
TOSSUP 96

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EDITOR'S SPOT

The Future

Have you ever thought of where this sport will be in 5 years? The jumps that are being made now are absolutely amazing. What will we be flying in 5 years? Will we even be flying? Honestly, regardless of what advancements are made, I highly doubt that we will be flying gliders that are much different than today's current designs.

Several factors are really slowing progress and will inevitably control what designs are commercially available. First, looking back over the past few years, the designs that have been dominate, haven't really changed. Take for instance the Thermal Eagle, it found its roots 6 years ago when Mark Allen decided to make a thermal version of his F3B Eagle and in the process try out a new airfoil, the SD8000. Today, the only thing that have really changed on the Eagle are the airfoil and the people who make it.

Even though advances are being made in designs, nothing is really being done to really utilise the available technology. Despite the technology, nobody in the industry is



really trying to utilise it to its full potential. Why?

Well, first off, the people who set the trends are the high end manufactures such as Airtronics, Levoe Design, R&R, ect... How many of these people have significant R&D budgets. hmmm. Not too many. All of the current designs are truly utilising yesterdays technologies. The remote control sailplane business is sort of like the Russian Airforce who tend to
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A SOARING EXPERIENCE

By Gary W. Filice

I'm just a new member to your club, and launching off a winch is a relatively new experience for me. So is landing in the same neighborhood! Oh well, I'm looking forward to learning all I can and trying my hand at contest flying. In the Feb. issue of *Toss Up*, I read the "Editor's Spot" with interest. The drive for light plane weight in the soaring community brought a particular soaring day to mind.

Since completing my Mako, I have had a ball just flying lonely hill sites from San Louis County to Laguana Hills. Often, I am flying only with the hawks and no one else. I am convinced they fly for the sheer joy of flying. Many times, my plane is the only thing in the sky. When the lift gets food, the birds suddenly appear, join in, and circle with my plane. They

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even give me an occasional "tap" on a quick zoom by, just to show who's boss!

I vowed to fly every month of the year, and the week of Feb. 25 was the most unusual for me, the coldest days of the year! I arrived up on Smith Hill only to be greeted by sustained 30 knot wind, 48 degrees, and a ragged deep sky. Wow no one here! (wonder why?) Any how, I promptly found the door of my truck in my face as I attempted an exit. It was so windy that even taking a quick leak down wind still got my glasses wet!!

With a bit of a struggle, I got the plane assemble- all the time thinking whether or not I should actually fly in these conditions. I had on two jackets, two pairs of pants, a ski hat, ski gloves, and Sorrel boots. I was still cold. After a quick radio and control check, I stepped out from behind the truck and instantly the plane was about ripped from my grasp. Woa!! I pulled the glove off my right hand, tucked it under my jacket, and then tried for a better grip on the fuse for the launch, All of the junk about crazies like fisherman, golfers and the like flashed though my head - include RC sailplane too! Well, I gave it a push into the wind. A fraction of a second later found the plane in what seemed like an egg beater. It was flipped over to the port side hard and heading right for the ground. I managed to pull it up just in time - weeds went flying but I made it!

Out it went. The plane shuddered like a dry

leaf in the wind. Penetration was almost impossible. I actually flew backwards at one point! What a dummy, like I think I needed a lot of ballast for this flight! Just too light, and too late now. I thought about the situation for a moment. Will this be a day when any thermals are nonexistent or simply chopped off by the high wind? Will there be only a narrow band of ridge lift along the slope? Or will there actually be some thermal activity on this frigid, windy, kind of a day? I was maintaining flight at about eye level. 60 yards out I thought I would do a slow right turn. It was a fast right turn! 50 yards past me, and I finally got it turned back into the wind. Out I went again. Like salt in the eyes the cold wind drew a steady stream of tears past my ears. My glasses didn't help. Just then, about a hundred yards or so out, I spotted a lone hawk level with my line of sight. It too was nearly at a stall, but gradually rising up. Was he showing me the way? Dare I continue out to him? Maybe its a trap. If I hit sink in this flood of wind, I would never make it back!

