

## Editor's Spot

### *Plane vs. Pilot*

The hottest subject in the soaring community these days is light weight. Some people swear by the gram scale while others rely on shear comparisons of sailplane weights to judge masses. The extreme to which some people go is absolutely amazing. While some people judge a sailplanes potential only on its weight, others don't bother making predictions until they have their plane flying.

From a physics stand point there are obvious advantages to having a lighter sailplane. The two arguments that most people use is light lift and landing without a head wind. If your plane doesn't way as much as the next guys plane, you can compute various equations and figure out to twelve decimal places how much less inertia your plane will carry on landing approach, and how much drag it will require to ~~overtake this~~. You can figure out the precise amount of lift that your plane will need to climb at so many feet per minute. You can mathematically figure thousands of advantages that a lightweight sailplane will have.

I've been taught and shown by many people that theory and practical application are two different worlds. When you put your theoretically superior plane into the real world it may or may not perform as expected. There are simply too many variable to deal with to ensure a realistic theoretical analysis of an aircrafts performance in a real environment.

BJ once told me that the best performing plane is the easiest one to fly. A chain is only as good as it weakest link. If you can't fly your lightweight

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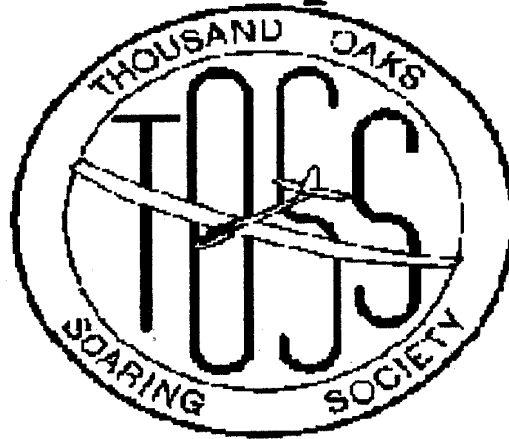
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# TossUp 96



## 1996 Club

### Officers

#### President:

**Michael Reagan (805)529-5513**  
14705 Loyola Street  
Moorpark, CA 93021

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1807 Hendrix Avenue  
Thousand Oaks, CA 91360

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1583 Wakefield Avenue  
Thousand Oaks, CA 91360

#### Treasurer:

**Chase Keightly (805)987-6443**  
542 San Clemente Way  
Camarillo, CA 93010

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## Repairing cracked Fiberglass fuselages

Repairing cracked fiberglass fuselages doesn't have to be an intimidating activity. When my SuperV crashed the tail broke just in front of the stab. It sheared off completely. I quickly pulled the pieces out of the ground and threw them in the back of the car. Then I went down to Mike Reagan's shop and sought out some assistance from Mr. Reagan. He gave me the usual response that he gives when I ask him for advice on doing something. "Do this and then do this, but be careful not to do this, and then do this one more time, and then all you'll have to do is this and let the glue dry." If you have ever asked Mike to show you how to do something, he usually tells you the easiest or best way to do it. In this case his procedure was right on the mark. It took me about forty-five minutes of actual labor to fix my tail and then I waited another couple of hours for the glue to dry. Here on the steps to fixing a fiberglass fuselage as told to myself by Mike Reagan.

### Material:

1 broken fiberglass fuselage  
some fiberglass or carbon fiber  
some resin and hardener  
180 grit sand paper  
some scrap wood  
acetone  
peel ply if you have any

### Procedure:

- 1) Start by removing any paint from the fuselage using the acetone and sand paper.
- 2) Once all the paint has been removed from the broken area, sand the area thoroughly.
- 3) Using whatever you have available, secure the two pieces together using what ever you want. A balsa wood wedge worked well for myself.
- 4) Cut two pieces of carbon fiber or fiberglass that are wide enough to wrap around the break. Cut one piece slightly narrower than the other and set them aside.
- 5) Align and secure the broken pieces of the fuselage. Temporarily glue the pieces together.
- 6) Mix up some resin and wet out the pieces of cloth.
- 7) Lay the narrower of the two pieces on the fuselage over the broken section and smooth any wrinkles out.
- 8) Lay the second piece on the same way.
- 9) Let the resin set up and then finish it however you want.

I hope this method works out for you if you try it. It certainly worked for me.

