

T O S S " U P



NEWSLETTER

JUNE 1990

T.O.S.S. P.O. BOX 1955

THOUSAND OAKS, CA. 91360

A.M.A. CHARTERED CLUB #1493

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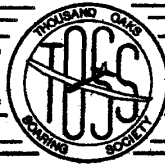
Club Winches:

Art McNamee (818) 362-2822
Chuck Griswold (805) 495-1409
Myles Moran (818) 882-4687

Code-A-Phone: (805) 497-6367

Next Contest; JUL 14 th 1990
CID: Terry Koplan
Type: ???

Next Meeting: Jun 27th 1990
Place: Oaks Mall
Next to Bullocks
Hillcrest Dr. T.O.
Time 7:30 p.m.



Eric's Blurb

This last month I was finally able to make a meeting with the new format. That is, very little business. What a great change. Lots of ideas and thoughts exchanged. FUN! Take note of the minutes as we will be changing contest days when Paramount is approved. Also a policy was established; the Saturday flying will be done at Moorpark or Paramount (when approved) and Sunday we fly at Redwood. This should end any confusion of where we will be on any given day.

A couple of news flashes. The Night Fly King Don Northern was dethroned at the May nite fly by Bob Swet with a 9 minute flight. It seems Bob wants all his contests to be flown at night. And, Bob Goldsmith finished third at SWSA's monthly contest ahead of Hendrickson and Moran. Congrats to Bob. The task for the day was three 8 minute flights. Bob told me at the pilots meeting he's never had a eight minute flight let alone three of them in one day. Bob, a much improved pilot, is not afraid to enter contests.

I have had a number of requests for help bagging wings. I think the best thing to do is schedule a demonstration

in July. I'd like to have it video taped for the club file. This will give all interested parties a chance for hands on experience. All are invited to attend on **Saturday July 21 at 1pm.** I'd

C/D's For the Year.

Jan 3th	Ed Weisman
Feb 10th	Don Northern
Mar 10th	Art McNamee
Apr 8th	Ed Odenburg
May 12th	Eric Hendrickson
Jun 9th	Bob Goldsmith
Jul 14th	Terry Koplan
Aug 11th	Chuck Griswold
Sept 8th	X/C
Oct 13th	Richard Hartman
Nov 10th	Ralph Morgan
Dec 8th	Myles Moran

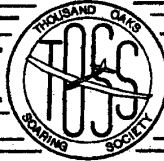
appreciate a call if you're coming.

A short report on Santa Maria's X/C attended. This is a great location for X/C flying. There were 15 teams signed up including some newcomers like Rich Spicer who caught the bug for X/C flying. I'll give you one guess who won and No it wasn't me. Windy was the theme with 20 mph on the nose for the homeward leg. On Saturday Joe was the only one to finish the course. Marshal Searcy came close landing 1/4 mile from the finish line. The rest of us were landing 16 to 18 miles around the 26 mile

course. That happens to coincide to about 2 miles into the upwind leg. Dean Clark managed a 13 mile flight with a two meter and no thermal sniffer after his big plane was damaged on landing in the morning. Sunday 4 teams finished the course including myself. Joe finished it three times that day and set a new course record of 41 minutes. We are talking FAST. What can I say, the guy is good. Everyone got a lesson in shear lines and flying into the wind. I learned alot for next year particularly getting around the so called dry lake with some altitude. What a sink hole. Santa Maria raffled off a new Vision radio from Airtronics to the pilots, crew members and the people helping out putting on the race after the racing on Sunday. I won it, definitely the highlight of the weekend for me. I also won a Dodgsons 25% off certificate I'll give the certificate to the first caller.

Anyone interested in X/C flying give me a call. I will be selling a 374 wing later this year at a very resonable price.

One final note, our SC2 contest is July 29th at Redwood. We need everyone to attend and help. Please be there early 7-730 as last year these guys started arriving



before 7. Bring any equipment (winches, batteries, retrievers, etc.) There is no way we can put this on with only three or four members doing the work and besides this will definitely give our treasury a much needed boost.