I swallowed, tweaked the trim and went for the hawk. Suddenly as I approached the bird, we both shot up, and up, and up! We got the elevator to the top floor! Thinks happened fast. I found my self trying to find 114 inches of wing span against this building cloud directly overhead. No hawk around, lost sight of him. At this point, I could not tell if my plane was right side up. The cloud was looming

upward like the head of some kind of giant monster, and against this white brilliance, my plane seemed as but a black speck of pepper that might get in the monster's eye. At about this time the music in my head changed tunes - like pop the flaps and come home before I completely loose sight of my plane!

Sure enough, I was able to maintain a heading while safely loosing altitude. I tucked the flaps and make a descending turn of some hundred yards radius a about 60 MPH. Ripping across the sky was scary, especially with the plane tap dancing vertical moves of 5 ft. up, 5 ft. down in a quarter second each! Just as my plane settled down about 20 yards ahead of me, the hawk reappeared. It made a very slow fly-by, about three feet above my plane. I'm sure it was just to say, "I told you so!" It then disappeared in the distance. I landed at exactly one hour flight time - just too damned cold to continue!

In closing, I must say that I was amazed by the cold day lift. I've flown in the 105 degree. heat of the Redding Cal., on a hill near a fish hatchery, and expected lift, but this cold day stuff is an experience for the ol'memory banks. Anyone out there had a similar kind of experience? Ballasting seemed appropriate in this situation. It would have calmed things down and made the plane more flyable. Is it a similar analogy for ultra light planes in quieter air?

Thousand Oaks Soaring Society's Yearly Standings

Open

Pilot	Club	Total	Jan.	Feb.	March
Thomas Akers	TOSS	2974	983	993	998
Bob Swet	TOSS	2967	1000	973	993
Edgar Weisman	TOSS	2942	984	961	997
Don Northern	TOSS	2849	984	984	881
Don McNamee	TOSS	2730	781	993	956
Roger Herbison	TOSS	2027	896	754	377
Mike Reagan	TOSS	2000		1000	1000
Art McNamee	TOSS	1993	998		995
BJ Weisman	TOSS	1988		989	999
Ed Skow	TOSS	1925	538	936	452
Myles Moran	TOSS	1146		988	158
Ed Slobod	SFVSF	974	974		
Larry Jimenez	TOSS	893	288		605
Bill Karp	TOSS	842			842
Lowell Norenberg	SFVSF	789			789
John Johnson	PSS	524			524

2 meter

Pilot	Club	Total	Feb.	March
Don McNamee	TOSS	1999	1000	999
Edgar Weisman	TOSS	1664	754	910
Michael Stern	TOSS	1625	967	658
Art McNamee	TOSS	1000		1000
Mike Reagan	TOSS	995.6		996
Mathew Orme	PSS	747.2	747	
Lowell Norenberg	SFVSF	711.4		711

Sport Plane

Pilot	Club	Total	March
Bill Karp	TOSS	1000	1000
Don Northern	TOSS	960	960
Bob Swet	TOSS	893	893
Larry Jimenez	TOSS	851	851

Up Coming Events

March 27- Club Meeting
 March 31- Riverside SC²

April 14- TOSS Monthly Contest and F3B practice at SULA
 April 20 and 21- PSS 2 day contest
 April 24- Club meeting
 April 28- El Durado SC²

