

THOUSAND OAKS



SOARING SOCIETY

March 2007

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://tossfreeservers.com>

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

2-28-07

### TOSS GENERAL MEETING

-Present at the proceedings were, Craig Borstelmann, Jim Pendergrass, Charles B., Paul Verderosa, Don Northern, Lex Mierop, Martin Usher, Chuck Auerbach, Steve Miele, Bob VanLandingham, Mike Stern, Craig Borstelmann. Richard M. Mike Reagan, Gary Filice, Jason Rowlands, Carlos Carbajal, Greg Wright, Ben Wright.

Treasury statement is \$492.36. Thank you to those members who have sent in their memberships to help set us in the black!

-Under Old business expenditures: The old McNamee retriever was outfitted with a rebuilt motor. The motor started out OK for the first day, but it soon began to overheat on one side of the case and slow down. This is an indication that something is still wrong with the unit. The retrieval speeds were OK until the overheating took place. Carlos Carbajal brought the motor from the unit to the meeting and Gary Filice will take it to FAS motor rebuilding and have it looked at.

-Gary Filice has replaced the burned out 3110 motor from Injoy Wood products that was a heavy duty would 6 volt, hence the 3110 designation. The cost of the rebuilt was \$74 and has been reinstalled into the club winch.

-Gary Filice had further conversations with Injoy Wood products, Mr. Tom Bianchi who explained that the so-called 3110 motors were in fact the old thin winding 3115 12-volt motors marked as 3110. Again the size of the windings bore this out. He was upset in having to return 11 motors back to the factory. It is therefore getting harder to find the 3110 motors! Gary is checking into the 6-volt motors available from FAS. The 6-volt motor they come up with will be compared to the Injoy 3110 motor in need of repair. If we are happy with the motors from FAS, then they will ensure a good supply to meet our needs. FAS is located next to Norman Supply in the San Fernando Valley.

FAS also has access to short shaft 12 volt motors as well. These would be good for retrievers. They can also rebuild the retriever motors we have now.

-Gary Filice is waiting on Delivery of 20 easy gliders from Hobby People. Their deliveries are usually every Thursday. If this takes place on Thursday March 1<sup>st</sup>, they will be at the field the following Sunday. Gary will update everyone upon their arrival.

### NEW BUSINESS

-Since the rescheduling of the SC contest hosted at TOSS is set for April instead of August, we have some important duties to take care of for contest

preparations:

1. TOSS needs to submit a design for the trophies that will be supplied by SC-2. According to the letter posted at the Sc-2 website, this s to be done 60 days before the contest. Chuck will send a JPG of the logo in color.
2. We need to send in the sanctioning paperwork for the contest ASAP. Mike Reagan has sent this in already.
3. Will Mike Reagan be the official CD for this contest? Yes!
4. Format for the contest? 6, 8,8,8, 50point landings.
5. Volunteers. Gary Filice will be contacting the members about contest duties during the SC-2 and One Class Competition slated for this April
6. Field permit. Waiting for our annual insurance certificate from AMA. When this arrives, Gary Filice will forward it to Martin Usher for inclusion in the field permit paperwork.

- -Everyone seemed to enjoy the contest CD'd by Craig Borstelmann. Any comments on the contest format from the attending members were discussed. Contest classes discussed further by Craig and membership along with bonus points. We will eliminate the bonus, and go with the option #1 or #2 selection.
- The high start design for the one class competition was discussed along with some sources for the rigging needed for the high starts.
- Set up of a limit line for the easy glider contest is needed at the launch end of the field.
- High starts to be set up on the regular winch side of the field.
- Mike Reagan gave some show-n-tell with his easy glider and covered the CG location, 2 3/4" back of leading edge for the cg position, modification of the tow-hook position and a few other key points to remember in the set up.

-Repeat of the rules for the one design easy glider contest.

- Must Use one design of glider, in this case an *EASY GLIDER* foamy from Multiplex

- There will be Hi-start launches, no winches.
- 1 point per second.
- Landing will be 20 points max.
- 4- 6- 8- 10 minutes.
- Mike will be CD.
- Cash prizes, Mike is putting up the cash.
- Two flyers can fly one plane, but if the plane is wrecked, they have to fix the plane before they can fly again.
- No skegs.
- Decals OK, stripes etc. OK, but no more than 1/2 of wing surface with covering film.
- Can sand the bumps on the surface, but you can't eliminate them.
- Top 3 pilots will have a fly-off.
- This contest format is gaining in popularity all over the country because it is simple and cheap and fun to have. Major clubs are doing this with large participation.

