

TOSSUP 00



Club Officers for 2001....

President.....Gary Filice
Vice-President.....Mike Stern
Treasurer.....Bob Swet
Secretary.....Charles Babcock
Newsletter Editor.....Martin Usher
Don Northern

Our three "Intro Pilots are Bob Swet, Mike Stern and Myles Moran

A Note from the President:

(Gary Filice is our Club President for 20001. He wrote this piece to introduce himself to the club members .)

Thank you for selecting me to be this year's president. I have only been a member of TOSS since 1994. I have met a lot of really great folks since flying with this club, and I really enjoy helping out with the contests and all. It is great to see flyers come in from all over, just to fly in one of our competitions, and on a grass field at that!! Unfortunately, since 1994, there seems to be a gradual decline in the "active" membership of the club. I know, there are many reasons for this - people move away, pass on, have some really demanding family hardships, become interested in other hobbies, get bored with the whole thing, or what not. Those that are hanging in there have to pitch in, and the amount of work for those members gets larger. Personally, I just really enjoy the people you meet, and like putting on a well run contest. We can pat ourselves on the back for that one because most of the comments about our contests, monthly, bend wing, Sc Squared, or hand launch, are very positive. That means flyers will

want to come back again! Any way, I got to run these thoughts past some of the members attending our monthly meetings at Greenhouse Cafe, and asked them what we might do as a club to increase the base of club membership and participation in a great hobby? This letter is to all members to come forth with some suggestions on building our membership, and what you might want to see in a club. Here is a partial listing of some ideas brought forth at the November meeting:

1. Be an open club for anyone who walks on to our field. We will now have on hand some literature about our club, the AMA, and how to join both. It would also be nice to have some business cards made up with the TOSS logo and contact names and phone numbers of those qualified in the club to provide instruction in flying, or advice on kits, etc. Most of all, for all of us members in general, being an open club requires us to not be know-it-alls who can easily intimidate and send a person packing. Being patient, kind flyers requires a willingness take a little time out of our flying to make people feel welcome. People will ask "Dumb questions", but for them, they may be experiencing a whole new thing to see someone fly a plane without any prop whizzing around in front.

2. For juniors who show an interest in getting into the sport and the club, we as a club could pay their first years AMA registration - of ONE BUCK!! I have seen more than one person glaze over when the entry form flashes in front of them or their parents. Signing them up shows our support of the AMA, our hobby, and a potential member.
3. Not all potential flyers may be interested in contests, at least not in the beginning. They need to feel welcome too. We have the potential to advertise ourselves as a multi-faceted organization. One facet means accomodating those who want to learn to fly gliders. How about a monthly instruction Sunday at the field? Another facet involves flat land thermalling (poly-built up and open). A third facet is slope soaring (not 8 minutes away), and hopefully, when the gym is completed, some really dandy indoor activities as a fourth facet. And finally there is Hand-launch. All five can be enjoyed in one club-a rare thing today.
4. Possibly look at another meeting place. This is not to say that Greenhouse is a "bad" place to meet, only a difficult place to meet. It is often noisy, and it is difficult to get a point accross. Some folks would like to follow the business part of a meeting with the display and discussion of a project they are working on. Can't see hauling stuff through Greenhouse cafe! One suggestion is to use T.O. Library community room. Another one involves the use of the club house facility at the complex Miles Moran lives at (they have a complete club house - perhaps with a TV set to show videos, and some good sized tables for project discussions).
5. Building clinics or assistance for beginning builders where they can bring in a project and get some help. Don't know where this will be, or who can provide the time to help, but certainly chime in with suggestions.
6. Looking at 4 dozen clubs on the WEB, I knoticed that the largest clubs have the fanciest web pages. Is this a coincidence? Maybe we could add a little color, motion, and a re-vamped introduction to who we are. One of the best I saw was on the Sacramento Valley Soaring Society web page. It goes like this:
- "SVSS is a social organization whole purpose is to promote the enjoyment of flying radio controlled model gliders. Our club was fouted 10 years ago and now*
- has close to 120 members of all ages, abilities, and from all walks of life with a common bond -----we love to fly!!!! Membership is open to the general public. A general membership meeting is held on the last Wednesday of each month at 7:00. Our meeting is open to the general public. Visitors are always welcome and encouraged to join us. Beginners and spectators are always welcome. A training day, dedicated to helping new pilots master the sky, is on the Saturday following the club contest," etc., etc.*
7. Keep a high start at the field on weekends for beginners, or those who are just plain intimidated by a winch. Charles Babcock does a great job of doing this most every weekend.
8. Have an instructional or club plane available at the field with a "buddy box". Miles Moran, has been providing this for the last month or so, and it is beginning to pay off. We have some new flyers who have returned for more instruction.
9. Display our club banner next to the gate to the field. We could add something to it like "Beginners Welcome, flying instructions available" or something similar. (Any suggestions?)
- In closing, the great work being done by Edgar Weisman and Miles Moran, and Charles Babcock with Redwood Middle School scinece classes is paying great dividends so far - a continued good place to fly, and interested kids coming on to the field on weekends. These activities along with those involving adults are what help to grow and perpetuate the membershiip of TOSS. Everyone of us on the TOSS roster contributes greatly to helping TOSS remain a great club. Contest CD's, contributing editors of newspaper articles, all of us who help run the yearly contests, all make the TOSS experience a soaring experience. Lets continue to work together to make this a year when the membership of TOSS GROWS!!!
- Please send your suggestions to our Newspaper editor, Martin Usher at martinusher@earthlink.net, or bring them to our next monthly meeting (still at Greenhouse Cafe) or send them to me, Gary W. Filice, 11502 Northdale Dr. Moorpark, Ca. 93021, or my e-mail gwfsoar@aol.com.
- Thanks, and think lift!