## For Sale

Banshee 2 meter sailplane kit. New in box. \$240 call Don Northern at (805)523-1018

Airtronics Legend Ready to fly. Needs servos and radio gear. Excellent alleron trainer \$225 Call Thomas Akers at (805)496-6655

### Wanted

Beginner needing a basic radio. Simple 4 channel will suffice. Contact Thomas Akers at (805)496-6655

### Editors Spot Cont. from pg. 1

masterpiece of theoretical brilliance, then what is the point of having it. Why is this important, well, from my personal experience, I have found that most lightweight sailplanes are harder to fly. They simply don't have the mass to carry through maneuvers as well. Wind gusts and other forms of turbulence play a much larger role as well.

As for myself, I would much rather fly a slightly heavier plane than a light one. Basically, I've flown Mark Levoe's SuperV 114 that weighed only 55 ounces and I liked it a lot. However, from the point of view of a pilot who isn't quite perfect and makes mistakes, my SuperV 114 that weighs some where in the 60 to 70 ounce range is a superior flyer. When I flew Mark's, constant attention to flying the plane was required. You really had to fly the plane all the time or it would just stop flying. While with my heavier plane, I don't have to concentrate quite as much on flying the plane each and every second and can fly the plane from a much different perspective. I don't have to worry about what the plane is going to do in one or two seconds and can think twenty or thirty seconds ahead. When I am flying to a thermal I am able to think about what I am going to do when I reach it and not the time in between. The heavier weight of my plane allows it to fly through turbulence and other phenomenon, that would affect a light plane, without any noticeable effects.

Now all this may sound a little far fetched and you may not agree with me, but that was not the intent of this article. Really, all I wanted to do was put some of the nonsense my teachers fill my head with everyday to some use. NOT! When all the cards are out on the table, play to your strengths. I like flying and I'd much rather fly a good flying plane that needed to go on a diet than a lightweight, hard to handle jobby.

Think about and let me know what you think.

Thomas

# Meeting Minutes

## **Old Business**

No old business was discussed at the meeting.

## **New Business**

- 1) The new turnarounds will be purchased- end of discussion.
- 2) Edgar reserved the meeting room until the of March.
- 3) Chase will renew our nonprofit status.
- 4) Mike Reagan attended the SC<sup>2</sup> meeting and reported the changes.

## **Treasure's Report**

Chase stated that the club has \$465 in the bank. If you have not paid your dues please due so.

## **Meeting Discussions**

Full size vs. R/C and which is easier. Mike Reagan talked about the experience he had with Chuck Griswald and his Discus 15 M racer.

## **Raffle Winners**

The winners of the raffle prizes for the January 31 raffle are:

Bob Swet- a nice dainty pair of German engineered Sailplane Stopping Devices(read Graüpner Spoilers)

Michael Reagan- a nifty set of Exacto Knives

Edgar Weisman- a Skeeter Handlaunch Glider.

Thanks to Charlie for continuing to supply and run the club meeting raffles. *Oddly*, the Stylus radio *STILL* was not chosen by any of the winners! I over heard Charlie mention something to Davis

about donating a pair of matching glow in the dark sun dials to be used a stop watches. ( Arcurate to the neareast sane imagination)

## **Monthly Contest Report**

Obviously playing to his strength, as witnessed by many at last months contest, Bob Swet decided to run the same basic format as January's contest. Bob did however, make a few changes. The tasks were four rounds for twenty-four minutes with no flight over eight minutes and fifty point precision landings for each round.

Fortunately, Mother Nature decided to cooperate and blessed us with very good weather for the event. Twelve participants showed up and things got off to a good start around nine o'clock. By 9:45, the abundance of lift led many timers to tell their pilots to just circle somewhere and not worry about it. (At least that's what my timer told me to do.) At the end of the round, Mike Reagan, Roger Herbison, and Don McNamee were battling it out for the lead with max times and strong landings, while the rest of the back pondered various ways of improving their landing scores.

Round two came and went and the place shuffled themselves up a bit. Mike Reagan was still in the lead with two strong landings while everybody else contemplated various methods of convincing the scorekeeper to change their scores.

Round three saw the only major winch malfunctions and the further misery of those who weren't winning. The good lift that was present led to several miscalculations of time to go and other like Don Northern ( who left himself only a 1:11 for his last flight) were force to take a brisk jog to the landing area in order to make their landings on time.

Round four saw many last ditch heroics and frevorlous attempts to garnish as amny points as possible. Mike Reagan maintained his lead and Don McNamee flew

what he thought to be his last flight of the day. Thomas Akers, pushed by two high landing scores (both were 98s) came back to tie Don for second place. The resulting fly off was a 7 minute precision flight. Both pilots flew the same thermal and flight was won with the landing. Thomas' 94 landing beat out Don's 89 and the contest was officially over. When the awards were handed out, Don McNamee verbally protested the fact the he didn't want to risk his plane for no stinking cow ribbon.

