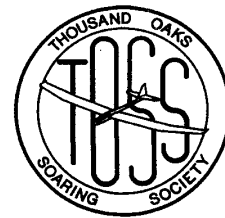


TOSSUP 97



Meeting Report for July

July's meeting on 7/30 discussed two new items of business:-

The first was a discussion about contest trophies and where to get and how to format labels for these items.

The second was a discussion of field discipline at Redwood. The sense of the discussion was that there was no problem that we knew of but there was a possibility that one or more casual (non-member) fliers may not have current AMA membership which could cause problems to the club. The meeting resolved to note in the newsletter that we should periodically check the membership status of fliers 'just in case'. (*Editor's Note* - The club doesn't need to check member's AMA cards because we already know our member's status from a print out of the AMA records that's sent us with the charter renewal.)

August Competition Report

The contest held on 8/10 had Art McNamee as CD. His tasks were three rounds of 3, 5 and 7 minutes duration each counting for 900 points time and 100 points landing.

Weather conditions were warm, slightly humid and mainly overcast with breaks in the cloud showing interesting high clouds (the cloud conditions and humidity by a hurricane in the Pacific that was about 1200 miles SW of San Diego). Lift was mediocre for the first part of the contest then deteriorating to poor as the sea breeze cut in.

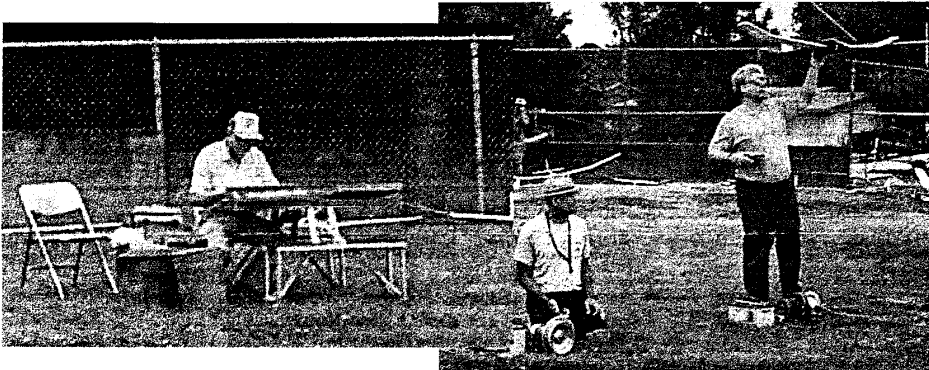
The contest had a small, but noticeable, increase in the number of people flying polyhedral planes. (This may or may not have something to do with the 'Roy Stowers Memorial Contest' - and its large prize budget).

Hank Schorz (not shown in the result tables) clipped a pine tree behind the launch area during the first round, spun into the back yard of a house on Feather Avenue, damaged the front of his Addiction's fuse and retired. The plane wasn't badly damaged and was back in the air a week later.

Martin Usher experimented with flying a DAW1-26 EPP HLG as a Sport plane, taping a hook to the fuse and launching off the winch. It survived this - it launched quite well - but proved to be too light to fly well in the wind found at launch height.

Monthly Competition Results - August 1997

NAME	Glider	R1			R2			R3			Total	Normal	Year
Mike Reagan	Addiction	3:00	87	787.0	5:01	93	991.0	7:00	96	996.0	2774.0	1000.0	1000.0
Edgar Weisman	Pumpkin	3:02	86	778.2	5:04	94	986.0	6:58	94	990.0	2754.2	992.9	992.9
Don Northern	Paragon	3:05	96	776.6	5:04	92	984.0	7:07	94	980.0	2740.6	987.9	987.9
Dan Werner	Sapphire	2:57	88	776.3	4:55	0	890.0	7:00	70	970.0	2636.3	950.4	950.4
Gary Filice	Mako	3:16	0	637.8	5:01	0	898.0	6:53	71	957.0	2492.8	898.6	898.6
Art McNamee	Addiction	3:03	88	776.3	5:02	94	990.0	4:40	87	707.0	2473.3	891.6	891.6
Bob Swet	Condor	3:04	56	740.4	5:03	55	949.0	5:06	0	672.0	2361.4	851.3	851.3
Greg Nikola	??	2:58	93	785.2	5:03	90	984.0	3:43	0	506.0	2275.2	820.2	820.2
Larry Jimenez	Paragon	2:56	72	756.4	5:07	63	949.0	2:57	0	414.0	2119.4	764.0	764.0
Don McNamee	Super-V	3:01	85	781.1	3:40	90	830.0	7:04	47	939.0	2550.1	1000.0	919.3
Art McNamee	RG 15	3:02	95	787.2	5:02	53	949.0	3:20	0	460.0	2196.2	861.2	791.7
Mike Stern	Banshee	3:23	0	610.6	3:57	69	843.0	2:35	0	370.0	1823.6	715.1	657.4
Don McNamee	Spirit 100	3:00	70	770.0	4:47	80	974.0	6:58	84	980.0	2724.0	1000.0	982.0
Don Northern	Paragon	3:02	0	692.2	5:02	98	994.0	7:01	94	992.0	2678.2	983.2	965.5
Bob Swet	Oly 650	3:00	73	773.0	5:01	61	959.0	1:55	0	290.0	2022.0	742.3	728.9
Bill Karp	Pantera	2:51	46	711.0	4:05	65	855.0	2:45	20	410.0	1976.0	725.4	712.3
Larry Jimenez	Paragon	3:04	18	702.4	2:54	61	709.0	2:41	0	382.0	1793.4	658.4	646.5
Martin Usher	1-26HLG	1:33	0	361.7	2:14	0	568.0	1:21	0	222.0	1151.7	422.8	415.2



