

**Thousand Oaks**

**August / Sept.**



**Soaring Society**

**2013**

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

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

## **Minutes of the Meeting Held 8/28/2013**

Present were: Barry Brenner, Mike Stern, Mike Reagan, Gary Filice, Jim Pendergrass, Ben Wright, Charles Babcock, Jay Harland, Don Northern, Andy Tiffin, Craig Borstelmann, Bob Swet, Lex Mierop, David Swain

Treasury Report: Account Balance as of 8-28-13 was \$1,787.36

Flight Site update given by Gay Filice and Don Northern: After the initial meeting at the CRPD offices at the beginning of the month, we were requested to meet again with RRM Design Group and CRPD at the field for a final walk through planned with RRM and CRPD representative Matt Kouba set for Wednesday the 18<sup>th</sup> of September. This walk through will cover details of the field layout and some of the details of what we had asked for as a user group for the proposed flight sight area. The results of that walkthrough will be put into a more finalized plan by RRM for submission to the Environmental folks, etc. We have been advised by

CRPD that the rough timeline for access to the field is set for spring of 2014.

First up on the evening's agenda, Lex Mierop reviewed the F3K (hand launch) world championships in Denmark. There were over 100 competitors from 29 nations. There were 5 Days of preliminary rounds plus the finals. The U.S. Team came in third for a Bronze Metal overall in the senior division! The junior team came in 4 points out of third! Our thanks to Lex for donating his time and funds for being a key part of managing the U.S. Team efforts through some really tough and demanding competition! Wait 'till next time!

Next up on the evening's agenda, Mike Reagan gave a very informative lecture that covered some of the history of soaring, the basics of soaring, and some of the science and physics involved with soaring, glider design, strategy. This included how to use speed to your advantage in finding

thermals, the role of ballast, the best L/D of various planes, what not to do off of launch, etc. Our thanks to Mike for filling in many of the blanks we all draw as soaring pilots!

Don Northern brought in a new sloper from Skip Miller Models called the Speedo - - definitely built for speed. It featured a nicely streamlined glass, built up wings already nicely mono-coated with servo bays completed. The fit and finish looked top notch. Looking forward to seeing it fly!

Also this month, we had three TOSS members complete LSF Cross Country Goal and Return Tasks out at the El Mirage dry lake area. The tasks were two, Level V 10K flights, and one Level III 1K goal and return. Bob Swet was doing the level III, and Art Chmielewski and Gary Filice were doing their level V's. These tasks involved the use of a driver, a pilot, and a spotter. Seems simple enough, but it really takes some expertise to coordinate the things that must come together to have successful flights. Thanks to cross country expert John Ellias, we had the expertise to make it happen. John had the open-top vehicle perfectly suited to the task, as well as a winch, and a good cross country plane.

We started the day at 6 AM from John's place, and after a breakfast, we found ourselves up on the desert floor setting up the winch for the launches.

After a couple of false attempts in marginal lift conditions, we decided to reverse the direction of the winch into the wind for better launches. We quickly found that it takes a plane with substantial weight and wing span to cover adequately cover the distances involved with decent L/D. The really unusual thing is hopping into the vehicle and tracking your flight while moving along at 15 to 30 mph! There is nothing like watching your plane suspended in what seems a motionless position above while telephone poles and landmarks wiz by! The key is to not be distracted, and to pay attention to altitude at all times. Knowing when to slow down and climb out for a regain in lost altitude is a key to successfully completing your task. By the end of the day, Art was first to complete his 10K, Gary was second, and Bob was third to complete. The desert was rather hot, and I would say up around 100+ Deg. F.: It took no time to go through 6 bottles of water and work up a healthy appetite!

Our thanks to John Ellias for donating his time and expertise in helping us pilots in getting our LSF tasks completed! Stay tuned for more cross country news as John Ellias and his cross country team seek a new **world record** for cross country distance! Any other TOSS members interested in finding out more about cross country soaring, please contact John Ellias!

## **Report from Gary on the Meeting with CRPD about Lang Ranch**

We met inside the gates just before 8AM and proceeded to walk up to the mesa and went through the plan I had brought along that showed the layout with the landing area near the edge of the mesa and the launching more toward the center of the mesa. We covered the subject of why we needed at least a graded area in which to carry on our activity safely and with enjoyment. Maintaining a graded surface for the launching area was what was needed for winch set-ups, but the need for some kind of covering on the 100 x 200 ft. landing area is required to protect our planes from landing damage. We discussed the possibility of planting more of the native rye grass to achieve that covering requirement. Of course we covered the possibility of having the ability to occasionally sprinkle the area with some water to get the grass going. With continual mowing, the grass would eventually form a thatch that would provide a landing surface.

