly need in the next generation. Let's get together and cut some foam. Seeley or Kieth Kendrick has the fuselages. The program will draw any size rib and taper.

Hot airfoil now is the RG15 form Selig (the Princeton bunch)

Malibu RC Soaring Society invited us to their contest on the 8th of Oct. Myles told us of some challenging landings. Unfortunately the Fall Soaring Festival in Visalia is the same date. Maybe we can make it next month or they could change the date to the 4th Sunday. Send them a note to that effect.

Art McNamee has word from the AMA that we could hold another F3H in 1991. We should apply now for a sanction. Do we want to hold another F3H? Jack Nun from Canada runs their X/C. We must go to their X/C if we expect them to come to ours. Tabled until the next meeting.

Next years X/C— Eric ran a survey concerning the place and date of our X/C. 50% wanted a different location 75% wanted a different date. Two locations were discussed California City and the new Taft free-flight field. September next year is the new date, location to be announced. Eric Hendrickson will CD our next X/C.

Santa Maria's X/C is last weekend in May.

Myles bought a Rohm retriever for \$175 plus line and retriever for the club. \$215 total.

Motion was made to have a plaque made for Airtronics in appreciation for their help and their donation of a Vision radio to Our Masters meet.

Discussion—Be sure to mention TOSS when buying model R/C equipment. It helps when we ask for donations. Also if you have a problem make sure they know. They are the only ones that can alleviate the problem.

**Show and tell—**

Myles showed Cerro Bend. Metal which will melt at 157°. Slightly less dense than lead for nose weight. \$25/pound. Hot water will melt it so you can remove it from the plane without destroying the plane.

Eric Demonstrate his Airtronics Vision radio. Extremely versatile radio.

Raffle— \$68.00

T/X cover - Ron Lindgren

Moto Tool - Yan Hammersvelt

TOSS Hats - Rich Hartman, Bob Swet

*Chuck Non Secretary*



**ELECTRONIC Q and A**

**ANTENNA**

Antenna- A device that sends and or receives a signal. Antennas are frequency sensitive. That is, they work best when they are cut to the proper length, depending on what frequency they operate.

Radio signals, in free space, travel at the speed of light approx 186,280 miles per sec. or 300,000,000 meters per sec. So if you want to find the length of a radiated signal you must divide the frequency of the transmitter in MHZ (mega hertz) into 300. Ex: channel 40 = 72.59 MHZ.  $300 / 72.59 = 4.132$  meters. That's the length of one cycle, or 1 HZ. there are 3.2808 feet in a meter, so  $4.1328 \times 3.2808 = 13.559$  ft. which is the wave length of channel 40. Our antennas are a quarter wave, so  $13.559 / 4 \times 12 = 40.6$  inches. Wire slows the signal down by about 5% so .05 times  $40.6 = 2.03$  and  $40.6 - 2.03 = 38.57$ ". That's it cut the wire Thirty Eight and a half inches long and solder it to your receiver. A fast way to figure the length is  $486 / \text{frequency} =$  the half wave adjusted for the 5%. Then half that and you come up with 38.5 inches.

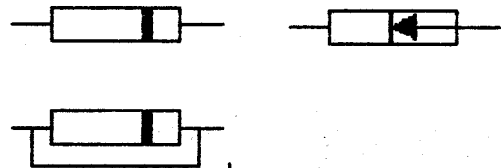
A thermal sniffer has two leads extending from the transmitter. This is a half wave antenna. One quarter wave each side, if you have a sniffer on 27 MHZ figure out if your antenna is long enough for maximum signal strength.

A way to use the receiver on another glider if the antenna is glued in place, would be to place an alligator clip in the antenna lead about 5 inches from your receiver. Then clip the new antenna (with the end bared) to the alligator clip. It's as good as soldered as long as you don't forget to clip it to your receiver. Antenna leads may be solid wire or twisted. And the wire between the receiver and clip is part of the length of the antenna.