BLUE MAX under NEW OWNERSHIP

When does a hobby turn into a profession? Bob Mancuso is an R/C enthusiast that is faced with that question on daily basis. After flying power planes for little more than a year, he took the dive.

Don McEntire wanted to sell Blue Max and retire in the sunny southeast. Don searched and searched for a perspective buyer. However, none were to be found. There was talk of closing the store. Hundreds of R/C modelers were about to be abandoned.

Then along comes Bob, an enthusiast to the bone. Rather than seeing the store closed, he bought the business. Now that is what I call dedicated to the max. Personally, for him (builder of approximately 15 planes a year) I think he did it for the discounts.

Bob is a great guy and is really interested in making the business grow. He knows his power planes and supports the R/C cars, but is lost when it comes to sailplanes. He is seeking our guidance and is willing to stock all those items that we glider guiders frequently need. Any recommendations will be well received. Bob is also looking for a list of beginner kits for his customers.

My recent experience with Bob Mancuso proved that he is a gentleman first, a modeler second and a business man third. It will be a pleasure doing business with him in the future.

All TOSS club members will receive a 10 percent discount on all purchases over \$20. Blue Max will also meet any competitor's advertised price. To qualify, just introduce yourself as a member of TOSS.

(Contributed by Bob Swet.)

Blue Max Hobby Distributor
1637 So. Oxnard Blvd.
Oxnard, CA 93030
(805) 483-0664

Fun Fly and Night Fly Saturday, Aug 23

Come join us for combat and games on Parker Mountain, Acton California. Make sure that you bring cylumes for the night fly.

Directions:

Go on I-5 to I-14 towards Palmdale. Exit Crown Valley Road in Acton. At the bottom of the offramp, turn right on Crown Valley. Go down to the school. Turn Right at Syracuse. Saracuse becomes Escondido. Go up Escondido, turn Left at Hubbard. (Hubbard is a dirt road.) Take Hubbard down a windy road to Hughes Canyon and turn Left. Take Hughes Canyon road approx 0.2 mile to the crest of the hill and turn left on the first dirt road that you come to. Take that road all the way to the top of the hill. You will come to a Saddle where you can fly off either side of the hill. Parking is limited so carpooling is strongly suggested. The road is rough so pick the vehicle with lots of ground clearance. We will be arriving about noon. Bring plenty to drink. There are no services on the hill. See you there for lots of fun.

Pat Bowman
Bowman's Hobbies
(805) 296-2952

(Taken from RCSE)

ROY STOWERS MEMORIAL

First Annual Nostalgia Contest

In Memory of Those Fliers no Longer with Us

Hosted by: The Soaring Union of Los Angeles

When: August 30th 1997

Location: California State University, Dominguez Hills

Planes: - Polyhedral 2-3 functions (rudder, elevator and spoiler or flaps)
NO LANDING DEVICES OF ANY TYPE (skids, shark's teeth, ventral fins &tc.)

Tasks:- 3,6,9,12 & 5 minutes (in order) called up.
 1 point per second under target time
 2 points per second over target time.

Landings: 100 points per flight in standard 25 foot circle.

Entry Fee: \$15:00 (Pay on the field at pilot sign up)

Sign Ups: 7:00am - 8:45am. **Pilots Meeting:** 8:45am.

Awards: First Place \$500 and a Trophy (awarded by Tom Stowers)
 Second Place \$200
 Third Place \$100
 Best of Show \$100

Highest Scoring LJMP Pantera - \$150 (Awarded by LJMP)
 (LJMP has plans and fuse available - call 714.826.6861)

A Note on What Happens When You Overdo it While Winching a Built-Up Plane.....

Recently there was a very long and sometime quite technical thread on RCSE on the best way to reinforce a Wanderer wing spar with carbon fiber tape. This topic attracted my attention because I'd recently blown up my Gentle Lady wing by slightly overdoing it on a winch.

So what happened to the GL wing? It ended up in three pieces, a right half, a left inboard panel and a left tip panel. The wing broke into pieces when the glue joints failed, not because the spars broke. This suggests that gluing carbon fiber to a spruce spar for reinforcement for this type of plane is pointless. It seems to be very, very difficult to break a good bit of spruce.

How can this be prevented in the future? One suggestion is to wrap thread round the spar joints and glue them. Filament tape may also have a role - its used with great cunning on the DAW foamies.

Anyone want to contribute something on this? *Martin Usher (Ed)*