-Jason Rowlands had an idea for a one-class glider tee shirt for our easy glider contest. The logo work looked really sharp and professional. The layout was passed around the room for everyone present to view. Most everyone there felt that the tee shirts were a good idea as a way to commemorate the first one design class competition at TOSS, and as a way to generate a bit more revenue. Jason Rowlands has done a really professional job on this project, and he will mop up on the final details of getting shirts completed.

Some additional activity notes:

-Mike Reagan wins the Southwest Triad consisting of cumulative scores from Sacramento Spring Fling, Visalia Fall Soaring Festival, and The Southwest Classic. Congrats to Mike for some fine flying! As for this year's Phoenix Southwest classic, the Southwest classic was just that - - a classic set of surprises from Mother Nature. The desert weather always has something to keep a contest from becoming routine. Great conditions the first day of flying, and tough windy conditions at the end of the second day that cut the contest short of the final 5-minute TD round. Besides Mike Reagan, Lex Mierop scored in the top 10 for both RES and Open classes. And the RES work was done with some borrowed parts for his plane. What else can we expect from a competitor like Lex! Also attending this year were Gary Filice, Chuck Auerbach, Craig Borstelmann, Phil Renaud,

and Hawaii's own Joe Nave flying under our banner!

-Craig Borstelmann and Gary Filice complete their LSF Level III cross-country task out on the Mojave Desert. John Elias was instructor and driver for the chase vehicle. Mike Reagan was spotter and helping with pilot navigation. This is really cool flying! There is nothing quite like trying to track your plane from the back of a moving vehicle. It takes some getting used to, but with a good driver and spotter, you can settle into covering real territory. See the

attached photo of last Saturday's cross-country crew. Any interested in doing this can contact John Elias or Gary Filice for more details.

Thanks again to all those who attended the meeting.

Think Lift!

Gary Filice



This is the motley crew that ventured into the world of LSF

**EasyGlider** **MULTIPLEX**



**EASY GLIDER Radio Ready** # M264205  
Requires minimum 4 channel Hitec radio set

**ALMOST Ready-To-Fly, just add radio!**

The Easy Glider is a pure sailplane, capable of being aero towed or hand towed with the supplied towline, or hand launched on a slope. It's lightweight, and the clean lines guarantee long and stable flights. Assembly is fast with CA glues, and the sturdy ELAPOR foam construction resists damage from the occasional "hard" landing. The Easy Glider uses elevator, rudder and ailerons for control and the two piece wing allows easy transporting to and from flying sites

## TOSS Contest Schedule

|           |   |             |   |
|-----------|---|-------------|---|
| March 25  | Sc-2 at SWSA field (Santa Ana River at Irwindale turnoff) | July        | No Sc-2   |
| April 15  | TOSS one class competition (easy glider)                  | July 22     | Toss monthly contest                              |
| April 22  | TOSS hosting SC-2 contest                                 | August 19   | Toss monthly contest                              |
| May 20    | Sc-2 at HSS (probably at the SWSA river sight)            | Aug. 26     | Sc-2 at SWSA river sight                          |
| May 26-27 | Visalia Spring Fling                                      | Sept. 23    | Sc-2 at ISS                                       |
| May 27    | Monthly club contest                                      | October 6-7 | Visalia Fall Soaring Festival                     |
| June 17   | Monthly club contest                                      | October 18  | Toss monthly contest                              |
| June 24th | Sc-2 at ISS (inland soaring society)                      | October 28  | Sc-2 Torey Pines Gulls field in Poway, rain date. |
|           |   | November    |   |



### In Orbit

If you have ever taken a scheduled holiday flight over the Alps and lookes out of the window, this picture will bring it all back. But, you will not have seen a sailplane quite so close. This picture was taken by Gerd Schafer; it shows a 17m Elfe flown by robert Beck of Winterthur, Switzerland.

In wave conditions, sailplanes are capable of soaring to herghts from which majestic 4,000 m mountain tops look like pimples on the landscape; the visibility extends from "pole to pole, with a dome of deep blue sky spanning the rugged peaks. The airflow is totally devoid of turbulence.