**BATTERY PACK CHARGING.**

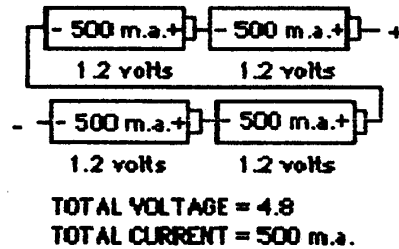
The circuit may contain a diode which prevents recycling the pack. Recycling is a good

way to keep an electronic eye on your batteries. The diode which looks like this



maybe shorted out. Like this.

Warning - you can short out the battery pack which may ruin it. Be careful. Touch only the diode leads. Or disconnect the battery from the circuit. If you don't have experience at soldering leads, or are in doubt get help! A small low heat iron is necessary. If you make up your own battery pack it is absolutely necessary to observe polarity. Don't reverse positive and negative leads. Batteries in series, as we use them, are as strong as the weakest one. The total current capacity is the same as a single battery.



More later - If you want.

*Ant.*



**ERIC'S BLURB**

This column didn't get in the last newsletter but I think it is still current. Where do I start this month? I guess first off I'd like to thank Bob Goldsmith for single-handedly preparing the field for the SC2 contest. THANK YOU BOB. Its too bad some of you out there didn't take the initiative. Hint Hint Next, a salute to Art McNamee for bringing out the club winch and retriever in working order week in and week out. Believe me its a pain to haul that stuff around.

I'd like to say good bye to Wayne Meredith. Wayne is moving up north and changing businesses. We will miss Wayne tremendously. I know I will remember him everytime I see the club banner he had made for us. Wayne says he'll see us at Visalia next year. We'll have to remember to get him a sign up sheet. Good luck and keep in touch Wayne.

The SC2 contest is history and the TOSS gang really took home the bacon. Six out of the top 10, First in Team, First through third in Expert and First in Sportsman. Way to go guys. It just goes to prove what I've been saying, we have Good flyers in this club.

Just a reminder, we have a new Sportsman class at our monthly contests and Ralph Morgan has taken home First twice now. Some one better give him some competition or he'll find himself in Expert. Also, the entry fee is \$5 for one class of plane and \$7 if you fly both open and 2Meter. Lets get the 2 meters out there.

I still have this ACE certificate for 25% off I'll be mailing in in a month or so. If you want anything let me know.

The X-C Seminar and Contest I am running is Nov. 4th & 5th, if your interested in flying in it let me know. The entry is \$10 total and that will reserve you a frequency. There should be something for everyone.

Last but certainly not least is a field. I believe our best hope in obtaining a permanent site is on public land. Namely schools or parks. In order to achieve this it will be necessary to commit to donating time or money to the agency involved. There is a great need in the local school system for manpower to paint, fix and do things

around the schools. I know this as my wife is very active in the PTA. I have located a couple of possible sites but I need to know are YOU willing to make a commitment of time and or money to have a site? I want your input now. I personally think we have been living in a dream world. Look around us, in another five years you'll be flying in Fillmore or further out. The time to change is NOW. I believe the club could provide a valuable community service of say 500 hours per year for the use of a field. If that is the case it would be a commitment born EQUALLY by all. If you don't put in the time, you don't fly, its that simple. The boat club pays 500 dollars a year to use the ponds. Are you willing to shell out that kind of money or not? I'm willing too. Think about it because its up to YOU. I'll expect everyone's input on this and I mean everyone. We have a lot of talent in this club and put to use we can have a grass field just like the rest of Southern California. Wouldn't that be nice. Till next month, See Ya.

New for this month is a thank you to Buddy Fox who fixed up the club winch with new bearings. For those of you that don't know Buddy he loves to build gorgeous models that Myles' has been flying lately.

Later

*Eric*

NOTICE THE MEETING ROOM RENT HAS INCREASED FROM \$20 TO \$25 PER DAY. \$300 PER YEAR. BETTER BRING THIS UP AT THE MEETING AND SEE IF ANYONE HAS A BETTER IDEA.

