

**Thousand Oaks  
April**



**Soaring Society  
2010**

*TOSS is a District X Member of the Academy of Model Aeronautics, CharterClub # 1493*

## **Minutes of the TOSS Meeting Held 3/31/2010**

### **Attendance:**

*Gary Felice  
Bill Bertram  
Steve Miele  
Jay Harland  
Richard Mason  
Bob VanLangingham  
Don Northern  
Jonathan Charnas  
Paul Crittenden  
Bob Swet  
Martin Usher  
Charlie Babcock*

### **News:**

#### *Permit*

Use permit for Redwood Middle School has been renewed (Thanks Bill Bertram)

AMA Charter for club has also been renewed (Thanks Terry Koplan)

It was suggested by Gary Felice that the use permit and AMA Charter be posted on the website and printed by club members to be presented if the need arose (if there were people on the field that would not leave).

Jon Charnas (Webmaster) said he would post the articles on the website as soon as they were furnished

### *Flying Sites*

Bill Bertram (Flying Site Coordinator) gave an update on flying site conditions. A few weeks ago, a couple club members were approached by a park ranger while flying at Wood Ranch and told they were not allowed to fly at Wood Ranch. Steve Miele inquired with the Rancho Simi Parks Department if the posted park rules were current. He was assured that they were. Current park rules do not prohibit the use of non-powered planes hence gliders are acceptable. Bill Bertram then approached the Rancho Simi Parks Department regarding the use of Wood Ranch Hill as a slope site. He was told he could not fly there by a parks representative. Other members urged Bill Bertram to cease pursuing this subject out of concern it would escalate and we would be formally banned from the hill. The current rules state that gliders are not prohibited, only powered models. No other progress on flying site acquisition reported by Bill Bertram. He suggested we begin to look for private landowners.

### *SC<sup>2</sup>*

Gary Felice brought up the topic of not hosting SC-squared contests at the field anymore.

-This sentiment was voiced over concerns of safety and the newly planted trees along the border of the upper and lower fields.

-The use of another club's field was suggested

but no specifics were offered.

-No progress was made and the subject was tabled until a later meeting.

### *Magazines*

Steve Miele suggested that we leave our unused model magazines in doctors' and dentists' offices with sticker affixed to the cover with TOSS information. Steve hopes this will raise awareness of our club and perhaps solicit new members. Bill Bertram agreed to print the stickers. Other suggested bringing use magazines to public libraries for display.

### *Mentoring*

Steve Miele brought up the topic of mentorship. He urged every experienced member to "take a

new person under your wing." He feels that mentoring another pilot is critical to the continued success and operation of TOSS.

### ***The Raffle***

Bill Bertram brought up the topic of what to do with the \$1K raised through the raffle of Bill Karp's plane. It was motioned and voted that the money would go to Redwood Middle School to be used for math and science. The gift will also be presented with a plaque thanking the school for the use of their field.

### ***Finally...***

! Send any interesting topics, pictures, tips, recipes (?) to Martin Usher to include in upcoming newsletters! (*see what I mean - Ed*)

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Date: Fri, 02 Apr 2010 19:18:00 -0700 (PDT)  
From: Paul Crittenden <xxxxxxxxx@xxxxxx.xxxx>  
Subject: TOSS Meeting Minutes 3-31-10

Out of concern of the anemic newsletter (no fault of your own) I have decided to submit an entry for the newsletter. I have done a short writeup about one of my latest handlaunch glider. I have also attached a picture.

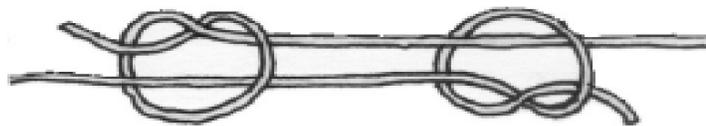
F3K is the handlaunch FAI discipline where numerous competitors compete in numerous tasks which use man-on-man scoring. In the last couple years, interest in handlaunch, notably discus-launched gliders (DLG) has exploded in the US. This is primarily due to the direct result of new plane suppliers and improved performance. A typical DLG can weigh in around 8-10oz and be launched over 150ft high, and often much higher. Bagged wing DLGs were the staple for many years do to their availability, durability, and light weight. Recently, molded wing DLGs have become readily available from Europe with higher performance than bagged wings. The weight of molded DLGs has come down considerably, and strength has gone up. This is due to expanding technology in composite fabrication.

The model shown, is a molded wing DLG from Denmark. The servos are molded in the wing before closing the skins, and arranged with a rotary drive system (RDS) to control the ailerons. This enables the wing to be completely clean of pushrods and fairings. The tails are operated using a pull-spring method in which a torsion spring is put in the hinge of the tail feathers and a pull string opposes the force of the spring, creating a very light and tight linkage. If you want to see more, find Lex or Paul at the field and we would love to show our new molded DLGs.



*Paul's Danish HLG*

### ***The Fisherman's Knot***



***THE FISHERMAN'S KNOT***

(From April '05's newsletter)

“Richard Mason reminded me of the Fishermans' Knot which we can use on our winch-lines. It seems to work as well as the Bloodknot that we normally use, its just as strong but it seems to be smaller and easier to tie.”

Don Northern