

TOSSUP 02



Fellow Contestants,

On behalf of Thousand Oaks Soaring Society, I would like to thank you all in participating in another Built Up Bent Wing contest. It is through your actions that we all enjoyed another fine contest. The weather was nice (at least for some of us) and the competition was fierce. Our scores indicate that we can compete with the best Open Class planes and for less expense.

We hope that you enjoyed our contest and look forward to seeing you again next year.

Bob Swet

AUGUST 2002 Built Up Bent Wing CONTEST																		
Number	NAME	CLASS	TEAM	Channel	Round 1			Round 2			Round 3			Round 4			TOTAL POINTS	Normalized Points
					Time	Landing	Points											
115	Art McNamee	Open	TOSS	53.5	2:58	1	195.8	5:02	1	327.8	7:40	81	541	4:02	89	327	1391.6	1000.00
112	Bob Swet	Open	TOSS	25	3:00	1	198	4:58	1	327.8	7:58	59	537	4:01	80	319	1381.8	992.96
111	Mike Reagan	Open	TOSS	26	2:58	1	195.8	4:48	0	288	8:00	95	575	4:00	73	313	1371.8	985.77
114	Don Northern	Open	TOSS	42	3:01	1	196.9	5:02	1	327.8	7:21	91	532	4:02	73	311	1367.7	982.83
113	Ed Slobod	Open	None	34	2:59	1	196.9	5:04	1	325.6	7:57	0	477	3:57	84	321	1320.5	948.91
107	Jerry Tonelli	Open	SSJSS	18	2:57	1	194.7	4:59	1	328.9	7:25	0	445	4:02	85	323	1291.6	928.14
101	Casey Adamczyk	Junior	HSS	42	2:58	1	195.8	5:01	0	299	7:52	91	563	4:08	0	232	1289.8	926.85
110	Don McNamee	Open	TOSS	39	2:59	1	196.9	4:59	1	328.9	5:05	73	378	4:00	82	322	1225.8	880.86
109	Karl Hawley	Open	HSS	36	2:58	1	195.8	5:03	1	326.7	4:55	90	395	4:02	76	314	1221.5	877.77
102	Chris Adamczyk	Open	HSS	44	2:51	1	188.1	5:10	0	290	7:31	0	451	4:02	54	292	1221.1	877.48
106	David Farless	Open	PSS	25	3:06	1	191.4	4:56	0	296	6:13	51	424	4:15	0	225	1136.4	816.61
105	Gerald Dyer	Open	SSJSS	50	2:51	1	188.1	3:44	0	224	4:21	57	318	3:06	0	186	916.1	658.31
104	John Barr	Open	HSS	18	2:50	0	170	5:03	1	326.7	2:16	0	136	4:00	0	240	872.7	627.12
108	Mike Stern	Open	TOSS	52	3:00	0	180	4:52	0	292	1:56	0	116	3:51	0	231	819.0	588.53
103	Scott Wells	Open	SSJSS	23	2:47	0	167	2:25	0	145	2:21	0	141	4:00	0	240	693.0	497.99

July 2002 TOSS Monthly Contest														
NAME	CLASS	Glider	ROUND 1			ROUND 2			ROUND 3			TOTAL POINTS	Normalized Points	Yearly Flier Points
			Time	Landing	Points	Time	Landing	Points	Time	Landing	Points			
Gary Filice	Open	Addiction	3:01	57	952	5:03	95	986	7:00	80	980.0	2918.0	1000.0	987.9
Hank Schorz	Open	??	3:02	68	958	5:01	75	972	7:02	86	981.7	2911.7	997.8	985.7
Greg Nikola	Open	??	3:02	71	961	3:07	89	650	7:01	54	951.9	2562.9	878.3	867.6
Martin Usher	2 Meter	Orion	1:51	0	555	2:14	0	402	2:30	0	321.4	1278.4	438.1	432.8
Terry Koplan	Sport	Viking	3:04	98	978	5:01	85	982	7:01	96	993.9	2953.9	1000.0	1000.0
Bill Nibley	Sport	Wind Drifter	3:02	92	982	4:59	81	978	6:56	82	973.4	2933.4	993.1	993.1
Art McNamee	Sport	Salsa	2:58	82	972	4:58	96	990	7:00	64	964.0	2926.0	990.6	990.6
Bill Wible	Sport	Olympic II	2:59	0	895	4:54	0	882	2:53	0	370.7	2147.7	727.1	727.1
Chris Koplan	Sport	Wind Drifter	3:05	0	875	3:39	0	657	4:41	0	602.1	2134.1	722.5	722.5
Derek Bennett	Sport	??	2:41	0	805	0:00	0	0	5:09	0	662.1	1467.1	496.7	496.7

To: All radio controlled aircraft operators
 From: David Jebb, Flight Director, Torrey Pines Gliderport
 Date: August 7, 2002
 Subject: SUSPENDED RADIO CONTROL FLIGHT OPERATIONS

Radio controlled aircraft operations at Torrey Pines Gliderport are inconsistent with the safety code of the Academy of Model Aeronautics (AMA). These rules were developed by the AMA to insure the safety of all involved with model aircraft operations, and particularly to ensure the safety of those NOT involved in the activity. Every RC pilot at Torrey is required to be an active member of AMA. As such, each RC pilot has agreed to adhere to the AMA code of safety. All radio control flight activities DO NOT fall within the guidelines established by the AMA and therefore such activities are NOT covered by the AMA insurance.

