

# TOSS -- UP



## NEWSLETTER

AUGUST 1992

844 CHARLES STREET,

MOORPARK, CA. 93021

A.M.A. CHARTERED CLUB # 1943

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(805) 652 - 1937

**TREASURER:**

Bob Swet  
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Camarillo, CA 93010  
(805) 388 - 9619

**CLUB WINCHES:**

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

**NEXT CLUB CONTEST:**

Date	Sunday, SEPT. 13th, 1992
Place	Redwood School, T.O.
Time	9:00 a.m.
C/D	Bob Sutton

**NEXT CLUB MEETING:**

Date	August 27, 1992
Day	THURSDAY
Place	Cameron House
Time	7:30 p.m.

## TOSS NOTES FOR JULY 1992

Meeting called to order 7:40.

- 1) The nite-fly planned for August is cancelled until further notice(nowhere to fly at night).
- 2) We need contest directors for August & October contests, anyone interested in c/d ing a contest please contact Thomas Akers (805) 496-6655.!
- 3) A vote was taken to choose between having the SC<sup>2</sup> at PARAMOUNT RANCH or REDWOOD SCHOOL, REDWOOD SCHOOL was the winner by a nose, the final totals being 8 to 1 (EDGAR) for REDWOOD.
- 4) THOMAS AKERS & MIKE REGAN will try to set some soaring records in Lancaster sometime in September, if anyone would like to help or just watch, contact Mike Reagan (805) 529-5513.
- 5) We will need lots of help for the SC<sup>2</sup>, so check the TOSS calendar in the back of this news letter for date.....

"Keep 'em Flying" ....LARRY....

### TREASURER'S REPORT

We have \$387.32 in our account. During the past month, TOSS has paid off all of our outstanding debts. Our monthly newsletter costs approximately \$60 per month to publish which projects out to \$240 for the rest of the year. Monthly contest plaques will run about \$128 for the balance of the year. This wouldn't be so bad, but the club has approved \$250 for SC2 trophies and expects to incur additional expenses purchasing replacement equipment for same contest.

It is obvious that we have a projected cash flow problem. TOSS has never asked its members to donate money in the past and is not asking for it now. We have always relied on dues and income from monthly contests. Since this years dues are all collected, *we are asking for your support through participating in the monthly contests.*

Monthly contests can be a lot of fun. You say that you are not good enough to compete. BUNK! For all you beginners, there is the Sportsman Class. You old timers claiming that you are bored with the old contest formats. Well, this month we have a new twist (see ad). So grab that glider and blow of the dust and have some fun. Maybe you'll win a

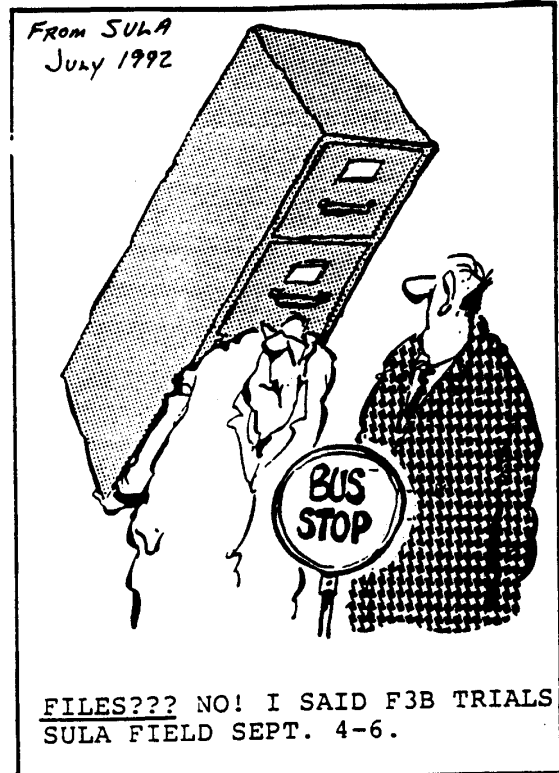
trophy. Please come out and support YOUR club!  
---Bob---