Thousand Oaks Soaring Society 1996 Roster

LASTNAME	FIRSTNAME	AMA	PHONE	ADDRESS	CITY	ST	ZIP
Akers	Thomas	385783	805-496-6655	1583 Wakefield Ave.	Thousand Oaks	CA	91360
Babcock	Charles	497854	805-495-3093	1807 Hendrix	Thousand Oaks	CA	91360
Bass	Simon		805-379-4819	174 Hunt Circle	Thousand Oaks	CA	91360
Council	Bill	466415	805-499-6561	3837 Coronado Circle	Newbury Park	CA	91320
Deboer	Charles	409751	805-492-1868	775 Brightstar	Thousand Oaks	CA	91360
Fenney	Christopher	432321	805-482-2428	2759 McCulloch Avenue	Camarillo	CA	93010
Filice	Gary	478997	805-529-7534	11502 Northdale Dr.	Moorpark	CA	93021
Gray	Bob	331637	805-985-8247	2700 Kelp Street	Oxnard	CA	93035
Gulden	Brittain			13110 East Annette Street	Moorpark	CA	93021
Herbison	Roger	427678	805-649-1392	320 Grande Vista	Oak View	CA	93022
Hinman	Bill	15233	805-482-8513	1195 North Modesto Avenue	Camarillo	CA	93010
Holzer	Devin	508941	805-496-3555	1462 Feather Avenue	Thousand Oaks	CA	91360
Jimenez	Larry	378742	805-652-1937	1943 Channel Drive	Ventura	CA	93001
Karp	Bill	122971	818-878-1846	5446 Amber Circle	Calabasas	CA	91302
Keightley	Chase	484427	805-987-6443	542 San Clemente Way	Camarillo	CA	93010
Kelley	Jason		805-491-2052	12108 Alison Dr	Camarillo	CA	93012
Kluss	Bill	15036	805-497-2120	1368 Morrow Circle	Thousand Oaks	CA	91362
Marx	Bill			174 Knollwood	Newbury Park	CA	91320
McNamee	Art	7417	805-526-6292	2645 Placerville Court	Simi Valley	CA	93063
McNamee	Don	48996	805-531-9442	133666 Bear Valley Road	Moorpark	CA	93021
Moran	Myles	18426	818-882-4687	10428 Oso Ave.	Chatsworth	CA	91311
Northern	Don	28279	805-523-1018	3977 Willow Creek Lane	Moorpark	CA	93021
Oldenburg	Ed	106776	805-499-6354	261 El Gallardo	Newbury Park	CA	91320
Reagan	Mike	93756	805-529-5513	14705 Loyola Street	Moorpark	CA	93021
Skow	Ed	529910	805-646-6544	315 North La Luna	Ojai	CA	93023
Spoer	Jonathan	393152	818-889-2788	30811 Main Mast	Agoura Hills	CA	91301
St.Lawrence	Don	409441	805-437-9681	207 Sommerset Circle	Thousand Oaks	CA	91360
Stafford	Jack		805-654-0308	748 Via Arroyo	Ventura	CA	93003
Stender	Charlie and Matt		805-499-5235	527 Highcrest Court	Newbury Park	CA	91320
Stern	Michael	131478	805-492-8452	745 Lynnmere Drive	Thousand Oaks	CA	91360
Sutton	Robert	81773	805-498-4342	3415 Crestwood Court	Newbury Park	CA	91320
Swet	Bob	83283	805-388-9619	2600 Ponderosa Drive Apt. 15	Camarillo	CA	93010
Tiffin	Richard	555063	805-449-9113	2070 Rodeo Ct	Thousand Oaks	Ca	91362
Trist Jr.	Paul	28643	818-545-7551	1101 Melrose #1	Glendale	CA	91202
Weisman	BJ			3350 William	Newbury Park	CA	91362
Weisman	Edgar	67651	805-371-4171	752 Camino Valles	Thousand Oaks	CA	91360

-----Urgent Notice-----

If you have not payed your memebership dues, this will be your last newsletter!!!!

February Meeting Minutes

Called to Order: 7:35 p.m.

Old Business

No important old business was discussed except for the fact that Chase needed the club's tax ID number so that he could finalize the bank changes.

Treasure's Report

Total fund in bank: \$635 plus another sixty or so dollars that Bob Swet gave to Chase. This money was collected at the February Club Contest.

Reminder Chase needs more Checks.

Chase also gave a brief update of what had been going on in the Aviation World.

New Business

- Mike Reagan proposed to change or amend the club by-laws concerning the number of contests counted for the yearly standings.

His proposal is as follows:

1. If all eleven scheduled club contests take place, the best eight contests will be counted for the yearly placing.
2. If only ten take place, seven contests will be counted and so forth.

