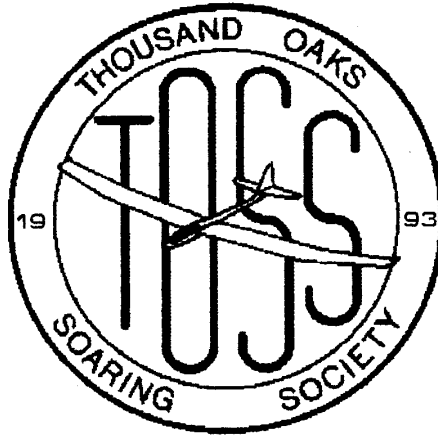


TOSS-UP



NEWSLETTER

DECEMBER 1993 14705 LOYOLA STREET MOORPARK, CA 93021

A.M.A. CHARTERED CLUB #1493

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

NEXT CLUB CONTEST:

DATE:	Jan. 9th., 1994
PLACE:	Redwood School
TIME:	9:00am
C/D:	Edgar Weisman

NEXT CLUB MEETNG:

DATE:	Dec 29th., 1993
DAY:	Wednesday
PLACE:	Cameron Center
TIME:	7:30p.m.

TOSS TALK

F.Y.I.

Elections were held at the November meeting with the following results:

President.....BJ Weisman
Vice President.....Mike Reagan
Secretary.....Dane Vannett
Treasurer.....Larry Jimenez
Editor.....Bob Swet

If anyone would like to help Bob with the newsletter, let him know. It can be lots of work and any help would be appreciated.

The other major decision on whether to replace the current Sportsman class with the "NORTHERN EXPOSURE" Sportsplane class got the OK. We will try the Sportsplane class for one year and see if we can drum up some more interest for our monthly contests. The following rules will apply to this class. Any wingspan or V-tail with rudder, elevator, spoilers or flaps. NO COMPENSATION allowed (flaps or spoilers to elevator). Skids are allowed, pilots can fly all three classes, \$5.00 for one class,\$8.00 for two classes and \$10.00 for all three classes. We will implement this class starting with the January 1994 contest.All questions, comments and complaints should be directed to Don Northern. Don was the driving force behind this idea and I thank him for putting so much effort into this project.



PROPOSED '94 CONTEST SCHEDULE

January 9th.	Sunday
February 13th.	Sunday
March 13th.	Sunday
April 10th.	Sunday
May 8th.	Sunday
June 12th.	Sunday
July 10th.	Sunday
August 14th.	Sunday
September 11th.	Sunday
October 9th.	Sunday
November 13th.	Sunday
December 11th.	Sunday

Please note that in 1994 all contests will be held on Sundays at Redwood School.

If you would like to C/D a contest, pick your month and call Bob Swet or attend the December meeting.

We had two visitors sitting in at the November meeting Charles Babcock and Wade Bick.

1994 TOSS DUES ARE DUE

by Dec. 31st. in order to continue receiving the TOSS-UP newsletter.

Starting with the January meeting we will have our first raffle. Here's how it's going to work. Every (paid) club member that attends the meeting will receive one *free* raffle ticket. Every club member that shows up at the monthly contest will get one *free* ticket (flying or just watching). Additional tickets can also be purchased at the meetings. \$1.00 ea. 6 for 5.00 or 12 for \$10.00. **YOU MUST BE PRESENT TO WIN!.....GOOD LUCK!**

This newsletter is my last as the TOSS-UP editor, Bob Swet is just dying to take over. So, I guess I'll let him.....LARRY

Dear Don:

I am a member of the Harbor Soaring Society and during our last meeting our newsletter editor showed me a copy of your club newsletter in which your article appeared on a proposed sports class.

It is almost verbatim what I wanted to write in our club newsletter. I agree with you that there is a need for this class.

I am an oldtimer, romantic, built-up polyhedral enthusiast who believes that the high-priced aspect of the sport is hurting us and may mean its demise similar to the fiasco of slot cars that eventually cost too much and took the industry down.