**Soap Box**

I remember when:

You know, this R/C sailplane stuff hasn't been around that long. We're on the leading edge of development.

It was about 1980 Santa Maria had a crash and dash cross country race, as did most other clubs that ran cross country races.



Launch as many times as you wish in order to finish the course. TOSS entered a team. The Puckett Ames team. From reports, after 10 minutes in the van Mike and Art were ready to kill each other. Next year TOSS entered two teams.

Dick Turner had his truck out-fitted with a iron stand about five feet tall with a tool hardened, six inch diameter steel ring welded on top. The winch set directly below with the winch line running up through the steel ring and back to the plane about 200 yards to the rear. The pilot launched the plane toward him, which was sort of unusual. Puckett was the pilot, Turner the driver, I was the gofer.

Wayne Meredith had a van, with a sun roof just big enough for a head and arms. The winch was mounted on top of the van's roof directly behind the sun roof hole. The idea was to launch the plane from behind the van and the pilot would control the winch as well as the plane in the same fashion as the Turner gang. Can you imagine this winch spinning up to max speed a few inches in front of your nose? It got kind of hairy the first test flight so Wayne decided to drive the truck and let Art Ames fly the plane. Art set a new common sense standard by wearing a crash helmet and goggles.

Wayne and Art won the race. Stan Hinman came in second, he actually had fewer launches than any one else, and we ( the Red Baron) came in third. After that year everyone's launch system was top secret. The gliders were set up with quick fix everything, because after thirty or so launches with a fast down the road journey and re-launch the glider took a lot of hard knocks, as did the poor slob that had to launch the plane then run back to the vehicle. Guess who that was in our group.

Twenty miles of bad road, they even had a canyon that they called the valley of death— or something like that. The race was north west of Taft around Soda Lake during the summer That was 1982. That was also "BW" (before Wurts) After Joe Wurts ran the Santa Maria in the quickest time in one launch the crash and dash became redundant.

In 1983, Wayne decided to start the TOSS Western Great Race. Good move Wayne. JW came to our first race. His plane was over gross and I think the wing area was over the max. Joe

happily hack sawed about six inches off the tips and proceded to smoke the field.

When I think of some of the best times I had in the club, I'll remember the crash and dash and the first couple of Great Races.

It seems that Wayne is moving to greener pastures. We'll see him during the Great Race and maybe Visalia. (if he can think of the name. Don't worry Wayne, it happens to the best of us)

## FAREWELL

Some of the TOSS membership will know me. I have not been very active during the last three years, I started racing R/C boats. For a brief history of my association with TOSS. I started about 10 months after TOSS was founded by about five people under the leadership of Mike Puckett another name you might not recognize. I have been president of TOSS, a job I highly recommend, and a C/D on numerous occasions.

We have decided to make a big change in our lives and will be moving to Redding California about the beginning of Oct. I will be starting a video store as a new business. A lot of questions must be answered before we leave. When should I stop my business here, find a house in Redding, sell our house here and when should I pull the children out of school? It will be at least a year before I can get my head up and breathe, let alone go flying.

I will miss the close association I have had with many of you over the years and look forward to seeing you at contests. The TOSS Great Race, which will always have a special place in my memory. Then there is the one of which I can't think of in the central valley area.

To all of you I will pray for your continued well being and for the club as a whole. As for me I covet your prayers as my life takes a new turn.

Till we meet again  
May God Bless

*Wayne Meredith*



**GOOD LUCK WAYNE.**

Not only was Wayne the president more than once, he was the only person that kept TOSS from going belly up when he took the presidency. He was the second and third TOSS wet nurse (president). Mike Pucket was the first. I thought it might be fun to print the newsletter from July 1983. The first TOSS Great Race year. Check out the ninth place at the June contest, he's still flying the same Gemini.