A full description of the safety code can be found at:

<http://modelaircraft.org/templates/ama/safetycode02.asp>

Specifically, these rules indicate:

At all flying sites a straight or curved line(s) must be established in front of which all flying takes place with the other side for spectators. Only personnel involved with flying the aircraft are allowed in front of the flight line. Flying over the spectator side of the line is prohibited, unless beyond the control of the pilot(s).

I will perform my initial turn after takeoff away from the pit or spectator areas, and I will not thereafter fly over pit or spectator areas, unless beyond my control.

I will give right-of-way and avoid flying in the proximity of full-scale aircraft.

I will not launch my model aircraft unless at least 100 feet downwind of spectators and automobile parking.

I will not fly my model unless the launch area is clear of all persons except my mechanic and officials.

At Torrey Pines it is impossible to draw a line, curved or straight, that separates the models from those not involved. The beach directly below the cliff is always occupied. The spectator area behind the RC pit must be crossed for RC landings. In fact, it is common for the larger planes on their landing approaches to fly 15-20 feet over the back parking lot and directly over moving automobiles. Occasionally, the larger planes on landing approach pass over the occupied golf course. Paraglider and hanglider pilots must enter this restricted 'straight or curved line' area in order to launch and land. I see no practical way to rectify this.

In addition, the RC planes are clearly flying in proximity to full scale aircraft (paragliders and hang gliders). Although a strict definition of *proximity* is not given in the AMA rules, there are been at least 18 collisions of RC craft with manned craft at the site in the last two years. This clearly indicates proximity.

In fact, all flights of RC craft are in exactly the same airspace as the manned gliders, and collisions are only avoided by the skilled piloting of the RC operators.

There is a real danger to those not involved in RC operations. In the month June 2002, we there were at least 8 RC crash. In July 2002 there 8 reported crashes. These include three incidents with large quarter-scale planes and one involving a crash with an airborne paraglider pilot. No one was hurt in these crashes, but every crash represents a plane that was out of the pilot's control. During the first week of August 2002, we have already two crashes involving radio control aircraft. One aircraft struck a tandem glider on Saturday and the second incident involved a large glider crashing and nearly striking two citizens on the trail down to the beach. Some of these crashes occurred with our best RC pilots at the controls.

We do not need to theorize about the possibility of dead batteries, radio interference, mechanical failure, etc. being potential contributing factors to crashes - crashes are occurring. It is only a matter of time until someone not involved in RC flying is hurt or killed.

Because I am aware of that RC operations are not in compliance with the AMA safety code, and in fact are not safe, the City of San Diego and Air California Adventure, Inc., would be legally negligent if someone were to be hurt or killed by an errant RC plane.

This matter has been discussed at length with my personal advisors (Torrey Pines Gliderport Advisory Board), my attorney and my insurance carrier. Each is of the belief that our Company is in a very perilous position. Our insurance carrier specifically advised me that claims resulting from RC incidents will place our firm as well as the City of San Diego in a financially and legally precarious position. Upon reviewing the Academy of Model Aeronautics 'Safety Code' which specifically stated that 'model flying MUST be in accordance with this Code in order for AMA Liability Protection to apply,' the City of San Diego has taken the position that the AMA liability insurance would not provide coverage to modelers engaged in flight activities in the event of an injury or death resulting from present radio control flight operations at the Torrey Pines Gliderport.

Effective immediately RC operations at Torrey Pines Gliderport will not longer be permitted. Pro-rated refunds of the yearly membership dues will be made on request.

I truly regret this action. I know my relationship with my friends and acquaintances on the RC side may never be the same. I apologize in advance for the emotional distress this action will cause.

Sincerely and sadly,

David Jebb
 Flight Director Torrey Pines Gliderport

From: John McNeil <jmcneil@i...>
 Date: Wed Aug 7, 2002 9:00 pm
 Subject: Re: [TPGulls] Fwd: Suspended RC Operations

All,

The AMA recently reviewed our flight practices at the site and feel that we are within the safety regulations. The existing flight safety issues are largely caused by inadequate flight safety direction, especially multiple manned aircraft in the window at the same time.