### WHAT'S NEW

- 1) Mike Leal is out the searching for stop watches that are similar to the Lorus. At the August meeting he'll give a report of what he has found.
- 2) F3B trials are coming up in a couple of weeks at SULA. Mike Reagan will be attempting to make the USA team. So lets go out and support him. Also, SULA is looking for helpers and will be raffling off prizes for their assistance. .
- 3) Edgar Weisman claims that he has found a winning combination of hardware that provides relatively twist free retriever line operation.
- 4) Radiowave Hobbies, is moving across the street on 9/1/92. Their new address will be 4587 Telephone Road, Ventura. - = Bob = -

### FOR SALE

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





## TOSS September 1992 Club Contest

**Contest Director:** Bob Sutton, AMA 81773, Phone 498-4342

**Where:** Redwood Intermediate School, Thousand Oaks, Ca, 91360

**When:** Sunday, September 13, 1992. Sign-up from 8:00 to 9:00 AM. Pilots meeting at 9:00 AM.

**Sailplanes:** Only one entry per class per flyer ( three classes )

**Fees:** \$5.00 per entry per class ( \$7.00 per flyer for two classes ). AMA license required.

**Trophies:** Open (Expert) = 1st, 2nd, and 3rd  
2-Meter (Expert) = 1st and 2nd  
Sportsman = 1st

**Type:** Three rounds of soaring with 1 meter diameter landing area.

1st round: 2 minute precision - with landing  
2nd round: 4 minute precision - with landing  
3rd round: 7 minute precision - with landing

Order of flights will be in order of the rounds (i.e. 1st, 2nd, then 3rd., all contestants). Each round will be finished before the next round starts. Flights will be arranged for the separation of frequencies.

### Scoring:

**Duration:** 800 points maximum for duration precision, with one point deducted for each second of error in the prescribed round duration to a limit of 30 seconds error. Any duration of over 30 seconds will receive 500 points if the plane was airborne.

**Landing:** 200 points maximum if the nose of the plane comes to a rest within the prescribed 1 meter diameter landing area., 50 points will be awarded for a landing within the Redwood School field.

**Equipment:** Only high start launching will be permitted using the "red" high strength rubber. Maximum of 25lb pull permitted.

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SOARING UNION OF LOS ANGELES

July 1992

### PREVENTING FRAYING WHEN CUTTING SILK, FIBERGLASS CLOTH, ETC.

For those who use silk or light fiberglass cloth, unraveling of the cut areas or cutting on a reasonably straight line can be troublesome to say the least. In sewing shops there is a product made by Dritz called Fray Check. This product is applied to the material before cutting and will keep it from fraying while cutting. The material remains pliable and easy to cut in a straight line.

To use, simply lay the fiberglass over the plans to get the outline as per sketch. Place Saran Wrap or waxpaper down to protect the plans. Squeeze Fray Check around the area to be cut. Allow 15-30 minutes for drying. When dry you'll be surprised how much more manageable the cloth will be. CA glue has been used for this purpose, however, it cures hard. With Fray Check, the work is pliable. Thanks to Bill Martin, Roanoke, Virginia.



MARK LINE ON CLOTH. APPLY  
FRAY CHECK ALONG LINE. ALLOW  
TO CURE - THEN CUT - NO FRAYING.

## PREFERRED SAFETY SWITCH

After being exposed to a number of variations of the winch safety switches proposed by AMA a number of my flying friends have agreed that they were either 1) dangerous, 2) cumbersome, 3) ineffective, 4) Rube Goldberg, or 5) a combination of the above.

Most of the variations left too much exposed conductor thus presenting a hazard more dangerous than the one we are trying to