We continued to walk the perimeter of the property while continually covering the requirement for adequate buffer between launch areas and landing areas. There was mention of some additional trails for cross country runners along the base of the hill to the left. That trail should not interfere with our activity, but the architect mentioned that it might be a good idea to put in a low post and rail fence around the perimeter of our area anyway as a way to make a clear boundary for people walking in the area to see. This was a good idea in that it would make the task of avoiding pedestrian traffic through the area much easier. There will be a gate at the entrance. There will be a restroom near the Westlake Blvd. side as well.

Parking for 20 to 60 cars did not seem to be a problem with all concerned. The flying area would be used for bus parking during cross country events. I did not see a problem with that so long as we knew what days we would be blocked out from our area, or if Sundays would be left alone for flying.

The architect also suggested that if we wanted a concrete slab located at the normal winch end of the field that we should have a slab at the other end of the field as well. That way we could have the ease of set-ups at either end, depending on the wind conditions for the day. The concrete could be colored so that it blends in with the surrounding earth colors. The slabs would have flush mounted stainless sockets cast in for screw mountings for winches or turnarounds. These would have allen wrench cap plugs screwed into them flush when not in use to avoid fouling with dirt.

I was able to give a brief flying demo for some of those present who have not observed our sport first hand. I used a hand launch to accomplish this. The air flow on the field was perfectly representative of what we see at our current field, that is, it starts off shore, and then by 9 AM, it comes around from the coast. This happened right on time! Throwing the hand-launch out toward the slope and

penetrating straight out, I repeatedly popped lift right over the slope and smartly worked it back to the northeast in tight circles to about 300 feet. I demonstrated quick dives back to the hand for the catch and re-throw. They all seemed to enjoy and were very impressed with the hand launch flight, and it did seem to give them additional perspective on the nature of our activity; it showed them how silent we really are.

I gave the planners a copy of Bill's, EXPANDED version of the layout that he had put together to work from as they had the older version only, I think that this will really help us. They seemed OK with us using probably half of the field (length wise) for our winch layout, this will give us room for 3-4 winch set-ups, if needed, without cramping the landing zone. If they use the northwest (corner) end of the field for view point, we talked about having some kind of markings (split rail fence, removable posts?) to keep pedestrians away from the turnarounds.

All in all it seemed that they were very receptive of our needs and willing to work with us. Now to see what they come up with?

The next step in the process is for the RRM Design architects to formalize the drawings of what we layed out today, meet with us to go over those drawings for last changes, and then once approved, move forward with final presentations. Don Northern suggested that we set up on the sight with cedar stakes and ribbons to actually see the line of sight on all that is drawn up on the plans. That way, we can be sure that all is where it needs to be in full scale!

All in all we spent about 1 hour and 45 minutes at the field going over all of this.

August 2013 TOSS Monthly Contest												
NAME	CLAS S	Glider	ROUND 1			ROUND 2			ROUND 3			TO- TAL POINTS
			Time	Landing	Points	Time	Landing	Points	Time	Landing	Points	
Don Northern	Expert	Res	6:00	95	455.0	8:01	93	572.0	7:59	94	573.0	1600.0
Mike Reagan	Expert	Res	5:58	100	458.0	8:03	87	564.0	8:01	96	575.0	1597.0
Mike Reagan	Expert	Open	6:00	90	450.0	8:02	87	565.0	8:01	91	570.0	1585.0
Art C	Expert	Open	5:58	95	453.0	8:05	80	555.0	8:02	84	562.0	1570.0
Gary Filice	Expert	Open	6:01	74	433.0	7:59	86	565.0	7:57	93	570.0	1568.0
Mike Stern	Expert	Open	6:02	75	433.0	8:02	94	572.0	7:58	68	546.0	1551.0
Gary Filice	Expert	Res	5:54	89	443.0	8:01	95	574.0	8:00	0	480.0	1497.0
Terry Koplun	Expert	Open	6:03	81	438.0	8:03	70	547.0	4:53	0	293.0	1278.0
Richard Mason	Expert	Open	6:02	35	393.0	8:07	79	552.0	3:39	78	297.0	1242.0
David Swain	Expert	Open	2:35	35	190.0	2:47	71	238.0	2:57	0	177.0	605.0
Kyle Carmona	Sport		3:13	69	403	3:50	39	499	3:57	25	499	1401
Martin Usher	Sport		3:40	79	359	4:21	73	511	4:20	41	481	1351
Tim Bullock	Sport		2:52	0	344	3:50	0	460	4:10	0	460	1264
Bob Van Landing- ham	Sport		2:41	0	322	4:21	0	438	4:02	0	476	1236
Steve Miele	Sport		2:36	66	378	4:53	0	374	4:32	26	442	1194