*See you There
Eric*

THERMAL HUNTING

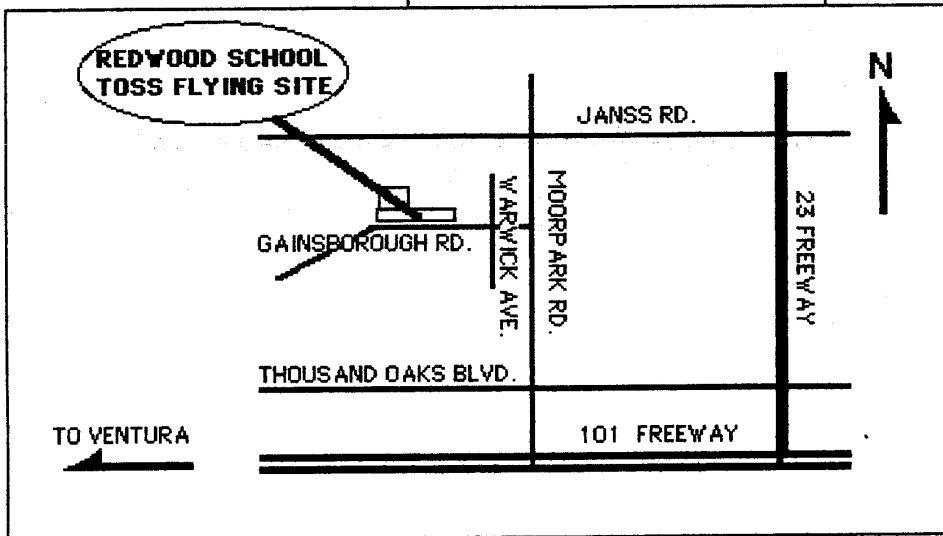
By Bob Mc Gowan
From the Modesto R/C club.

When you release from the tow line you have a limited amount of altitude which you must use wisely to search for a thermal. You should have an efficient search pattern planned BEFORE you launch.

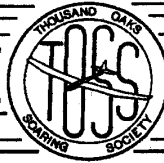
Look around the field for potential lift sources. On a calm day it's easy to make predictions; perhaps a paved parking lot, a dry dirt field, the roof of a large school building,

warm up faster and generate thermals more often than green grass for instance. There will not be constant thermal lift over any given area, they all cycle. The air warms to a point where it is lighter than the surrounding air, and starts rising. The cooler surrounding air comes in and is sucked up behind behind the warm air bubble but at some point things equalize, the lift is over, and we have to wait for another bubble of air to warm up. Think twice before heading to the area where your buddy found a thermal a few minutes ago, it may have already cycled to sink.

I generally make a search pattern that takes me around the left or right side of the field over a couple of potential thermal generators. I end my search with the plane downwind of the landing area about 100 feet above my last chance, ace in the hole, likely thermal spot. When searching, fly in a strait line with your wings level as much as possible and NEVER cover



or a hillside which is more perpendicular to the sunlight. These types of areas should



the same air twice. Keep the planes speed at it's best L/D (Lift/ Drag or Glide Ratio) so that the most air possible will be searched. This speed will be slightly faster than your minimum sink speed. Remember, you're a sailplane pilot not a paratrooper. If you encounter bad sink, I recommend staying on your original course but fly faster and get out of there. What goes down must come up; often you'll find lift just beyond the bad air you are speeding through.

Before and during your flight you should be looking for lift marked by birds, other sailplanes, or debris being sucked up. Also, be aware of warming air where you are standing or a sudden wind shift that would indicate a nearby thermal that is sucking in the surrounding air. Of course, if the marked lift is within your gliding range you should consider dumping your flight plan, putting the nose down, and going for it. Remember though that this is not a sure thing, depth perception can make it difficult to get into the same air and dust devils are often surrounded by strong wind and turbulence.

Prediction where the lift is becomes harder when the wind comes up.