A Note from the Editor....

While I agree with most of Gary's remarks about club membership and participation I think that the current status isn't peculiar to TOSS but to a wide range of organizations representing all sorts of hobbies and interests. Wherever you go, whether it be full-sized soaring, windsurfing, rock collecting - whatever - you see the same kinds of remarks about membership and the same kinds of drives to get more participation.

This is laudable but since its such a wide ranging trend I can't help thinking that we may be better served by recognizing it as such, understanding it and working within its constraints. It may well be, for example, that even in Thousand Oaks and its surrounding area there may only be a few dozen people who have the time, energy and passion to build and fly sailplanes. The same goes for other pastimes that take a significant investment in time and skill (and may also require some inherent aptitude). We can see this trend in the advertisements - whatever the pastime the pitch is that "you just add money" to whatever activity mix is being peddled and you get instant gratification. In our world its ARFs, RTFs and "Park Fliers", things that require no skill to build and (the designer hopes) virtually none to fly.

I think we have to recognize that we are a minority activity. That doesn't mean that we shouldn't strive to show our passion to people and to help anyone who shows an interest, just that we shouldn't have too high an expectation for results. There are some compensations for this. If we were outstandingly successful in attracting members and had a roster of 100 plus things would get seriously difficult at Redwood. In fact I'd venture to suggest that few would

actually get to fly and the School District would eventually notice the crowd and pull the permit because its annoying the neighbors. We'd have all the organizational headaches that come with this many people - mainly politics, in fact we may well find that a significant group of our members would be much more interested in organizational dynamics ("politics") than flying.

We are, as a club, very fortunate. We require very little time, effort and money to operate. All we need is a little bit more input from a few more people to become an even better club. So, what can you do?

Here's some suggestions how you can help me out.

I don't have the time to trawl the Internet for interesting threads at the moment. This used to be a valuable source of material for the newsletter, especially the soaring listserver and the fullsize newsgroup. So, anyone who has the time and interest should follow these groups and forward anything of interest to me. I also get newsletters from other clubs. About five mail me newsletters and there are plenty of others available as PDFs on the Internet. I've got four or five year's worth of printed newsletters that could be searched for interesting material.

I also need help to spruce up the Web site. This hasn't been updated as regularly as it should be and is looking a bit tired.

Lastly, both the newsletter and the Web site really need a graphic design makeover. This isn't my forte - in fact I'm pretty useless at anything graphical. Anyone out there got some spare talent?