I propose a three-servo class, any plane, any size, no electronic coupling but any mechanical coupling is OK. I like a servo to actuate flaps and/or spoilers. Some of our members would like to exclude flaps from this class. I think that mechanical coupling would encourage creativity and three servos would limit the cost and complexity of planes. I would exclude computer radios. Some people are quitting the hobby because they feel inadequate or unable to afford the high cost of computer radios and foam-core planes. We need more Paragon, Aquilas etc. I think we should campaign for this class and bring fun back into modeling at low cost.

Sincerely,



George G. Siposs

This is from the SWSA POPOFF newsletter December 1993.

NEW BUSINESS:

Dan Tatum remarked on a conversation that he had with Craig Foxgord, owner of Montrose Hobbies, after the last contest. Seems that the recent trend to "Hi-Tech" sailplanes and associated high costs are discouraging beginners to the sport and hurting hobby shop revenues. The question came up, "Should SWSA do anything to remedy this situation?"

The possible promotion of a "Low-Tech" class in addition to Expert, Sportsman and Novice was discussed. A lively discussion

ensued on the "rules" for a plane to enter this class. A brainstorming session produced as many suggestions as there were people present. The general consensus was that the class should allow for sailplanes that meet the following criteria:

1. No ailerons
2. 100" wingspan or less
3. Any building material allowed
4. Control functions limited to rudder, elevator and spoilers or flaps.

In general, a class that would allow low-cost, easy to build, easy to fly sailplanes to be competitive.