We had a good little club back then. Probably 25 members. Actually, no different from the way it is now.

By for now  
*Chuck*

**ERIC'S BLURB**

HELLO SPORTS FANS,

Another Fall Soaring Festival is history. (Visalia) This is the BEST and I mean BEST contest in the country. One hundred and fifty plus flyers flying four flights each on Saturday and two flights on Sunday. Talk about action. No one from TOSS placed in the bottom half. I salute all the TOSS members that made it to the event and did so well. We had an excellent turnout of about ten flyers. Some of the highlights were Friday saw Ron Lindgren have his new Gemini totalled by a guy hot dogging around and ran smack into Rons plane with no damage done to his. Ron flew Don Northern's Aquila Grande the remainder off the weekend. Joe, Kurt and I hand launched until dark Friday night at the field. Next year I'm bringing Chem lites for the night.

Saturday's big highlight was Chuck holding down FIRST place at the end of the day. This guy was riding high folks and flying the heck out of his Columbia River Special (Prodigy). I timed Chuck the entire contest and I can tell you one thing, he knows that plane and flies

it consistently. There were a number of hot new planes up there but the Prodigy was doing it and doing it well. Myles also had a mid air but fortunately his plane was not hurt but the guy that ran into him was not so lucky. The BBQ Saturday night was good as usual and the SYSA club night flew until well after I went to bed. Maybe next year we can get a little competition with them.

Sunday was not to be a good day for Chuck. The luck of the draw and he was in the second group which made getting your time difficult if not impossible. Needless to say none of us brought home the bacon but Myles did finish 15th followed by Art at 26th (both of these guys practiced a bunch on grass the week before and it really showed in their flying) The raffle was probably the biggest I have ever seen with Myles winning a radio. What a fun weekend. Most of us had our wives or girlfriends along and I believe all had a great time. I know my wife enjoyed herself and of course my daughter Katie charmed everyone under the tent with her own sideshow. What a character! Kurt also had a wonderful time buddying around with Bill Forrey's son Matt. We hardly ever saw them except to eat and sleep. I can't wait for next year. This is more than a contest. It is a FUN, FUN event.

On to my X-C Seminar. I am excited about the turn out I am getting. Lots of new names giving it a try. I would really appreciate help if you can make it to Taft for the weekend or just the day. I guarantee you'll have fun. You can't use the excuse it is to hot either. It is going to be perfect so come on out.

I can't make the OCT meeting but Ed is going to talk about the plots he can make on his computer and Edgar will show off a neat way to make a hinge. I'll be at the Nov. Meeting and will have a special treat. Terry Koplan made a video about TOSS for us to use to promote the club and present to bureaucrats when looking for a field. I just viewed it for the first time and it is excellent as you will all see at the Nov. meeting. Terry came to me with this idea a few months ago and he put together a great tape. THANK YOU TERRY I'm going to make a couple of copies with one for Marty's as he would like to have a tape



involving gliders to show to customers. Maybe we'll get a few new members.

I have also reread my last few columns. One thing stands out, the nagging questions, Why don't more people participate? Why do a few do all the work? Come on people, put a little effort into the club, it won't kill you! Sorry but I had to get that off my chest. If you have an idea, follow it through. If you don't know how to help give an officer a call, I got a bunch of little jobs that could be done. That's it for now. Elections will be here before you know it. How about volunteering to run for an office.

So long for now.

