

THOUSAND OAKS

July



2007

SOARING SOCIETY

TOSS is a District X member of the Academy of Model Aeronautics Charter Club #1493

OFFICERS

President.....Gary Filice
Vice President.....Mike Stern
Secretary.....Lex Mierop
Treasurer.....Jim Pendergrass
Newsletter.....Chuck Auerbach
Web Master.....Martin Usher

Flying every Sunday at Redwood School. Every 3rd Sunday we have our club monthly contest. In the event of a cancellation of contest, the contest will be run the following Sunday. If cancelled again, run the following Sunday until the next 3rd Sunday.

Schedule of Events

Meetings Last Wednesday of every Month.
See our Web site for more information on contests, maps and directions.

<http://toss.freeservers.com>

Art McMamee is mailing out the newsletter to members who require a hard copy. If you need one call Art.

IMPORTANT INFORMATION ABOUT NEW FIELD RULES READ THE PRESIDENTS REPORT BELOW

6-26-07 TOSS MEETING

Present at the meeting were: Charles Babcock, Martin Usher, Jim Pendergrass, Mike Reagan, Steve Miele, Paul Verderosa, Gary Filice, Mike Stern, Greg Wright, Ben Wright, Lex Mierop, Bob Swet, Jason Rowlands.

Treasury statement: \$1,184.42

OLD BUSINESS:

- All equipment repairs up to date.
- BUBW contest particulars? All up to date and notices posted?
- One design contest date. Possible late summer date for this, and it will be a man-on man format.
- New Exide batteries (Optima copy) are going good so far. Jim Pendergrass will give Gary Filice one of

his 6 volt batteries to replace an old one for the Rholm retriever.

NEW BUSINESS:

- Near loss of the TOSS field with another accident involving neighbor's yard and burning glider falling from power lines after short-out! This happened during the absence of Gary Filice during his vacation period. Stuff happens! However TOSS members present during the event were able to fill in and act proactively to offset reaction from the homeowner and school. The homeowner was immediate and adamant in his reaction to the incident to the school principal. This resulted in a temporary halting of any flying on the field until a meeting was held with the principal. There was also involvement of the school district risk assessor's office.
- Result of the event and meeting with the principal is a new flight restriction over the homes behind the launch fence. This restriction included a 200 ft. min. altitude requirement above the homes behind the wire. It includes some penalties for doing so. The restriction will rely on members of TOSS to police the restrictions. Jim Pendergrass, Greg Wright, and Ben Wright presented this to the School principal. This action and a ruling by the school risk assessment team that we were not an immediate liability to the school resulted in a temporary reprieve, that is, that flying at

the school will resume, but under heavy scrutiny - - any further accidents could result in permanent loss of flying privileges at Redwood School.

This scenario is the same one that ended flying at the former SWSA flying sight at their school field. The Don Northern proposal was brought into this month's meeting and discussed amongst the 11 members present. The emphasis on the discussions was on the possible continuing anger and/or concern of the homeowner over any flying above his property. The perception of the homeowner may be that any plane he sees in the air is above his property. The homeowner may also seek further action against the school and/or school district if he is not satisfied. In other words, the other shoe may drop after the homeowner sees planes in the sky.

DISCUSSIONS ON THE RESTRICTIONS

-Reading of the Don Northern Proposal for the "no fly zone" at redwood school.

This proposal included a "verification of Violation clause, a "penalty clause", a "right to appeal" clause, and an "intent" clause. It went as follows:

I propose a no-fly zone from the northeast corner of the upper field along the chain link fence to the east of us to the southeast corner of the lower field. (this is the fence behind where we launch). There will be no plane allowed east of this fence (in other words over the houses) from ground level to launch height (approximately 200 ft).

-Verification of Violation- If ANY two club members agree that a plane has entered the no-fly zone this will constitute a violation and the pilot will be assessed a monetary penalty and not be allowed to fly the rest of the day, also this person will not be allowed to fly indefinitely until they have paid their penalty to a club officer.

-Penalties-

A 1st offence will be charged a \$20 fine. 2nd offence will be \$40. 3rd offence will be \$80. With each offence the fine is doubled and the pilot shall not be allowed to fly the balance of the day. The club members have the right to deny flying privileges and/or membership within the club to any pilot who abuses the no-fly zone with a majority vote at the next general meeting.

-Right To Appeal-

The pilot has the right to appeal any field judgment at the next general membership meeting. If the pilot gets a majority vote in their favor due to extenuating circumstances, then the field ruling (fine) may be eliminated.