LAST	FIRST	PHONE NO	STREET	CITY	ST ZIP	AMA #
AKERS	THOMAS	(805) 496-6655	1583 WAKEFIELD AVE	THOUSAND OAKS	CA 91360	385783
BUSBY	H. DUANE	(805) 497-1014	1212 ENCINO VISTA CT.	THOUSAND OAKS	CA 91362	305216
BUTKOVICH	DAVID	(818) 549-0302	1449 EL RITO AVE.	GLENDALE	CA 91208	
BUZOLICH	NICK	(714) 854-3689	19366 SIERRA BELLO ROAD	IRVINE	CA 92715	147697
CONNETT	DICK	(805) 523-0083	12415 CRYSTAL RANCH RD.	MOORPARK	CA 93021	466748
COSGROVE	ROBERT	(818) 341-8459	10709 OKLAHOMA AVE.	CHATSWORTH	CA 91311	169026
COUNCIL	BILL		3837 CORONADO CIRCLE	NEWBURY PARK	CA 91320	466415
DeBOER	CHARLES	(805) 492-1868	775 BRIGHTSTAR	THOUSAND OAKS	CA 91360	
ELLIAS	JOHN	(805) 388-5674	1961 VIA MONTECITO	CAMARILLO	CA 93012	304647
GEOHAGAN	JIM	(805) 388-1130	5643 E. WILLOW VIEW DRIVE	CAMARILLO	CA 93012	143567
HARLAND	JAY	(805) 527-5685	662 WELLER COURT	SIMI VALLEY	CA 93065	
HARTMAN	RICHARD	(805) 488-6136	1852 SANFORD ST	OXNARD	CA 93033	111039
HINMAN	BILL	(805) -	1195 N. MODESTO AVENUE	CAMARILLO	CA 93010	15233
HOPPLE	TIM	(805) 498-9448	163 NORTH CASTILIAN AVENUE	THOUSAND OAKS	CA 91320	333336
HSTEH	ROBERT	(805) 987-6586	694 LANTANA #10	CAMARILLO	CA 93010	474171
JIMENEZ	LARRY	(805) 652-1937	1943 CHANNEL DR.	VENTURA	CA 93001	378742
KARP	BILL	(818) 876-0602	4532 PARK MONACO	CALABASAS	CA 91302	122971
KEGLER	KEN & HANS	(805) 492-0757	2991 TEAL CT.	THOUSAND OAKS	CA 91360	482474
KEIGHTY	W.	(805) 987-6443	542 SAN CLEMENTE WY.	CAMARILLO	CA 93010	
KIM	SONNY	(805) 523-346	15266 #A CAMPUS PARK DRIVE	MOORPARK	CA 93021	6
KLUSS	BILL	(805) 497-2120	1368 MORROW CIRCLE	THOUSAND OAKS	CA 91362	15036
LANKARD	KEN	(805) 485-7217	P.O. BOX 24606	VENTURA	CA 93002	
LEAL	MICHAEL	(805) 529-7535	844 CHARLES STREET	MOORPARK	CA 93021	334482
MARK	BILL		174 KNOLLWOOD	NEWBURY PARK	CA 91320	
NICHITSCH	ROBERT	(818) 991-0666	6012 COLODNY DR.	AGOURA HILLS	CA 91301	222852
NIEROP	LEX	(805) 499-2256	1351 ALESSANDRO	NEWBURY PARK	CA 91320	
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 WILLOW CREEK LANE	MOORPARK	CA 93021	28279
OLDENBURG	ED	(805) 497-7463	261 EL GALLARDO	NEWBURY PARK	CA 91320	106776
ONSTAD	BOB	(501) 389-6203	P.O. BOX 287	HATFIELD	AR 71947	na
RAKE	GARY	(805) 498-2613	947 DRIFTWOOD CIRCLE	NEWBURY PARK	CA 91320	437635
REAGAN	MIKE	(805) 529-5513	14705 LOYOLA ST.	MOORPARK	CA 93021	93756
ROUSHAR	NORM	(818) 982-1771	6747 AGNES AVE. #8	NORTH HOLLYWOOD	CA 91606	431725
SIMPSON	JIM	(805) 492-3391	1925 MEADOW BROOK CT.	THOUSAND OAKS	CA 91362	
SPOER	JONATHAN	(805) 889-2788	30811 MAIN MAST	AGOURA HILLS	CA 91301	393152
ST. LAWRENCE	DON	(805) 497-9681	207 SOMERSET CIRCLE	THOUSAND OAKS	CA 91360	409441
STERN	MICHAEL	(805) 492-8452	745 LYNNERE DR.	THOUSAND OAKS	CA 91360	131478
SUTTON	ROBERT	(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
TRIST	PAUL JR.	(818) 545-7551	1101 MELROSE #1	GLENDALE	CA 91202	28643
VANNETT	DANE	(805) 532-2473	4365 AMBERWICK	MOORPARK	CA 92021	433610
WALDEN	SCOTT	(818) 889-1394	5850 E. SUNNY VISTA	AGOURA	CA 91301	481783
WEISMAN	EDGAR and B.J.	(805) 496-0611	752 CANINO VALLES	THOUSAND OAKS	CA 91360	67651

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	1	4	1	2	1	4	3	3	3	3	2	2	4	1	2	1	4	1	4	1	4	1	4	1	
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	1	7	1	3	6	4	2	4	1	4	1	3	4	4									

11/20/93		OPEN CLASS STANDINGS										HIGH SCORE = 2778.0	
P NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
1 MIKE REAGAN	TOSS	7823	941	1000	994	981	914	0	1000	993	0	1000	0
2 BOB SWET	TOSS	7806	624	816	645	947	0	0	958	1000	905	939	972
3 DON NORTHERN	TOSS	7250	799	876	0	0	943	0	958	985	907	922	860
4 EDGAR WEISMAN	TOSS	7224	888	979	633	938	982	0	959	0	951	0	894
5 DON McNAMEE	TOSS	6363	655	888	1000	944	1000	0	979	0	905	0	0
6 B.J. WEISMAN	TOSS	5963	1000	986	997	1000	0	0	980	0	1000	0	0
7 ART McNAMEE	TOSS	4892	0	959	514	935	512	0	0	0	972	0	1000
8 LARRY JIMENEZ	TOSS	4505	0	742	371	0	0	0	882	953	710	0	847
9 DANE VANNETT	TOSS	2779	0	934	274	0	0	0	0	0	775	0	796
10 BILL KARP	TOSS	2439	532	0	0	0	0	0	685	317	0	0	905
11 MIKE LEAL	TOSS	2415	0	0	0	0	0	0	957	605	0	0	853
12 JOHN ELLIAS	TOSS	2112	722	951	439	0	0	0	0	0	0	0	0
13 MYLES MORAN	TOSS	1890	448	890	0	0	0	0	0	0	0	552	0
14 PAUL TRIST	TOSS	1844	0	0	0	942	902	0	0	0	0	0	0
15 MIKE RATNER	PSS	947	0	0	0	0	947	0	0	0	0	0	0
16 RICHARD BURNS	PSS	897	0	0	0	0	897	0	0	0	0	0	0
17 BEN M	PSS	833	0	0	0	0	833	0	0	0	0	0	0