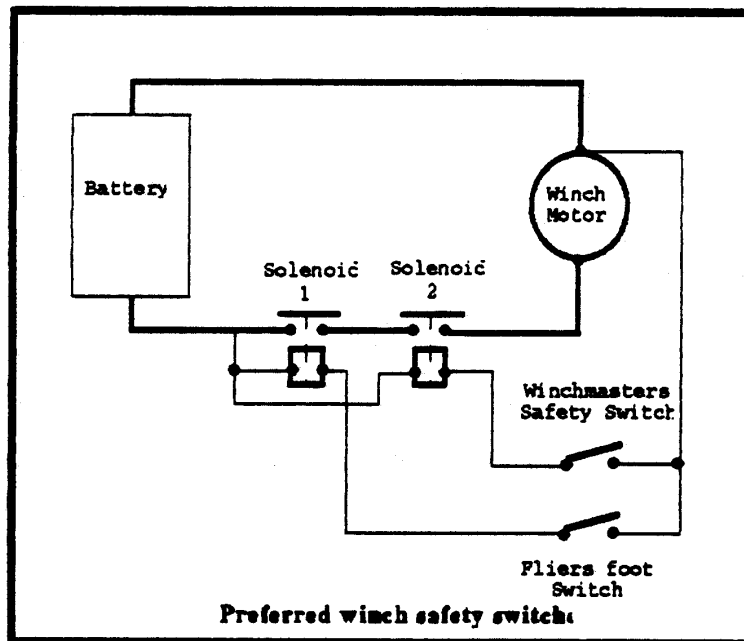
reduce (a runaway winch). There were few that were set up to allow quick access to the switch except for one that utilized trip wires that the flier could stumble through and open a large exposed knife switch. Many used heavy duty and

expensive battery switches designed for RV's or boats but again these were placed such that the winch operator could not easily reach them. In any case these designs all seemed to be less than effective in reducing the hazard presented by a fried solenoid.

Solenoids do fail, but rarely. My club has tried a safety switch as shown in the diagram and found it to be very effective, inexpensive, and easy to use.

This modification simply adds a second solenoid in series with the original. The switch controlling this second solenoid is provided to the winch operator. This prevents the winch from being activated until the operator is convinced that it is safe to do so. It also allows the winch to be stopped merely by dropping the operators switch. It now

takes input from two people to enable the winch motor. This solves a number of problems: someone inadvertently stepping on the pedal, a flier "freezing" on the pedal, or a hazard seen by the operator but not the launching pilot.



This scheme is not perfect but works a lot better than anything else we have seen. The reliability of two solenoids in series is much better than a single one and if one should happen to fail it is not a catastrophe, just a warning to replace both solenoids.

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S.W.S.A. NEWSLETTER*

## A NON-FLUTTERING WING

by Bob Bayard

I've become pretty enamored of my 150" span "Paragon". (Bob Fairman says I can't call my planes Paragons any more so I've decided to call this one "Condor"). However though the wing doesn't now flutter on take-off, a very modest speed run does cause flutter. I've decided to build a new, stiffer wing for it, skinned with fiberglass/epoxy.



The experts all say that for maximum torsional stiffness (freedom from flutter) put the cloth with the threads at 45 degrees to the wing span direction. It's easy to see why if one is just using cloth without epoxy, because glass threads parallel and perpendicular to the wing span wouldn't do anything at all for torsional stiffness. But, I wondered, what about the epoxy? Wouldn't that help transfer some of the stiffness to different angles from the thread directions? So I made some measurements of stretchiness of a sheet of fiberglass/epoxy in directions parallel to and at 45 degrees to the thread direction.

The experts all say that for maximum torsional stiffness (freedom from flutter) put the cloth with the threads at 45 degrees to the wing span direction.

The answer is that of course the epoxy helps a lot, making the sheet quite stiff in the 45 degree direction. However, it is still quite a bit better in the direction parallel to the threads. In my sample, which I believe would be typical, stiffness in the 45 degree direction is only 57% as much as in the parallel direction.

So, I'll be using the fiberglass at 45 degrees to the spar direction, even though it probably will be a mess to work with the cloth on the bias. But, you ask, since the glass threads will be at 45 degrees to the line of the wing, won't the wing be more flexible, maybe even weaker, in ordinary bending on launch? Yes, probably so. But I can only deal with one thing at a time. If it's going to break, let it break. At least it shouldn't flutter.

## SOARING WIDOW'S POEM

by L. Lee Anderson

[The following is reprinted from the Soaring Union of Los Angeles News, February '92 issue. Original submission by Kevin Anderson, SULA member. ed.]

I recently came home from a late night of model-building and found this poem written on the bathroom mirror. I thought that you and other club members might get a kick out of it. My wife is the author and graciously let me re-print it for inclusion in the SULA newsletter.