December 2000 TOSS Monthly Contest														
NAME	CLASS	Glider	ROUND 1			ROUND 2			ROUND 3			TOTAL	Normalized	Yearly Flier
			Time	Landing	Points	Time	Landing	Points	Time	Landing	Points	POINTS	Points	Points
Mike Reagan	Open	Addiction	4:59	87	990.3	6:57	82	984.2	9:59	90	993.4	2967.96	1000.00	1000.00
Hank Schorz	Open	Addiction	5:01	81	987.3	7:03	92	989.2	10:02	78	985.8	2962.38	998.12	998.12
Don Northern	Open	Gemini 'S'	5:00	93	996.5	7:02	61	976.0	9:57	78	984.3	2956.73	996.21	996.21
Mike Stern	Open	Addiction	5:04	64	969.3	6:55	94	985.7	10:00	91	995.5	2950.52	994.12	994.12
Bob Swet	Open	Isoar	5:00	74	987.0	7:01	92	993.7	10:02	10	951.8	2932.57	988.08	988.08
Gary Fillice	Open	Addiction	5:05	98	983.2	7:01	6	950.7	10:02	77	985.3	2919.24	983.58	983.58
Art McNamee	Open	Psyko	5:05	86	977.2	7:00	62	981.0	7:31	93	760.6	2718.75	916.03	916.03
John Elias	Open	Stork	4:59	80	986.8	6:59	0	947.7	5:57	0	565.3	2499.82	842.27	842.27
Greg Nikola	Open	Addiction	5:01	84	988.8	7:03	84	985.2	5:03	0	479.8	2453.80	826.76	826.76
Mike Prager	Open	Vortex	4:51	19	931.0	3:18	0	447.9	9:56	60	973.7	2352.52	792.64	792.64

A Message from Mike Lee - (SC)²

Good day to all:

With the start of the new year, it is also the beginning of a new season for the SC-2 Organization. That being said, I am requesting to hold our organizational meeting for all club representatives on January 27, 2001 to be at Frank Chasteler's house in Costa Mesa, 12:00 noon.

This is the most important meeting of the SC-2, as we will not only discuss and make any changes to the rules at this meeting, but we will also schedule the events for the year for each club. Some of the topics I have in mind for this meeting are as follows:

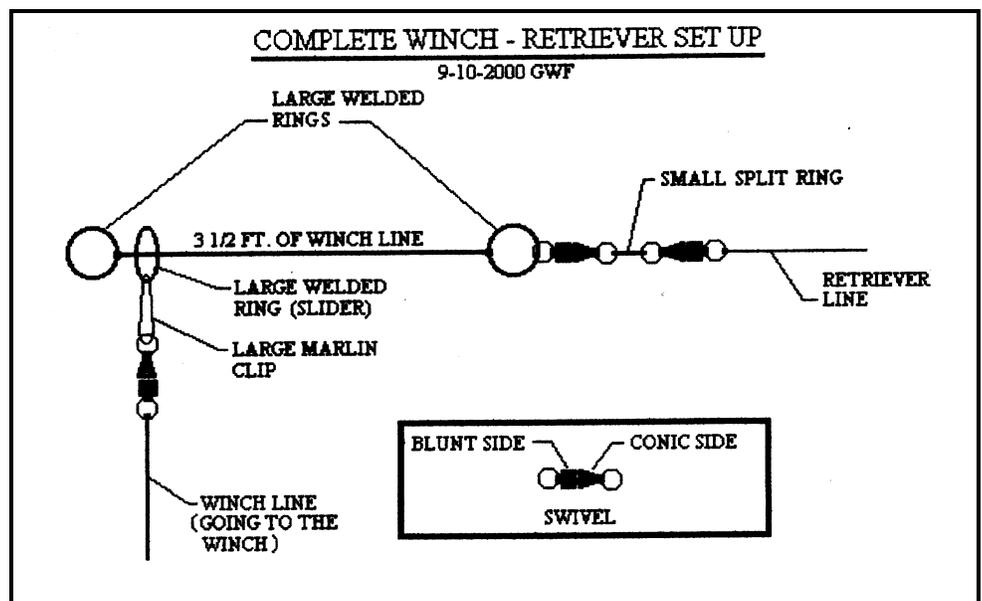
1. Election of new Officers
2. Use of Sponsors for the Awards
3. Changes to current rules
4. Contest Schedule for Thermal Duration
5. Contest Schedule for HLG
6. Web Site for SC-2
7. Newsletter support for SC-2
8. Miscellaneous topics

For those clubs who may not know the final standings of your club for the year end results, you may contact Frank Chasteler for those results. Also, for those clubs that have traditional contest events, like the Rose Bowl, Inland Empire Soaring Champs, TPG Presidents' Event, etc., make sure you let us know what those contemplated dates are in order to work around those dates.

I realize that this message may not have reached the correct club representative for your club. However, I request that each of the people to whom I have sent this message, please see to it that this message is presented to that person as soon as possible. If nothing else, reply back to me with the name and e-mail address of that person. Again, this is the most important meeting of the year for SC-2 and we need your support. Thanks again for being with us and I hope to see you all in the very near future.