11/20/93		2 METER CLASS STANDINGS										HIGH SCORE = 2274.3	
P NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
1 MIKE REAGAN	TOSS	7903	1000	1000	952	957	994	0	1000	1000	0	1000	0
2 DON McNAMEE	TOSS	6699	873	930	989	955	980	0	978	0	994	0	0
3 ART McNAMEE	TOSS	3764	0	880	0	968	916	0	0	0	1000	0	0
4 EDGAR WEISMAN	TOSS	3684	848	0	0	0	1000	0	935	0	901	0	0
5 B.J. WEISMAN	TOSS	3070	0	0	0	0	534	0	978	0	884	674	0
6 MIKE LEAL	TOSS	2891	0	0	1000	0	129	0	869	893	0	0	0
7 LARRY JIMENEZ	TOSS	2373	0	617	0	0	0	0	0	0	852	0	904
8 SONNY KIM	TOSS	1562	0	0	0	0	0	0	0	0	784	0	778
9 PAUL TRIST	TOSS	1374	0	0	0	1000	374	0	0	0	0	0	0
10 BOB SWET	TOSS	1000	0	0	0	0	0	0	0	0	0	0	1000
11 BEN M	PSS	991	0	0	0	0	991	0	0	0	0	0	0
12 THOMAS AKERS	TOSS	930	0	0	0	930	0	0	0	0	0	0	0
13 MYLES MORAN	TOSS	917	0	917	0	0	0	0	0	0	0	0	0
14 RICHARD BURNS	PSS	907	0	0	0	0	907	0	0	0	0	0	0

11/20/93		SPORTSMAN CLASS STANDINGS										HIGH SCORE = 1752.6	
P NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
1 SONNY KIM	TOSS	4000	0	0	0	0	0	0	0	1000	1000	1000	1000
2 JIM GEORAGAN	TOSS	1447	0	881	566	0	0	0	0	0	0	0	0
3 DON St. LAWRENCE	TOSS	543	0	0	543	0	0	0	0	0	0	0	0

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HELP WANTED

WHO? Club Members
WHAT? A contribution to your club newsletter.
WHERE? Anywhere you want to write.
WHEN? As often as you want.
WHY? Because if it works for you, we want to know about it.

NO EXPERIENCE NECESSARY: Let's hear from beginners, too!

CONTACT: Your Newsletter Editor

Earn the respect and adulation of your fellow club members! Contribute to your monthly newsletter.

Tips for using OBECHE by Paul Wright

Caution! Handle your obeche carefully as it has a tendency to naturally split along the grain. When it happens, don't panic. Don't try to glue the split, just put a piece of tape over the outside of the split and continue working.

Cutting the obeche. The best way for cutting the obeche is to use a *Olfa* rotary cutting wheel. They can be found at any better piece goods store. Mark the cut with a pencil, lay a metal straight edge down and use the *Olfa* cutter. If you don't have a rotary cutter, put down masking tape where you are going to make the cut and mark the cut on top of the masking tape using a sharp blade and a straight edge. This technique will prevent splitting of the wood.