*Please don't think I'm silly,  
or acting like a poop, but...  
Will you still love me honey,  
when my fuselage begins to droop?*

*When my wings are helter-skelter  
and my monokote's askew...  
Will you still love me honey?  
That's all I ask of you.*

*Will we stand tall together  
when I'm running out of fuel?  
Or will thermals separate us,  
leaving me to feel the fool?*

*Will you stand by me honey,  
when age alters my terrain?  
Will you still love me honey,  
just like you do your plane?*

L. Lee Anderson, January 31, 1992

I hope you enjoyed it as much as I did.

[Thank you, Lee and Kevin. And thanks to all the soaring widows and "significant others" out there who tolerate our fixation, passion, compulsion, and dedication to R/C soaring. ed.]

SOUTHERN CALIFORNIA SOARING CLUBS  
RESULTS OF HSS (SC)2 CONTEST OF 07/26/92  
CONTEST DIRECTOR - ROSS THOMAS

PLACE	NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY
1	ATWELL, BLAIR	SULA	EXPERT	2962.0	1000.0	E - 1
2	THACKER, BOB		EXPERT	2961.0	999.7	E - 2
3	MARTIN, TONY	HSS	EXPERT	2947.0	994.9	E - 3
4	LACKEY, ROGER	HSS	EXPERT	2940.0	992.6	E - 4
5	VALDES, AARON	TPG	EXPERT	2917.0	984.8	E - 5
6	ANDERSON, GARY	TPG	EXPERT	2916.0	984.5	E - 5
7	CHASTELER, FRANK	HSS	EXPERT	2905.0	980.8	
8	RATNER, MIKE	HSS	EXPERT	2905.0	980.8	S - 1
9	DUNCAN, BILL	EDSF	SPORTSMAN	2903.0	980.1	
10	FINK, STEVEN	SULA	EXPERT	2902.0	979.7	
11	CLERK, BEN	HSS	EXPERT	2900.0	979.1	
12	JAY, GEORGE	TPG	EXPERT	2883.0	973.3	
13	CONDON, STEPHEN XX	TPG	SPORTSMAN	2880.0	972.3	S - 2
14	WHITE, LARRY	HSS	EXPERT	2876.0	971.0	
15	FINK, DAN	SULA	EXPERT	2865.0	967.3	
16	RAYMOND, KEN	HSS	EXPERT	2861.0	965.9	
17	FINKENBERGER, KEITH	NCC	EXPERT	2859.0	965.2	
18	LEVY, MARK	HSS	EXPERT	2833.0	956.4	
19	SPITZER, GEORGE	HSS	EXPERT	2827.0	954.4	
20	BIKLE, JOHN	EDSF	SPORTSMAN	2819.0	951.7	S - 3
21	WEISMAN, EDGAR	TOSS	EXPERT	2808.0	948.0	
22	MARKIEWICZ, ARTHUR	TPG	SPORTSMAN	2800.0	945.3	
23	GIBBS, DUANE	HSS	EXPERT	2793.0	942.9	
24	KUTCH, NORM	HSS	EXPERT	2783.0	939.6	
25	SMITH, MURRY	HSS	EXPERT	2783.0	939.6	
26	CRON, AL	HSS	EXPERT	2763.0	932.8	
27	RODRIGUEZ, JOE	HSS	EXPERT	2736.0	923.8	
28	DOIG, AL	NCC	EXPERT	2728.0	921.0	
29	TAU, MANNY	HSS	SPORTSMAN	2725.0	920.0	
30	HARRIS, PHIL	HSS	EXPERT	2713.0	915.9	
31	BURNS, RICHARD	HSS	EXPERT	2665.0	899.7	
32	VAN GUNDY, DON	TPG	EXPERT	2657.0	897.0	
33	SAGE, FRED	NCC	EXPERT	2656.0	896.7	
34	MATSUMOTO, BEN	TPG	EXPERT	2643.0	892.3	
35	STROBEL, RICH	HSS	EXPERT	2605.0	879.5	
36	GATTI, MARK	HSS	SPORTSMAN	2598.0	877.1	
37	YOUNG, PETER	HSS	SPORTSMAN	2579.0	870.7	
38	THOMAS, ROSS	HSS	EXPERT	2577.0	870.0	
39	RENAUD, TIM	HSS	EXPERT	2570.0	867.0	
40	DOUGLAS, IAN	HSS	EXPERT	2564.0	865.6	
41	REAGAN, MIKE	SWSA	EXPERT	2560.0	865.6	
42	NORENBERG, LOWELL	TOSS	EXPERT	2554.0	865.6	
43	SHELBY, RICK	SFV	EXPERT	2553.0	861.9	
44	RITSCHKE, GORDON	NCC	SPORTSMAN	2553.0	861.9	
45	MARKLE, JIM	HSS	SPORTSMAN	2550.0	860.9	
46	MORAN, SEAN XX	SULA	EXPERT	2543.0	858.5	
47	PANTZAR, DICK	SULA	EXPERT	2488.0	840.0	
48	CHILD, MARK	EDSF	SPORTSMAN	2477.0	836.3	
49	CONDON, SCOTT XX	TPG	SPORTSMAN	2474.0	835.2	
50	AGUIRRE, MIKE	HSS	EXPERT	2463.0	831.5	
51	RITTER, CHRIS	HSS	SPORTSMAN	2445.0	825.5	
52	MCNAMEE, DON	DUST	EXPERT	2442.0	824.4	
53	JAY, BRYAN XX	TOSS	EXPERT	2441.0	824.1	
54	BRANDT, DENNIS	TPG	SPORTSMAN	2430.0	820.4	
55	FAULKENHAM, RON XX	ISS	EXPERT	2417.0	816.0	
		ISS	SPORTSMAN	2408.0	813.0	