Eric

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 0th	Chuck Grisvold
Aug 12th	Ed Oldenburg
Sept 9th	Bob Onstad
Oct 14th	Richard Hartman
Nov 11th	Ralph Morgan
Dec 9th	Don Northern

**NORMALIZED**

Max score SEPT

2200

Highest T.O.S.S. score SEPT

2065

*Bill Hissel -  
SOME HOW YOUR NAME  
WAS SET BY MY COMPUTER  
DUE TO A MISTAKE  
1988*

#	NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	AUG	SEP	OCT
1	HENDRICKSON	TOSS	8584	973	969	983	969	996	986	998	901	811
2	MURTS	TOSS	7993	996	997	1000	1000	1000	0	1000	1000	1000
3	OLDENBURG	TOSS	7204	0	1000	871	917	884	997	1000	850	685
4	HARTMAN	TOSS	7010	804	938	882	907	817	909	0	879	874
5	WEISMAN	TOSS	6900	676	978	523	780	911	835	923	433	840
7	GRISVOLD	TOSS	6217	907	0	934	932	793	996	0	746	888
8	KOPLAN	TOSS	5803	0	0	0	986	961	1000	982	889	986
6	NORTHERN	TOSS	5636	898	993	0	961	863	975	963	0	0
13	McNAMEE	TOSS	4486	946	0	0	963	0	0	809	896	871
9	GOLDSMITH	TOSS	4423	792	0	418	863	682	942	0	724	0
14	VICKERS	PSS	4420	886	919	948	0	0	0	727	0	939
10	MORGAN	TOSS	4410	932	913	0	0	782	909	0	872	0
11	MORAN	TOSS	3822	958	919	979	0	963	0	0	0	0
12	LINDGREN	TOSS	3759	0	0	846	931	0	972	0	990	0
15	SVAIN	TOSS	3299	0	928	0	623	884	866	0	0	0
16	MEREDITH	TOSS	1721	876	843	0	0	0	0	0	0	0
17	HOLWAY	TOSS	1291	0	490	367	434	0	0	0	0	0
18	SIREN	PSS	1000	1000	0	0	0	0	0	0	0	0
19	NIBLEY	TOSS	934	0	0	0	934	0	0	0	0	0
20	McNAMEE D.	TOSS	902	0	0	0	902	0	0	0	0	0
21	ONSTAD	TOSS	893	893	0	0	0	0	0	0	0	0
22	DOUGLAS, I	SYSA	823	0	0	823	0	0	0	0	0	0
23	YAN HAMERSVELD	TOSS	788	442	0	346	0	0	0	0	0	0
24	SVET	TOSS	390	0	0	0	0	0	390	0	0	0