The thermals are not attached

to their originating source, they break loose and drift downwind. Thermals you find at launch height originate way up wind of the flying field. If you get down to a couple hundred feet of altitude try to search above structures, tree lines or hills that have a large open area upwind of them, I've found that weak thermals drifting across the open area hit these obstructions and are kicked off; they become stronger and the rate of climb increases to a level where we can afford to drift with them and gain enough altitude to get back home. Another place to search when you get low is over sheltered areas like small valleys or among buildings where air can warm without being blown away. Forget trying over parking lots because the air is blown through before a bubble can warm.

I hope you're not thinking "I can't do this stuff with my 2 Meter Floater" because you can. In fact, it's even more important for you than the Super Ship fliers to use every advantage possible

Sometimes the whole field will seem to cycle: No one will get lift and then everyone will. This seems to happen most often at wide open flying sites with no hills nearby. When you notice this happening at a

contest you should try to observe the pattern closely. If there is any wind you have a good chance of getting good air even if you launch during a down cycle. At the start of the down cycle you will feel a temperature drop and the wind will get a little stronger. If you can launch immediately and head down wind, you can still catch the good air that blew through. If you did not launch immediately, don't hurry (Could Bob possibly be suggesting that you Sand Bag? ED.) When you do have to launch, fly as far up wind as possible to get to the next lift cycle that will be blowing your way. If it's a calm day and you notice this large scale cycling and you are called to fly during a sink cycle you have only one hope: Fly straight, far, and fast out of the bad air, the direction you should go is anyone's guess!

The real key is to fly aggressive. Go get that thermal, Don't wait for it to come to you usually they show up late!

Bob



Worthless ramblings.

If you read the letter like I do then you just finished Bob Mc Gowan's excellent article on thermaling. The problem with most thermaling articles are that they are aimed at the people that really don't need them. Bob's article covers the "What should I do now?" Problem very nicely. The problem of "Am I in lift or sink?" Is one I personally would like someone to address. I'm not talking about boomers. Airplane going up so fast that you have no trouble telling that you're gaining altitude. I'm talking about zero sink. Where you might gain on one side and loose on the other and they both equal out. That kind of lift is the kind that Joe Wurts likes to catch at 50 ft. and work for a seven minute flight. Harder still is the same air at 200 feet with everyone else falling out of the sky. The question is, HOW DO HE KNOW?.

If you have any tips on telling if you are in lift why don't you let everyone else in on it at the meeting.

The night fly was the 23rd but today is the 21st and I don't know how it's going to come out.

Late

Chuck

**Our President Speaks
Flying sites**

Fellow members:

This report concerns our efforts to obtain permanent flying sites.

Since I started flying Free-Flight in 1939 I have had the questionable displeasure of being evicted from flying sites on a yearly basis. NO MORE

Eric Hendrickson, and many other members did necessary planning work towards getting a more permanent flying site.

I was able to obtain the Redwood School site in T.O. for the TOSS Club on a year by year basis. This field had been used by Little league & Soccer for years so that our use is subject to their not being on the field. On Sundays the field is almost always ours and I have found that most Saturdays some part of the field is available.

I felt this was not good enough so I used the AMA guide book for procuring flying fields and requested a site form the National Park Service lands next to Newbury Park in the Santa Monica mountains.

The Park Service suggested we could use the Paramount Ranch site off Cornell road in Agoura, instead of the Newbury Park site as that was already under agreement with Moorpark College.

After about six months of

negotiation I finally received a draft, or Memorandum of Understanding, between Santa Monica Mountain National Recreation Area and Thousand Oaks Soaring Society.

This 5 page agreement, in the form of a contract, is satisfactory except for some restrictions on grass cutting.

The final draft was made subject to approval of the National Park service.

In short The agreement states.

1) We will have the use of the entire ranch for 3 years. This includes Toilets, Water, BBQ Pits etc.

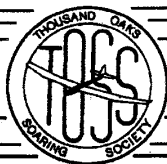
2) We may fly from the parking lot and adjacent mowed grass area when other activities are not planned. This means that some Sundays we will not be able to use the parking lot .

3) We have the exclusive use of the field to the north west of the parking lot 365 days a year or until we screw up.

4) The only thing still under discussion is the size of the landing site that we will have to mow. It will probably be 50 ft. square with a good approach from over foxtail grass from all directions.