Southern California Soaring Clubs  
RESULTS OF HSS (SC)2 CONTEST OF 07/26/92  
TEAM SCORES

HSS	TPG	SULA	HSS	ISS	SWSA	1 STPF	1 BECS	0		
994.3	984.8	1000.0	980.8	985.9	900.1	910.4	913.7	865.6	861.9	
992.6	984.5	999.7	986.4	985.2	951.7	865.6	807.6	813.0		
986.7	984.8	992.6	984.8	984.5	914.4	831.1	781.9	595.5		
984.5	984.5	984.5	984.5	984.5	984.5	984.5	984.5	984.5	984.5	
3891.4	3911.9	3865.5	3791.3	3708.4	3551.3	3397.1	3332.3	865.6	861.9	0.0

SOUTHERN CALIFORNIA SOARING CLUBS  
RESULTS OF P55 (SC)2 CONTEST OF 08/16/92  
CONTEST DIRECTOR - BEN MATSUUMOTO

PLACE	NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY
1	FOXGROUD, CRAIG	P55	EXPERT	2888.0	1000.0	E - 1
2	ATWELL, BLAIR	SULA	EXPERT	2847.7	962.6	E - 2
3	SLYWOOD, LD	SFV	SPORTSMAN	2847.2	961.1	E - 3
4	SPITZER, GEORGE	HSS	EXPERT	2840.0	960.7	E - 4
5	WATKINS, DARYL	HSS	EXPERT	2839.0	959.9	E - 5
6	LACKEY, ROGER	HSS	EXPERT	2837.8	958.9	
7	NORENBERG, LOWELL	SFV	EXPERT	2837.7	958.9	
8	REAGAN, MIKE	TOSS	EXPERT	2837.2	958.4	
9	WEISMAN, EDGAR	TOSS	EXPERT	2835.2	957.7	
10	STAR, TONI	P55	EXPERT	2834.1	956.6	S - 1
11	GATTI, MARK	P55	SPORTSMAN	2834.0	956.0	S - 2
12	HALLFORD, PHILIP	P55	SPORTSMAN	2830.0	950.0	
13	AKERS, THOMAS	TOSS	EXPERT	2849.9	949.3	
14	MCNAMEE, DON	TOSS	EXPERT	2847.8	949.2	
15	SADOFF, STAN	ISS	EXPERT	2843.2	947.7	
16	CHASTELER, FRANK	HSS	EXPERT	2843.2	947.7	
17	VALDES, AARON	TPG	EXPERT	2843.2	947.7	
18	STAIRS, PETER	TOSS	SPORTSMAN	2841.0	947.0	S - 3
19	YEE, JOHN	SWSA	SPORTSMAN	2837.7	945.9	
20	SHELBY, RICK	NCC	SPORTSMAN	2834.2	944.7	
21	CONDON, STEPHEN XX	TPG	EXPERT	2832.4	944.1	
22	BIKLE, JOHN	EDSF	SPORTSMAN	2816.1	938.7	
23	DUNCAN, BILL	EDSF	SPORTSMAN	2786.6	925.2	
24	YOUNG, PETER	HSS	SPORTSMAN	2758.7	919.6	
25	LEVY, MARK	HSS	EXPERT	2707.5	902.5	