*Editor's note: As the editor, I just want to make it clear to Edgar and Don that I got you this time and to my good friend Mr. Reagan, yournext.*

*Thomas*

## **!!!!Reminder!!!!**

Don't forget to charge your batteries.

## **Feedback Wanted**

Now that the second issue is overwith, I'd like to know what you think about Anything at all. What would you like to see in upcoming issues? Anyone is welcome to write something. I'll accept anything, handwritten, typed, or on a disk. Don't hesitate to give me a call at home or you can E-mail me at **Etho145@aol.com**.

Thanks

*Thomas Akers*



## 1996 Roster

Name		AMA Phone	Address	City	ST	Zip
Last	First					
Akers	Thomas	385783 805-496-6655	1583 Wakefield Ave.	Thousand Oaks	CA	91360
Babcock	Charles	497854 805-495-3093	1807 Hendrix	Thousand Oaks	CA	91360
Council	Bill	466415 805-499-6561	3837 Coronado Circle	Newbury Park	CA	91320
Deboer	Charles	409751 805-492-1868	775 Brightstar	Thousand Oaks	CA	91360
Fenney	Christopher	432321 805-482-2428	2759 McCulloch Avenue	Camarillo	CA	93010
Filice	Gary	478997 805-529-7534	11502 Northdale Dr.	Moorpark	CA	93021
Gray	Bob	331637 805-985-8247	2700 Kelp Street	Oxnard	CA	93035
Herbison	Roger	427678 649-1392	320 Grande Vista	Oak View	CA	93022
Hinman	Bill	15233 805-482-8513	1195 North Modesto Avenue	Camarillo	CA	93010
Holzer	Devin	508941 805-496-3555	1462 Feather Avenue	Thousand Oaks	CA	91360
Jimenez	Larry	378742 805-652-1937	1943 Channel Drive	Ventura	CA	93001
Karp	Bill	122971 818-878-1846	5446 Amber Circle	Calabasas	CA	91302
Keightley	Chase	484427 805-987-6443	542 San Clemente Way	Camarillo	CA	93010
Kelley	Jason	805-491-2052	12108 Alison Dr	Camarillo	CA	93012
Kluss	Bill	15036 805-497-2120	1368 Morrow Circle	Thousand Oaks	CA	91362
Marx	Bill		174 Knollwood	Newbury Park	CA	91320
McNamee	Don	48996 805-531-9442	133666 Bear Valley Road	Moorpark	CA	93021
McNamee	Art	7417 805-526-6292	2645 Placerville Court	Simi Valley	CA	93063
Moran	Myles	18426 818-882-4687	10428 Oso Ave.	Chatsworth	CA	91311
Northern	Don	28279 805-523-1018	3977 Willow Creek Lane	Moorpark	CA	93021
Oldenburg	Ed	106776 805-499-6354	261 El Gallardo	Newbury Park	CA	91320
Reagan	Mike	93756 805-529-5513	14705 Loyola Street	Moorpark	CA	93021
Skow	Ed	529910 805-646-6544	315 North La Luna	Ojai	CA	93023
Spoer	Jonathan	393152 818-889-2788	30811 Main Mast	Agoura Hills	CA	91301
St. Lawrence	Don	409441 805-437-9681	207 Sommerset Circle	Thousand Oaks	CA	91360
Stafford	Jack	805-654-0308	748 Via Arroyo	Ventura	CA	93003
Stender	Charlie and Matt	805-499-5235	527 Highcrest Court	Newbury Park	CA	91320
Stern	Michael	131478 805-438-8452	745 Lynnmere Drive	Thousand Oaks	CA	91360
Sutton	Robert	81773 805-498-4342	3415 Crestwood Court	Newbury Park	CA	91320
Swet	Bob	83283 805-388-9619	2600 Ponderosa Drive Apt. 15	Camarillo	CA	93010
Tiffin	Richard	555063 805-449-9113	2070 Rodeo Ct	Thousand Oaks	CA	91362
Trist Jr.	Paul	28643 818-545-7551	1101 Melrose #1	Glendale	CA	91202
Weisman	Edgar	67651 805-371-4171	752 Camino Valles	Thousand Oaks	CA	91360

## Upcoming Events

- March 10- TOSS monthly contest
- March 17- Pasadena Monthly Contest
- March 27- TOSS monthly meeting
- March 31- SC2 Hosted by ISS in Riverside

## Quotes of the Month

"You see I'm on the negative slope of the learning curve."

*Edgar Weisman*

"I could do pretty good in a contest if I could only land at the right end of the tape."

*Don Northern*