5) Only motorless gliders will be allowed.

When we get a final signed agreement it will be mailed out with the newsletter to all members.



The AMA is actually responsible for our being able to get this site. The Background material they made available to us was invaluable. Also at some time past the AMA convinced the Dept. of Interior that flying model planes is a Hobby compatible with the U.S. Governments purposes for the use of public land.

I am going to offer the use of this field to all other S.C. clubs, with the understanding that they comply with our memorandum and they not schedule contests on the site without 1st clearing it with us.

I have been told that if we want to fly on the site in small groups before the contract is signed it is OK.

Eagar

OPEN LETTER TO S.U.L.A.

I feel a comment about your SC Squared meet is necessary. Most of us contestants felt it was an unhappy day. No happy campers.

After all contest flying is not mandatory. If not for the pleasure of competition we would fun fly and get many more than 3 flights for the effort of going to "The Field"

About 30 seconds after the contest pilots meeting was over

a quick computation -- 60 pilots divided by 4 pilots per time at winches times 10 min. per time at winch is seven and one half hours.

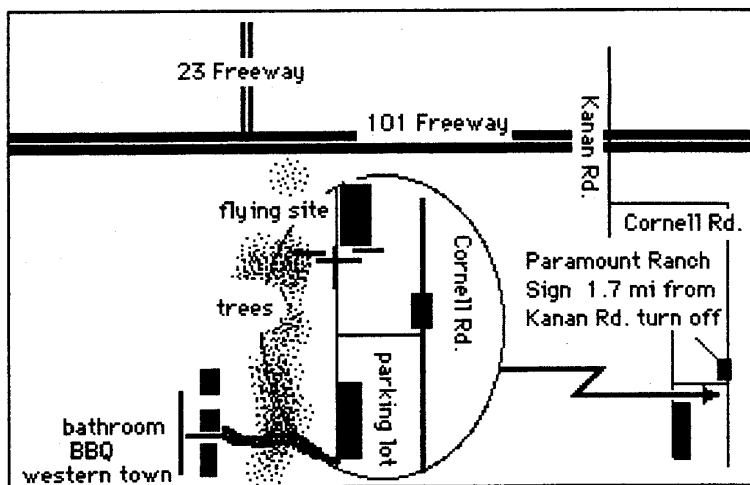
The actual meet ran from about 9:30 to 6:00

I for one would suggest that in the future all SC squared meets take into consideration the travel requirements of many flyers and an effort be made not to repeat the SULA contest; premeditated and structured to cause an eight hour contest when a four or five hour contest could easily have been accomplished without any reduction in enjoyment.

*Thanks for listening
Eagar*

The Red Baron

Radio Control Model Hobbies
77 Daily Drive
Camarillo, CA.
(805) 482-0250



July 1990

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
SC squared Lee Renaud Memorial Three classes Youth, Sportsman, Expert HSS. Harbor 1	2	3	4	5	6	T.O.S.S. Fun fly.Help for new fliers and practice for contests 7
TOSS MONTHLY CONTEST I.S.S. Riverside H.S.S. Costa Mesa 8	9	10	11	12	13	MRCSS Santa Monica monthly contest. 14
P.S.S. Pasadena El Dorado Long Beach 15	16	17	18	19	20	21
22	23	24	TOSS meeting 25	26	27	28
TOSS SC SQUARED MEET DON'T MISS IT !!!! 29	30	31				

August 1990

*WE MIGHT HAVE
PARAMOOT RANCH*

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	T.O.S.S. Fun fly.Help for new fliers and practice for contests 4
S.W.S.A. Covina H.S.S. Costa Mesa 5	6	7	8	9	10	MRCSS Santa Monica monthly contest. <i>READ THE NEWS LETTER!</i>
TOSS MONTHLY CONTEST I.S.S. Riverside 12	13	14	15	16	17	18
L.S.F. Pasadena Mike Ratner 19	20	21	22	23	24	25
SC squared NCC 26	27	28	TOSS meeting 29	30	31	