26	DEVLIN, ED	P55	SPORTSMAN	2628.4	876.1	
27	TAU, MANNY	HSS	SPORTSMAN	2612.4	870.8	
28	VAN GUNDY, DON	TPG	EXPERT	2590.1	863.4	
29	MACKENZIE, SCOTT	SFV	EXPERT	2540.2	846.7	
30	MARKLE, JIM	SULA	EXPERT	2520.0	840.0	
31	BRODSKI, NOEL	P55	SPORTSMAN	2519.7	839.9	
32	NEHRING, CURT	HSS	SPORTSMAN	2481.7	827.2	
33	RATNER, MIKE	P55	EXPERT	2460.9	820.3	
34	DOUGLAS, IAN	SWSA	EXPERT	2442.8	814.3	
35	FARLESS, DAVID	P55	SPORTSMAN	2420.3	806.8	
36	CHILD, MARK	EDSF	SPORTSMAN	2379.7	793.2	
37	DECKMAN, MIKE	SWSA	EXPERT	2359.4	786.5	
38	MATSUMOTO, BEN XX	P55	SPORTSMAN	2336.8	778.9	
39	JAY, BRYAN	TPG	EXPERT	2305.1	755.5	
40	YOUNG, BRETT	HSS	SPORTSMAN	2286.9	740.4	
41	THOMAS, ROSS	HSS	EXPERT	2221.3	701.2	
42	WILSON, DAN	HSS	EXPERT	2103.5	689.1	
43	OLSEN, PETER	SWSA	EXPERT	2067.3	683.2	
44	FAULKENHAM, RON	ISS	SPORTSMAN	2049.5	667.5	
45	BUTKOVICH, DAVID	TPG	SPORTSMAN	2002.6	667.5	
46	VAN GUNDY, SUE	HSS	SPORTSMAN	1979.2	659.7	
47	BUZOLICH, NICK	HSS	EXPERT	1911.3	637.1	
48	MORAN, MYLES	TOSS	EXPERT	1814.0	604.7	
49	CLIFTON, GLENN	SWSA	EXPERT	1811.7	603.9	
50	KLATSKIN, BILL	TPG	EXPERT	1311.9	477.3	
51	STROBEL, RICH	HSS	SPORTSMAN	1293.8	431.3	
52	AVESON, BRUCE	SWSA	SPORTSMAN	1160.4	386.8	
53	SMITH, STEVE	DUST	SPORTSMAN	1002.3	334.1	
54	INDONA, PAUL	SWSA	SPORTSMAN	1002.3	334.1	
55	OLSEN, ROBIN	SWSA	EXPERT	425.2	141.7	

Southern California Soaring Clubs  
RESULTS OF P55 (SC)2 CONTEST OF 08/16/92  
TEAM SCORES

P55	ISS	HSS	TPG	EDSF	SWSA	8 SFV	5 SWA	2 SSS	2 MCC	1 DUST	1 BECS	0
1000.0	965.9	965.9	947.7	938.7	945.9	981.1	982.6	949.2	944.7	384.8		
964.7	944.4	947.7	944.1	922.2	820.3	945.9	846.7	689.1				
966.7	950.0	919.4	864.4	804.8	783.2	833.5						
981.4	949.3	878.8	778.9	740.4	781.2							
3891.9	3829.6	3706.0	3536.1	3408.1	3240.6	3000.5	2829.3	1638.3	944.7	384.8	0.0	