Dave Jebb has not raised any of these issues with the Soaring Council, the body appointed by the city to resolve safety issues. There are many good ways to resolve the safety issues

short of suspending RC operations. The "Torrey Pines Gliderport Advisory Board" Mr. Jebb refers to is not recognized in his lease, and has no model soaring club, or AMA, representation.

We will try to resolve this issue with Mr. Jebb as quickly and calmly as possible. Failing that, we will pursue other actions.

I invite all RCers to join together to help out. Firstly, please reach out to pilots who are not members of the Gulls to communicate with us, or their Soaring Council representative, to coordinate our response.

Sincerely,
 John McNeil
 President, Torrey Pines Gulls

Torrey Pines Glider Port Closed to RC Pilots

The Site Operator, David Jebb, suspended all RC soaring activity as off August 7th, 2002, citing safety issues. He also claimed that RC pilots are not following the AMA safety code, even though the rules posted on the site (that he is responsible to enforce) were approved by the AMA.

He did not choose to interact with the model clubs, or the Soaring Council on these issues. After requesting the AMA to investigate safety procedure, he did not wait for their response.

Mr. Jebb has always worked to divide us as modelers. Now is the time to join together to reopen this historic gliderport to all forms of motorless flight. All RC pilots fly under the umbrella of the AMA. The AMA is fully engaged at all levels in the fight to get our flying site back. The two soaring clubs represented on the Soaring Council, the Torrey Pines Gulls and the Torrey Pines Scale Soaring Society, are working together with the AMA. Please encourage your friends to join one of these clubs, and communicate with the club officers. We need unity and strength in numbers as we present our case to the community and the City of San Diego.

There have been significant problems with the management of the gliderport in addition to RC flying. Through the Soaring Council we are working with representatives of the other soaring disciplines. These people have worked with us in the past to

keep the site open, and to have it declared a historical site. They will work with now us to make the gliderport a safe, enjoyable, flying site for all motorless craft.

Below are two letters that have recently been sent on our behalf. The AMA helped write the one from our the AMA's Soaring council representative, Larry Fogel. Feel free to distribute this note, and the two letters to other interested parties.

I have received numerous offers of assistance from modelers, pilots and other clubs. Please keep the offers coming. Soon, we will need support with letter writing, potential city council meetings, and publicity.

Please coordinate all activities with your club. If people contact regulatory agencies, or the City, in an uncoordinated manner, we could loose the site forever. There are many parties involved at Torrey Pines, and we must present a united front.

Again, please keep the good ideas and offers of assistance coming, and please try to get your non-club member friends to work with us too.

Sincerely
 John McNeil
 President, Torrey Pines Gulls Radio Control Soaring Society

A note from the Editor.....

This topic exploded at the beginning of August onto RCSE. It looks like TPG is the third (SC)² club to lose a flying site this year. As of the time of writing there appears to be no satisfactory resolution of this situation.

RCSE has also had some other topical threads, for example:-

1. The proposal by one of the AMA committees to ban contact combat flying, a proposal which if adopted would effectively outlaw from the AMA's

perspective all slope and slope combat flying.

2. The differences between sailplane and power operations and how they impact the interpretation of the AMA safety code

While this second thread didn't seem to be anything but speculative because "of course" glider and power operations differ it turned out to be precisely the grounds for the Torrey Pines site operator suspending R/C operations.

Or, to quote Frank Zappa — "It can't happen here"



THOUSAND OAKS SOARING SOCIETY

Invites you to the August SC2 Contest

DATE: August 25, 2002

Location: Redwood School, Thousand Oaks, CA

CONTEST DIRECTOR: Mike Reagan

Entry fee: \$8.00

AWARDS:

Master - 1st thru 3rd
Expert - 1st thru 3rd
Sportsman - 1st thru 3rd
3 Function - 1st

Sign Up: 8:15 AM

Pilot's Meeting: 8:45 AM

Contest Start's: 9:00 AM

FIELD: Mowed Grass

EQUIPMENT: 12 Volt winches with retrievers
Approximately 675 feet to turn arounds.

TASKS:

4 Rounds ADD-THEM-UP

For a total of 26 minutes

Landings: 25 Foot tape worth 50 points

Flight Order: Open

Maximum time per flight is 8 minutes

Maximum value toward total time is 8 minutes

Flights scored as 1 Pt/Sec

1 Pt/Sec deducted for flight over 8 minutes

1 Pt/Sec deducted for total over 26 minutes

RULES:

Pilots must show current AMA cards.

10 Seconds to accept relaunch or to fly it out.

Transmitters and Receivers must meet AMA rules.

No Flying over launch area below launch height!