Sincerely,

Mike Lee
President, SC-2

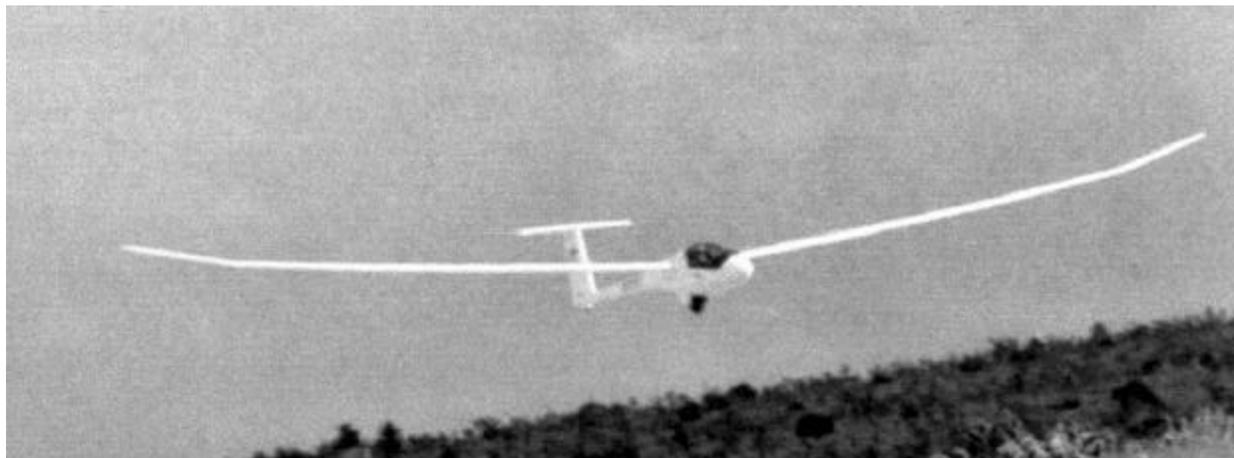


In case you needed to know.....

The drawing on the right is the setup used to connect winch and retriever lines

The Lak 17A Sailplane

(or.....John Gonzalez's new Toy)



The LAK-17A is a new generation of FAI 15m/18m class sailplane, designed according to JAR-22 category "U" specifications. It is a mid-wing glider with flaps, T-tail, retractable main landing gear and is capable of carrying 180 liters (47 gallons) water ballast.

The sailplane is made of hybrid composite materials (kevlar, carbon, and glass fiber). The wing spar is made of modern carbon rods Graphilite SM315 and has a double T section. The weight of each wing panel is about 55 kg. The airbrakes are situated in upper surfaces only. The wing airfoil is LAP 92-130/15 and it passes into the LAP 92-150/15 in the tip.

The cockpit is of monocoque construction. The manually contoured seat pan and an adjustable seat back together with optimally arranged control elements offer notable comfort on long flights. The one-piece Plexiglass canopy hinges forward. On the left side there is a sliding window

with additional ventilation. The instrument panel lifts up together with the canopy.

The retractable landing gear has a 350x135 tire and shock absorber. The mechanical main wheel brake is actuated by a handle on the control stick. The rudder pedals are adjustable in flight. All controls, including the water ballast system, hook up automatically. The tow release is mounted near the main landing gear and permits winch as well as aerotow take off. The wings incorporate fork-type spar roots joined with two pins.

The T-tail (fixed stabilizer with elevator) of the LAK-17A provides stable and responsive pitch characteristics. The elevator hooks up automatically during assembly. The glider is fitted with a fin ballast tank (capacity 7 liters) in order to compensate the nose-heavy moment created by the high ballast loads in the wing tanks. The water ballast is filled in, and emptied out through the holes at the bottom of the wings. The VHF antenna is mounted in the verti-

Span	15m	18m		Span	15m	18m
Area	9.06m ²	9.80m ²		Max Speed Calm	275Km/h	275Km/h
Aspect	24.83	33		Max Speed Rough	215Km/h	205Km/h
Length	6.53m	6.53m		GLimit (no ballast)	+7.5/-3.7	+7.2/-3.6
Height	1.29m	1.29m		GLimit (ballast)	+5.3/-2.65	+5.3/-2.65
Weight Empty	215Kg	225Kg		Best L/D (no ballast)	46:1	49:1
Max Weight	453Kg	453Kg		Best L/D (ballast)	47:1	50:1
Max Wing Load	50Kg/m ²	46.2Kg/m ²		Stall Speed	70Km/h	70Km/h
Min Wing Load	31.5Kg/m ²	30.5Kg/m ²				