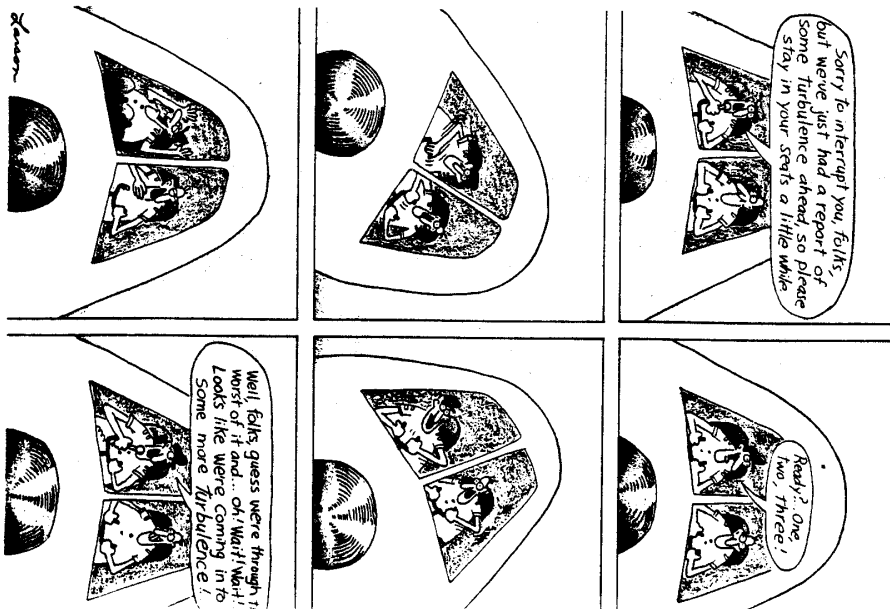


2 METER CONTEST  
NORMALIZED TO 1000

NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	AUG	SEP	OCT
1 HENDRICKSON	TOSS	8540	911	969	1000	952	966	1000	991	948	804
2 YURTS	TOSS	7969	1000	990	978	1000	1000	0	1000	1000	1000
3 OLDENBURG	TOSS	4276	0	1000	969	746	728	0	0	0	833
4 GRISVOLD	TOSS	3685	0	0	0	0	890	943	0	856	995
5 HOLLOWAY	TOSS	2418	0	0	534	917	0	966	0	0	0
6 VICKERS	PSS	2291	823	0	0	0	0	0	754	0	714
7 VAN HAMERSVELT	TOSS	1946	546	0	361	485	0	0	553	0	0
8 NBLEY	TOSS	922	0	0	0	922	0	0	0	0	0
9 MORAN	TOSS	916	0	0	916	0	0	0	0	0	0
10 MERIDITH	TOSS	887	0	887	0	0	0	0	0	0	0
11 IES	SCSA	873	0	0	0	0	0	0	873	0	0
12 KOPLAN	TOSS	844	0	0	0	844	0	0	0	0	0
13 B. LYTLE	SCSA	798	0	0	0	0	0	0	0	0	798
14 HARTMAN	TOSS	733	0	0	733	0	0	0	0	0	0
15 VOSS	SCSA	642	0	0	0	0	0	0	642	0	0
16 J. LYTLE	SCSA	528	0	0	0	0	0	0	0	0	528
17 WILLIS	TOSS	250	0	0	0	0	250	0	0	0	0

SPORTSMAN CLASS	TOTAL	AUG	SEPT	OCT	NOV	DEC
1 MORGAN	TOSS	2895	1000	955	940	0
2 GOLDSMITH	TOSS	2328	535	793	1000	0
3 D. HENDRICKSON	TOSS	1947	947	1000	0	0
4 SVET	TOSS	1614	972	642	0	0
5 VAN HAMERSVELT	TOSS	891	0	401	490	0
6 IES	SCSA	829	829	0	0	0
7 VOSS	SCSA	744	744	0	0	0
8 KOVACH	SCSA	722	722	0	0	0

SPORTSMAN CLASS NORMALIZED TO 1000





JULY 1985 TOSS U.T.

FROM THE PRESIDENTS WING

Well, July is upon us and with it comes, night flights and our long awaited cross country - Western Great Race. For those of you who haven't heard, the contest is alive and doing well with at least 14 teams entered.

The manufacturers, suppliers and hobby shops have generously responded with gifts for a raffle and cash toward prize money for the winning teams. That's right, prize money - - - 1st place will receive \$300.00, 2nd place \$150.00 and 3rd place \$45.00. In addition they will receive plaques for each member of the team (3 per team) and the first place team, of course, will receive the first place trophy!!

Let's hope the lift is good and at least one team can finish the race and maybe alot more. Then it will be a truly Great Race!

If you are not on a team and would like to attend and help out with running the race, let Joe Messing, Dick Turner or myself know and we will see to it you have a campsite and a place on the 1st official TOSS, Great Race contest committee.

Wayne Meredith

WESTERN GREAT RACE SPONSERS

The following is a list of manufacturers, suppliers and hobby shops who have contributed to a raffle at our cross country race this year. We have received radios, plane kits, cash, gift certificates and 50% off certificates.

Hi Johnson Co.	Kraft Ind.	Red Baron Hobbies
Sig Mfg.	Futuba Inc.	Satelite City
Top Flight	Carl Goldberg	Robbe
Martys Hobbys	Ace R/C	Great Planes
Airtronics	Novak Electronics	Pierce Arrow Co.
Astro Flight		

As of press time this is the way the list reads, although due to vacations and lack of communications the list may not be complete.

