

**Thousand Oaks
August**



**Soaring Society
2010**

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

<http://www.tosoaring.com/>

Minutes of the TOSS Meeting Held 7/28/2010

Members present:

Chuck Auerbach, Charles Babcock, Bill Bertram, Jay Harland, Steve Miele, Bill Nibley, Don Northern, Jim Pendergrass, Bob Swet

Tropical Daze

TOSS teamed with Earth's Magnet School participating in the Tropical Daze celebration at the Recreation Center on Moorpark Road, Thousand Oaks. Bill Bertram expended vast amounts of energy and exhibited talents unbeknown to most club members as he dazzled children and adults with his piloting skills using balsa gliders, his construction skills with FPG's (foam plate gliders) AND his broad knowledge of math and science. Many thanks to Bill for his efforts and all those who helped including Jay Harlan, Ben Wright, Bill Nibley, Richard Mason, Don Northern, Bob VanLandingham, Peter Pick and Steve Miele; this outreach goes a long way to polish our image in the community. There was a good bit of interest in TOSS and flying activities so if a new face shows up at the field, please be as generous and welcoming as you have in the past. These are potential

new members, Also, a big thanks goes out to Jennifer Boone (Earth's Magnet School principle) for having us participate.

For a full write-up go to the TOSS website: www.tosoaring.com/wp-content/uploads/2010/07/Trop-daze-pdf.pdf.

Web Site

There seems to be a few newsletters missing from the TOSS website, tosoaring.com and yet appear in the newsletter archive. As of this writing Jon Charnas seems to have resolved this issue.

Flying Site Acquisition News:

There hasn't been much activity lately in our quest for a new "home". Please keep in mind as you drive around town (any town), that we are looking for about 5 acres of relatively flat land in a not so urban space. Your input, no matter if you think it's a good spot or not could mean the difference between having a club and not having a club. Also, if you know anyone in city or county government, regardless if you think they can't help, please mention it to Bill Bertram.

SC² Contest, August 29 @ Redwood:

As of this writing the Sanction paperwork is in our hands and we need to keep the “ball” rolling with personnel, material and equipment.

Discussion Topic (read heated), 2.4GHz pins:

There was an letter in Model Aviation that revolved around requiring pilots with transmitters on 2.4GHz to take and display a “frequency” pin. The premise is that some 2.4GHz fliers still have 72MHz radios and requiring a pin maintains a good habit that when switching to a 72MHz radio you won’t forget the pin before switching on. We all know that this isn’t foolproof and if the stories that were told tonight are any indication there will still be mishaps, maybe until we are 100% on 2.4GHz. Regardless, one point being if it only prevents one mishap, then it was worth the effort. Dissenting voices claimed they were 100% on 2.4GHz and didn’t want the additional burden of having to get a pin. Seems like this topic was like reliving the Civil War, Harfields and McCoys, conservative and progressives, pick your side! There was no resolution and the matter was tabled for further discussion. What do YOU think? Let’s talk it up make sure we’re doing what is safe and good for the club.

Forensic Analysis of Recent Mishaps:

In order to learn from our mistakes as well as those of others, we discussed two recent events that merit examination.

An older Paragon, that was in good flying condition, was launched fairly gently from the winch. A few seconds after launch, the wing folded. Wing pieces floated Earthward

and the fuselage did a lawn dart out near the culvert. Examination showed that the wing broke at the built up spar box where there was a transition from plywood to balsa. This failure could probably be attributed to the wing strength and construction but there is some culpability in the pilot/launcher to know how much pedal a plane can take.

A Gemini was launched and even after control was verified, the plane went inverted into the ground 75’ out from the winch. Later analysis revealed that the airplane selected by the pilot on the transmitter was incorrect and that both rudder and elevator controls were reversed. The take away here is to not just confirm wiggles before launch, pay attention to the proper control direction.

Tech Tip:

Did you ever want to just be able to look at your receiver and servo connections and know what goes where? I found a Pilot marker #41600, extra fine point that marks in silver, with a paint like substance on the plastic servo connector edges. It also comes in gold color.

Door Prizes:

Due to his great generosity, Charlie donated two very fine (and sharp) knives for the evening’s door prize. One was won by Jay and the other by Don. And who said coming to meetings wasn’t worthwhile?

The meeting adjourned at approximately 9:00 PM.

Tabloid TeeVee — or how to really put your foot in it

Being a sort of intellectual sort I don't as a rule watch SpikeTV but the other night as I ran through the channels I came across this piece on "*1000 Ways To Die*".

<http://www.spike.com/video/just-plane-dead/3339792>

This segment "Just Plane Dead" concerns a fellow who was sloping in San Pedro, lost his plane in the sun and got impaled by the plane from behind, so being killed in a suitably gruesome manner.

The video segment is staged (of course) and the story appears to be entirely made up. There's a discussion thread at:-

<http://www.rcgroups.com/forums/showthread.php?t=1191973>

The story is fictional and most of the contributors to the thread think its a bit of a laugh since this would never happen in real life. One or two know better — they understand the power of urban myths, it doesn't matter if its true, merely if its believable. (So expect to see a segment on Mythbusters involving Buster being impaled by gliders...)

Here's a still from the show...