T.O.S.S. Calendar of events. Please contact officers for car pool information

NORMALIZED
 Max score JUNE 2897
 Highest T.O.S.S. score JUNE 3000

*Sports 1st Jun
 2 meter June*

#	NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN
1	NORTHERN	TOSS	4823	929	0	1000	941	991	962
2	KOPLAN	TOSS	3876	947	971	0	998		960
3	GRISWOLD	TOSS	3724	0	0	817	924	982	1000
4	McNAMEE D.	TOSS	3622	0	780	966	876	1000	0
5	OLDENBURG	TOSS	3142	892	569	0	722	959	0
6	WEISMAN	TOSS	2898	0	320	882	927	0	768
7	HARTMAN	TOSS	2623	1000	881	742	0	0	0
8	WURTS	TOSS	1968	0	1000	968	0	0	0
9	BEN M.	PSS	1892	0	0	0	0	896	996
10	HENDRICKSON	TOSS	1844	0	0	0	972	872	0
11	MORAN	TOSS	1823	0	0	926	0	897	0
12	RATNER	PSS	1671	0	0	0	0	919	752
13	McNAMEE	TOSS	1653	0	0	744	0	910	0
14	NIBLEY	TOSS	1496	690	0	0	806	0	0
15	KRAINOCK	SVSF	1000	0	0	0	1000	0	0
16	BURNS	PSS	983	0	0	0	0	0	983
17	WICHERT	TOSS	979	0	0	0	979	0	0
18	BUTKOVICK	PSS	814	0	0	0	0	0	814
19	VICKERS	TOSS	775	0	0	0	775	0	0
20	TURNER	??	631	0	0	631	0	0	0

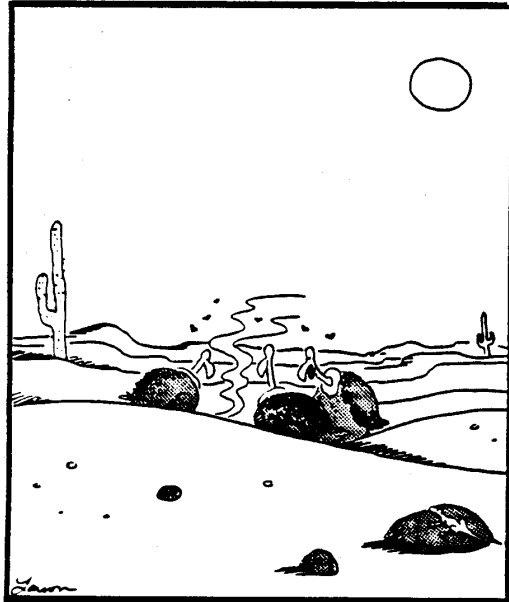
SPORTSMAN CLASS NORMALIZED TO 1000

		TOTAL	JAN	FEB	MAR	APR	MAY	JUN
1	LEAL	TOSS	3214	0	0	755	1000	869
2	GOLDSMITH	TOSS	3105	823	383	0	899	1000
3	BUTKOVIC	PSS	2739	918	0	1000	0	821
4	MORGAN	TOSS	1543	714	828	0	0	0
5	VAN HAMERSVELT	TOSS	1245	0	0	0	671	574
6	IMES	SCSA	1000	1000	0	0	0	0

2 METER CONTEST
NORMALIZED TO 1000

NAME	CLUB	TOTAL	JAN	FEB	MAR	APR	MAY	JUN
1 SWET	TOSS	3287	0	797	0	666	824	1000
2 GRISWOLD	TOSS	2714	0	0	0	1000	1000	714
3 HENDRICKSON	TOSS	1784	0	0	0	794	990	0
4 OLDENBURG	TOSS	1732	1000	732	0	0	0	0
5 WEISMAN	TOSS	1339	0	0	0	664	676	0
6 MORGAN	TOSS	1279	619	660	0	0	0	0
7 VAN HAMERSVELT	TOSS	1066	0	0	0	513	553	0
8 WURTS	TOSS	1000	0	1000	0	0	0	0
9 WICHERT	TOSS	899	0	0	0	899	0	0
10 McNAMEE D.	TOSS	869	0	869	0	0	0	0
11 VICKERS	TOSS	857	0	0	0	857	0	0

THE "BOYS" AT LUNCH...