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WEST PAGE

JUNE 1983 CONTEST

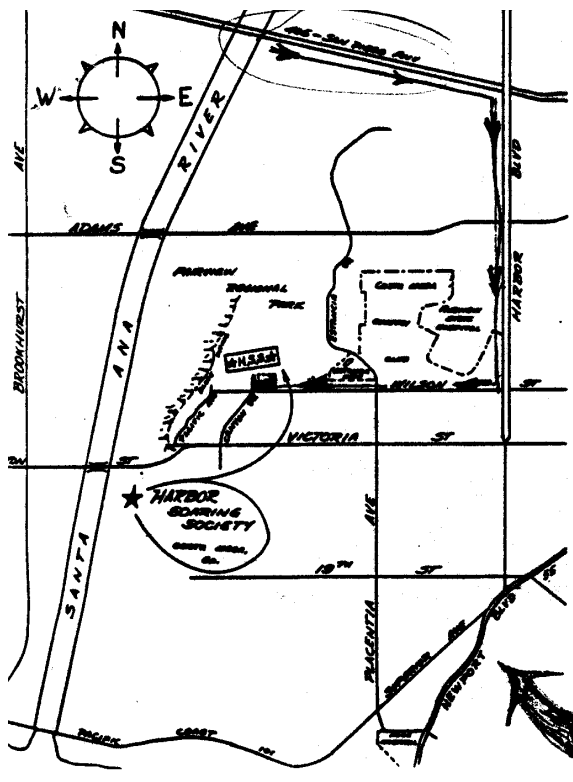
<u>PLACE</u>	<u>CONTESTANT</u>	<u>SAILPLANE</u>	<u>CLUB</u>	<u>SCORE</u>
1	Wayne Meredith	Pantara	TOSS	2886
2	Art Ames	Sailaire	TOSS	2868
3	Chuck Griswold	Sagitta Eater	TOSS	2820
4	Art McNamee	Paragon	TOSS	2813
5	Bob Onstad	Sailaire	TOSS	2769
6	Ken Sinclair	Sagitta	TOSS	2704
7	Rudy Commans	Sailaire	TOSS	2690
8	Mike Puckett	Sailaire	TOSS	2476
9	Don Northern	Gemini	TOSS	2379
10	Paul Ackerman	Big Birdy	TOSS	1991
11	Patti Sinclair	Sagitta	TOSS	1953
12	Sonny Croy	Poor White Trash	TOSS	1787

The official contest director for the June contest was Ken Sinclair. (Unfortunately, the Sinclair kitchen on wheels couldn't make it to the contest, but Patti's Corvette did!!) Due to weather conditions, the contest was modified slightly, we flew, a 10 & 5 minute duration, and a 3 minute precision. As you can see from the scores (maximum possible was 3000 pts.) the top two contenders were about 8 seconds apart in flight time, and 4 landing points apart, Wayne just couldn't "let" Art win, great contest. Chuck & Art M. were - neck and neck 3rd and 4th place winners also. Thanks to Ken for an efficiently run contest. Come on out you summer flyers, the lift is GREAT!!!

Patti

PATTI SINCLAIR EDITOR

Photo



(SC)<sup>2</sup> CONTEST  
19th November 1989

SIGN IN	8:00 A.M.	CONTEST DIRECTOR
PILOTS MEETING	8:45 A.M.	George Joy (714) 556-6385
FIRST FLIGHT	9:00 A.M.	
ENTRY FEE	\$6.00	AWARDS to TOP 5 and TOP 3 SPORTSMAN

ROUND #1 CHOISE of 3, 5, or 7 MIN. FLIGHT  
 ROUND #2 7 Min. MAN-ON-MAN 900/100  
 ROUND #3 2 Min. BELL CURVE 700/300

STANDARD 25 FOOT LANDING CIRCLE  
 WINCHES ARE ALL 12 VOLT  
 LINE LENGTH AT 700 FEET.  
 LANDING SURFACE IS DIRT.



# MALIBU

902 Centinela Ave., Santa Monica, CA 90405  
 MALIBU R/C SOARING SOCIETY