Field Location: (Thomas Guide: Pg 525, E6)

Redwood Intermediate School

Thousand Oaks, CA

On Gainesborough Road between Moorpark and Lynn

Public Restrooms nearby

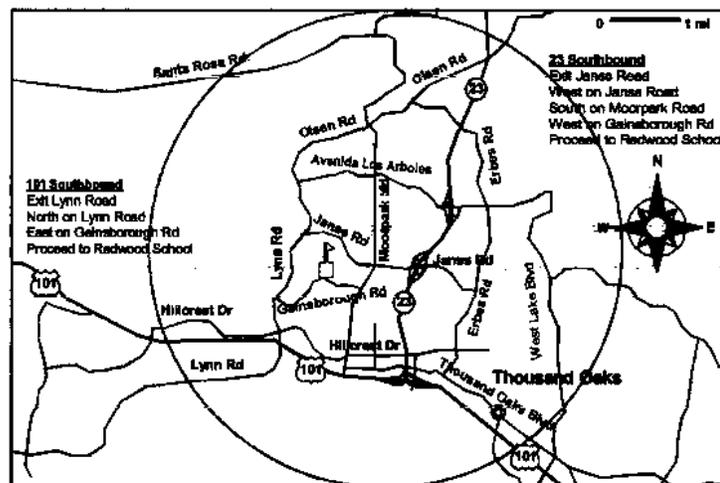
Call for addition information:

Mike Reagan – (805) 529-5513

e-mail: mreagan@netmeister.net

Myles Moran: (805) 379-0240

e-mail: myles01@gte.net



101 Northbound
Exit Moorpark Road
North on Moorpark Road
West on Gainesborough Rd
Proceed to Redwood School

Visit our Website:

WWW.TOSS.FREESERVERS.COM



El Dorado Silent Fliers

*Invite you to the Sept 2002
Southern California Soaring Clubs
(SC²) Thermal Duration Contest*

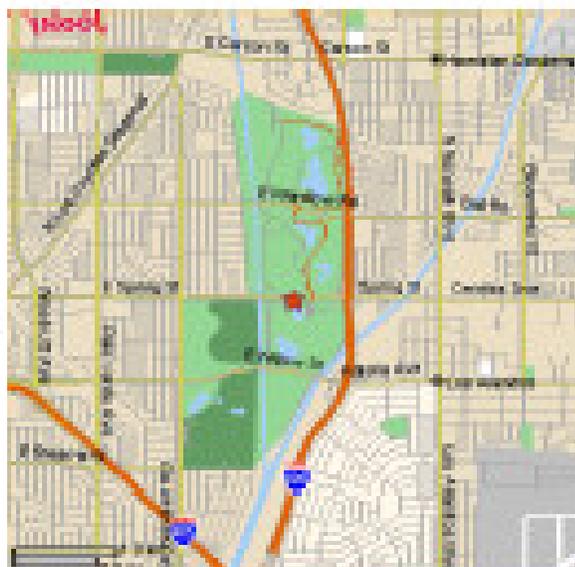
**Sunday Sept 15, 2002
El Dorado Park in Long Beach
Glider field is in Area 3 of the Park**

**3 Rounds—6,8,10 Mins
Scoring 950 Flight / 50 Landing
12V Winches—750ft lines
Landing surface is grass**

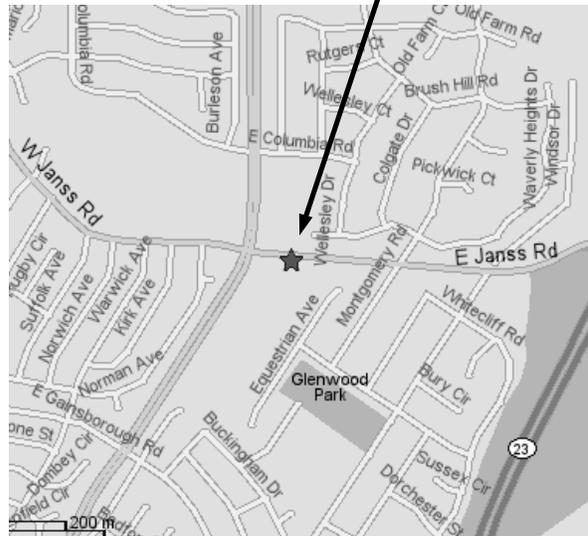
**8:45 a.m. Pilot's Meeting
9:00 a.m. Start Time**

**CD Bill Duncan
Info: John Bikle 714-897-0424
Contest Fee \$8.00
Public restrooms nearby**

**Visit us on the web
www.clubedsf.org**



Next Meeting: Wednesday, August 28th at the Greenhouse Cafe, 7:00pm
TOSS's (SC)² Contest: Sunday, August 25th at Redwood
Club Contest: Sunday, September 8th at Redwood
EDSF (SC)² Contest: Sunday, September 15th at Eldorado Park



Thousand Oaks Soaring Society
Martin Usher
3081 Roundup Circle,
Thousand Oaks, CA91360