Your views and suggestions are always welcome. Come to the meeting and express yourself.

- A discussion of the Cross Country Contest took place. Art, if you still plan on running the contest please let me know.

Newcomers

3 new flyers were present at the meeting.

Richard Tiffin - is a new flyer who is migrating down from the slopes. He has been building models for a long time and is looking forward to learning how to fly.

Simon Bass - a would be sailplane flyer who discovered gas flying and sunk all of his money into it first and now is trying to advance his skills as a pilot.

Brittain Gulden - another youngster who is just learning how to handle his first glider. He made his first flights this month and successfully made some landings.

Discussion

Bob Swet brought in an interesting luminescent panel. Basically, you run a current through it and it lights up. The panel was semi flexible and Bob is thinking about using some of it for light on a night flyer. One draw back.- If you have to ask how much it costs you can't afford it.

Raffle Winners

1. Bob Swet- a Chuperosa Kit
2. Mike Reagan- a mag light

Thanks to Charlie for continuing to put on the monthly raffle.

March Contest Report

March's club was held on March 10 and was run by CD Michael Stern. The weather was very good and the thermals were plentiful although they quite often dissipated soon after you found them leaving several people stranded. The task was 3 flights for 21 minutes with no flight over 9 minutes. There was a ten point landing as well.

The turn out for the contest was quite large with 15 open class competitors, 6 2-meter pilots, and 4 Sportsplane entries. The contest started promptly at 9:15 or so; and by 1 in the afternoon we were done.

The final results divided the pilots into those who made their time completely and those who didn't. Landings were not a major factor. Thanks to Mike Stern for running an excellent contest.

Club Contest CD Schedule

Month	Date	CD
January	14	Edgar Weisman
February	11	Bob Swet
March	10	Michael Stern
April	14	Art McNamee
May	12	Don Northern
June	9	Don McNamee
July	14	Michael Reagan
August	11	Larry Jimenez
September	8	B.J. Weisman
October	13	Thomas Akers
November	10	Myles Moran

*Editor's Spot cont.
from page 1*

utilise yesterday's technologies to the maximum instead of using the current technologies.

The Thermal Eagle, Super V, and other designs are really the same plane with a few changes that emphasise various aspects. The Thermal Eagle for example uses a RG-15 airfoil and a rather high aspect ratio wing to boost the lift over drag ratio, while a Super V uses a S7037 airfoil and a little lower aspect ratio to lower the sink rate and make it easier to fly.

The reason for the similarities in designs of many of the top notch thermal duration ships can be attributed to survival of the fittest. Since the tasks in thermal duration have not changed in recent years, the planes have evolved to best meet the requirements of the tasks and the area in which they are flown. Therefore, the next logical step in the evolution of the competition sailplane is just a little change in the current design philosophy. Subtle changes will most likely occur for the next couple of years until something changes.

To instigate a major change in design philosophy, something would have to happen to make the traits displayed by the current class of conventional sailplanes undesirable or so completely outdated that using them would be to a severe disadvantage. Secondly, the manufactures would have to

latch on to the new concepts and start mass producing the new designs. Without the support of the manufactures, any new design concepts would fall by the wayside.

What would the new class of planes look like? Well, no one knows for sure but most likely, somewhere along the lines of either a flying wing or a variable geometry platform (swing wing). The technology to make these platforms practicable is available today. However, there is no demand for radical thinking involved because the soaring community is in many ways ultra conservative. If you don't

believe me listen in to people conversations about flying wings or such and the thousands of reasons why they just will not work.

As for the future, let your imagination run wild. I could go on for pages and pages but then that would be no fun at all. In the mean time, remember, people thought the Wright Brothers were heading for disaster and look at where we are now.

Be sure to tune in next time for more crazy ideas from one of those "darn" kids.

Thomas

The First Annual
Paragon Only
Contest

Its Coming

July 14, 1996

Presented by the
Thousand Oaks Soaring Society

"The Paragon will live again"