Obeche can be applied to wing cores in two ways: Pressing and vacuum bagging. Pressing is the easiest. Lay the core on skin and roll the core up to the leading edge and cut out around the outline, allowing an extra 1/4 inch around the perimeter. Spray any carbon fiber you plan to use with 3M 77 to hold it in place. Wet out c/f and wing skin with a mixture of epoxy and *Airosil*. The *Airosil* stops epoxy from bleeding through the obeche. Scrape off all the extra epoxy with a scraper that is notched every inch. This leaves neat rows of epoxy and reduces the weight. Lay the lower skin on bottom core bed, position the core as required and lay on the top skin on the core bed. Tape the sandwich together and place in a press or cover with a board and stack bricks, blocks or jugs filled with water on top for at least 12 hours. Vacuum bagging works well too, but be aware of several things. Precoating the wing skins with *Varathane* cuts down bleed through of epoxy. Carbon fiber or fiber glass thicker than .008 thousandths will show as a ridge. Any trailing edge sticking out of the cores the vacuum bag will try to bend.

Profiling Lay the wing in the core beds when you work on them, top bed when working on bottom and visa versa. Start by shaping the leading edge, then work on the trailing edge. 150 grit sandpaper is a good starting place, then move to finer grits. This next step is very important. Do all sanding cord wise not span wise, you don't want to flat spot the wing. Place the wing on the bottom core and start sanding from the trailing edge to the leading edge in a smooth motion. The first couple of passes the sanding block will rock as it passes over the high spots. Make at least 5 passes over each spot working up and down the wing. Work both sides of the wing carefully and you will be rewarded with a superior performing wing.

Finishing There are numerous methods to a light weight finish, but Monocote isn't one of them. I will discuss two of them, a filled and unfilled grain. The simplest finish is 3 coats of *FLETCO Varathane* sanded in between coats with steel wool. The filled grain method uses 2 applications of *Johnson's Baby Powder* rubbed in the wood and sprayed with lacquer between applications. *Behr* brand works great. The *Varathane*, spray Bear lacquer, foam brushes, 0000 steel wool are carried by many of the home building supply centers. I personally like *Varathane* because it cleans up with water, dries fast and doesn't smell. Good Luck!

LO TECH STUFF

by Earl Levin

Handling those sleek all-glass round fuselages on the workbench while you are installing servo trays, linkages, radio gear, setting everything up, etc., etc., can be a real chore. The darn things keep rolling from one side or the other. Add a tow hook and things can get even worse. One neat way I've found to avoid all this flopping around is to make a foam block cradle. Not just any foam block, but one that is easy to obtain and works really well. It can be readily obtained from the foam blocks used to protect hi-fi and home computer products as they are shipped in their original cartons. These odd-shaped pieces (roughly 4"x6"x18") are usually thrown away once the gear is unpacked. Being flat or straight on the outside edge serves as a convenient bottom for your new fuse cradle. Cut a "V"-groove or semi-circular notch at each end of the other side and you are in business. That's all there is to it. The notches in the styrofoam firmly hold your fuse in place while you are working on it, and raise the fuse off your workbench as well. You might have to trim off some extraneous parts of the foam piece. It varies. Now you have a real helper with a minimum amount of effort and money, and you have done your part to recycle extra styrofoam.

The other item I've come across that you might want to give a try is a glass reinforced composite wing rod material, which I originally found out about a few years ago when I bought an original EAGLE from Ed Holder. The tip panels were held on with this light-weight white-colored 1/2" diameter rod. This glass composite material can be found at any local TAP Plastics store. The rods come in 6 foot lengths; in 1/4", 5/16", 3/8", 1/2", and larger diameters. The stuff is cheap, with the 1/2" diameter rod about \$6.00 for the 6 foot length. It is extremely strong (120,000 psi minimum tensile strength) weighs 1/2 or less than the equivalent steel rod, and you cannot bend it permanently! Yes, it will flex a little but that's all. I've used it on several Falcon-type sailplanes with no problem whatsoever. Best thing yet for a light but strong wing rod that's cheap and won't take a set! TAP has several other goodies like this that glider guiders can readily use (epoxies, glass cloth, micro-balloons, disposable gloves, filament wound epoxy tubing, chopped glass strands, etc.).

☺☺☺