-Intent-

The intent of this proposal is safety, to eliminate the chance of ever hitting the power lines or landing on a house. A pilot would not want to enter this one at launch height (200 ft.) for fear of a chance of going below the limit, they should enter at a height higher than the limit and not going any farther back than they can safely return to the field at an altitude of 200 ft. above the east chain link fence. This rule shall apply to all sailplanes including hand launch. This no-fly zone will also apply to all contests with the contest director deciding the penalty for infringement.

A round-table discussion amongst the attending members continued on the proposal and possible future situation with the homeowner. We came to the conclusion that for the time being, there should be no flying beyond the fence! That way, if the homeowner complains again, we have the flying restriction in place to back what we are doing versus what the homeowner saw. (We would have been over the school, not his property). Again, that removes any involvement with interpretation by the homeowner as to what constitutes 200 Ft. Over time, and with the lack of further incidents, this restriction may change. But for now, the stricter restriction is a prudent measure.

Further discussions by the membership centered on the continuing need for acquisition of a new flight sight. The next incident at the present field (fault of the pilot or not) could result in immediate and permanent loss of the TOSS field at Redwood. With that reemphasis, Don Northern has opened discussions with the Simi Dump Sight contact. We will attempt to contact the dump sight owners on the subject of using one of their boundary areas as a flight sight.

-Gary Filice will contact some friends in the construction industry about contacts with land that might fall into a possible flight sight.

-Martin Usher was contacted by folks adjacent to the Tierra Rejada Ranch who were looking for pilots to fly RC aircraft as a way to scare birds away from the crops. This is news since prior contacts with the ranch emphasized the proximity to a full size aircraft landing strip. That landing strip looks to be in a non-use condition due to construction or other activities. Therefore the airfield may no longer be a concern. Martin Usher will inquire about the status of that airfield before we would consider any flying in the area.

-Lex Mierop brought up the idea of sod farm usage. These are located on the Oxnard plane, and they use linear watering systems. However, they do rotate plots in and out of usage. There may still be an opening there. Don Northern knows of a guy on the farms who has in the past set up launching by winch or hi-start. He may be able to inquire more about where that took place.

-Any other ideas or contacts members may have on this dilemma, please contact the club officers immediately!

-The results of discussion amongst members at the meeting are:

1. No flying behind the launch line.
2. Maintain a safe altitude outside the limits or boundaries of the field, open to interpretation by at least 2 club members as to the degree of violation. Violations fall under the dollar assessment amounts outlined in don northern proposal.
3. Have a flagman at the east fence to signal pilots during sport flying or contests that they are near the fence line. This means that the pilot has gone behind the launch line and is approaching the absolute no fly zone. Therefore the space between the launch line and the fence is a buffer zone in which a pilot is warned by the flagman to get back into the normal flying zone. This line extends from horizon to horizon until further notice.
4. Any new flyers to the field area must pass the scrutiny of the field safety officer before being allowed to fly at the field. Continued accompaniment by a member is required until the safety officer ascertains or determines that this pilot is safe to solo fly at the field.
5. Club membership application will have the new rules included on the cover.
6. Above rules are to be enforced by club safety

officer. Enforcement should be made with another witness in order to verify the violation/s.

7. The above rules are in forced until we acquire another flight sight that no longer requires the above rules.

8. Right of appeal clause and penalty clause of Don Northern proposal stands.

9. The above rules are in effect for the Redwood flying sight, not the Paramount flying sight.

10. Martin Usher volunteered as safety officer for 2007.

The above 10 articles were put up before the meeting attendees for motion to vote. Steve Miele seconded it. The attending members passed it unanimously. These articles will be handed out to members as an addendum to the existing 11 commandments printed on the existing TOSS FIELD RULES sign.

As your President, I am trying to remain on the positive side of all that has happened, and I am sure that you members are doing the same as well. Over the past 18 years, we have been very fortunate and lucky with incidents involving airplanes. The overall feeling of club members at this meeting was in alignment with mine, and that is that flying at Redwood will continue to be a potential liability. We all want to fly with as few restrictions as possible. We all would like to invite new flyers to come fly with us with as few restrictions as possible, and in a relaxed atmosphere amongst friends. We don't want to turn members against members when enforcing the restrictions, but it will require all members to help with enforcement. The close proximity of our Field to surrounding homes, power lines, streets and traffic makes this nearly impossible in a litigious society. Times have changed, and it makes good sense for us to consider moving to another flight sight as soon as possible.

My thanks to all of you in the club who handled the situation during my absence. Without your quick action, I believe we would presently be without a flying field!

Gary W. Filice