"Oooooooweeeeee! This thing's been here a loooooooong time. Well, thank God for ketchup."

TAKE CARE No GLUE COMES INTO CONTACT WITH YOUR FINGERS!!



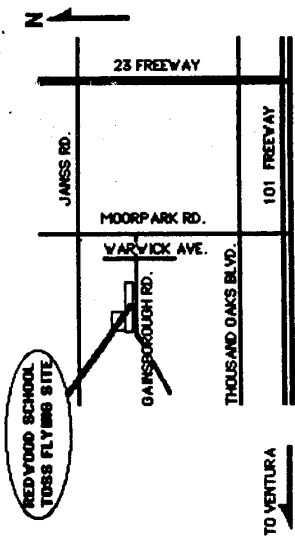
FROM "THE WHITE SHIRT" (ENGLAND)

"THE DANGERS OF INSTANT GLUES..."



THOUSAND OAKS SOARING SOCIETY PRESENTS SC 2 R/C SOARING CONTEST ON OUR NEW GRASS FIELD

DATE: Sunday JULY 29th, 1990
 CD: Eric Hendrickson (805) 493 - 4210
 TOSS PRESIDENT: Edgar Weisman (805) 496 - 0611
 LOCATION: T.O.S.S. Flying field, Redwood School Gainsboro Rd. Thousand Oaks, Ca. (Map included.)



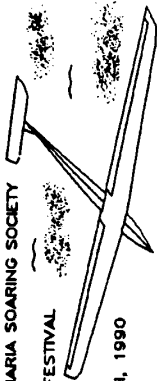
EVENTS: Three Rounds precision duration. Must fly one of each type.
 3Min. Scored 700 flight / 300 landing points
 5Min. Scored 800 flight / 200 landing points
 7Min. Scored 900 flight / 100 landing points

LANDINGS: Carrier Style. Scored one point / inch.

SURFACE: Grass.

WINCHES: 12 volt. Approximately 900 feet to turn around.
 Mechanical retrievals will be provided!

SLO FLYERS And The SANTA MARIA SOARING SOCIETY Present the SUMMER SOARING FESTIVAL



JULY 7TH AND 8TH, 1990

CLASS: Open

EVENTS:
 Saturday - 1st Round: 3 minute precision - duration with penalty points for time under/over.
 2nd Round: T6 Triathlon with landing points four times that shown in the landing description below.
 3rd Round: To be announced.
 Sunday - 1st Round: 3 minute precision - duration with penalty points for time under/over.
 2nd Round: 15 minute T4 with no flight over 6 minutes.

LANDING: Graduated triangle with 10, 20, 30, 40, 50 percent of flight score, except for T4 and T6 where point value is added to score.

NOTE: Our field now has a GRASS landing area.

SITE: SLO Flyers Field. Located behind Cuesta Community College on Highway 1, San Luis Obispo, CA. Map and list of accommodations provided with confirmation.

EQUIPMENT: 12 Volt Winches and Retrievers

AMA: AMA cards or dues required at registration. Radios must display frequency flags and AMA # must be on right wing in 1" or higher letters per AMA rules.

BACKUP: One backup sailplane per entrant on same frequency. CD must determine flyability of primary sailplane.

AWARDS: 1st through 10th, with first place team trophy.

ENTRY FEE: 20\$, non-refundable and non-transferable. Make payable to: SLO FLYERS INC.

RAFFLE: Sunday after the contest.

CD: Gordon Jennings Asst. CD: Jim Sneed
 (805) 528-8960 (805) 481-0775

MAIL TO: Summer Soaring Festival
 c/o Gordon Jennings
 1578 7th Street
 Los Osos, CA 93402

SLO FLYERS SUMMER SOARING FESTIVAL - JULY 7TH AND 8TH, 1990

NAME: _____ AMA#: _____

ADDRESS: _____ PHONE: _____

CITY: _____ STATE: _____ ZIP: _____

FIRST PRIZE CHOICE: _____ SECOND PRIZE CHOICE: _____

TEAM: _____