

THOUSAND OAKS



SOARING SOCIETY

MAY

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

Schedule of Events

Meetings Last Wednesday of every Month.

See our Web site for more information on contests, maps and directions.

<http://toss.freesevers.com>

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.

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



Photo by MARK KARGUL

1st One Design Group Photo

THE 1ST ANNUAL TOSS ONE CLASS GLIDER COMPETITION
April 15th, 2007



Jerry Krainonk 1st CASH

The Sunday competition day opened up with dead calm at 7 AM, and it looked as if we dodged the weather bullet after all. However, by 30 minutes into the field set-up routine, good old Mother Nature pulled a few tricks of her own. Sure enough, the wind was building in a rather erratic pattern, and cloud streets began to form overhead. Yep, it was quite cool too! This was going to make for an interesting Easy Glider competition. I think most folks who flew would agree that some form of ballast was the order for the day. Other pilots did not feel comfortable flying in this type of weather, but who can blame them. Flying an Easy Glider can rapidly turn

into flying a shoebox with stud wings! Myself, I fashioned some pockets inside the wing slots to hold two strips of lead weights. They helped! Maintaining flight speed

Mike Reagan wins 2nd place



and using penetration were key to handling the blustery conditions. Despite the strategy, any round could be a crapshoot!

By close to 9 o'clock in the morning, the field was filled with all manner of spiffy paint jobs and color combinations on these foamy gliders. It seems that no matter how trivial or cheap the plane for this competition may have seemed, it was a sure thing that each and every pilot took it seriously enough to endow their respective planes with that special something. All hopes and dreams rode with every easy glider just the same as with the more serious ships. After all, this competition was for CASH!

Our CD, Mike Reagan put up the tasks for the day as a 4, 6, 8, and 10 minute round with landings on a specially marked landing tape. The top 4 pilots would fly off for the final cash prizes. Ha, simple enough it seemed, but with the trick conditions, this contest was anybody's! One can see this by looking through the scoring record and observing the wild scoring swings throughout the competition. It was big lift, big sink, big lift with big sink, and big sink with big lift. Go figure! It seemed that even when you thought you were hooked into a dandy, a few turns later found your plane circling the drain! Other moments of sinking despair were suddenly punctuated with an almost violent up rush of lift!

Of the 23 registered pilots, 19 posted scores. There were definitely some hero or zero flights scattered through most of the contestants' efforts, but that seems to be the way it is at the TOSS field. At the end of the day, it wound up with the top 4 scores being Jerry Krainock,

Mike Reagan, Don Northern, and Gary Filice. These pilots were then to fly a final 12-minute Dash for the cash! The first three pilots went aloft in rapid succession with Gary Filice mopping up the rear on a fourth launch. All up, in the wind, and make your play. A split second decision at any moment seemed to be all one had in order to choose some good air or sink out. This round was all that and more. Jerry hooked in along with Mike at the North end of the field behind the power lines; Don seemed to be wandering around somewhere a bit further out front. Off of launch, things were looking a bit mushy when I decided to bolt for what was left of the last cycle that had taken Jerry and Mike aloft beyond the wires. I got some of it for some really wild, steep-banked turns way down wind while Jerry and Mike were up on top in the distance. While I was trying to crank it up through a pocket of lift, I could see through the corner of my eye that Don was coming in ahead of me, but I could not take my attention away from my plane since I was having a bit of trouble following it in the broken sky. I just knew that I was hanging in the last group of three. Sure enough, after working what lift there was as long as I could, I began to return to mother earth - like it or not! The way it ended up was Don Northern hitting a 6:51, Gary Filice marking an 8:11 for \$50 third place prize, Mike Reagan hitting a 9:18 for \$100 2nd place prize, and then finally, to a round of cheers, Jerry hitting an 11:48 to take top honors of \$200 first place prize. Now Don didn't get any cash, but I promised him and the other two guys that I would buy them all a round with my earnings!

I just want to add here a hearty congratulation

Gary Filice wins 3rd place



to all pilots who flew this competition in tough conditions, and doing so with less than the best kind of plane. As Mike Reagan stated, this is the kind of competition that seems to bring out the best in pilot skill and courage while making the plane design the leveling element. I do not believe that there were any lost planes or other unsafe instances during the competition. When Mike Reagan polled the contestants after a few pilots asked about doing this again, the unanimous response was YES! That means most everyone there had a good time, and wanted more! That's exactly what we wanted to hear, and this seems to be the trend with these one-class competitions around other parts of the country, for sure.

As President of TOSS, I would first like to thank all TOSS club members, especially Jim Pendergrass, Richard Mason, Jason Rowlands, Derek Bennett, Charles Babcock, Bob Van Landingham, Greg Wright, Bob Swet, Martin Usher, and the CD, Mike Reagan for making everything from the morning set-up, to the radio impound, to scoring run smoothly in this first TOSS One Class Glider Competition. Also thanks to all of those pilots from the area clubs who came to fly at our field. Without them we have no competition! We look forward to the next TOSS One Class Glider Competition.

Gary W. Filice
TOSS

Contest Pix







TOSS 2007 Easy Glider One Design

	NAME	ROUND 1				ROUND 2				ROUND 3				ROUND 4				
		Time				Time				Time				Time				
1	Mike Reagan	3:58	94	20	258	3:49	0	0	229	7:59	84	20	499	8:20	96	20	520	
2	Jerry Krainock	4:00	40	15	255	3:30	73	20	230	5:31	0	0	331	9:40	77	20	600	
3	Don Northern	2:17	0	0	137	4:58	71	20	318	5:57	0	0	357	8:21	0	0	501	
4	Gary Filice	4:03	80	20	257	5:53	74	20	373	7:55	86	20	495	2:03	0	0	123	
5	John Erikson	3:04	0	0	184	5:57	61	15	372	7:56	65	15	491	1:43	0	0	103	
6	Ross Thomas	4:02	0	0	238	5:57	80	20	377	7:11	0	0	431	1:43	0	0	103	
7	Mike Morjoseph	4:00	89	20	260	5:59	88	20	379	2:32	88	20	172	5:32	0	0	332	
8	Martin Usher	1:16	0	0	76	6:10	5	10	360	8:10	82	20	490	3:29	0	0	209	
9	Art McNamee	2:43	59	15	178	2:20	77	20	160	3:40	7	10	230	8:17	69	15	512	
10	Bill Watson	3:58	59	15	253	3:34	94	20	234	2:21	0	0	141	6:55	0	0	415	
11	Casey Adamczyk	2:53	47	15	188	3:25	96	20	225	7:56	78	20	496	1:38	0	0	98	
12	Mike Stern	2:05	30	10	135	1:57	0	0	117	7:49	54	15	484	3:31	0	0	211	947
13	Bob Swet	3:55	90	20	255	3:03	74	20	203	4:00	40	15	255	2:45	2	10	175	888
14	Edgar Vera	4:02	67	20	258	2:19	27	10	149	5:44	0	0	344	1:06	90	20	86	837
15	Chuck Auerbach	1:05	0	0	65	3:28	0	0	208	5:46	0	0	346	3:19	0	0	199	818
16	John Krug	3:16	77	20	216	1:28	51	15	103	3:37	47	15	232	3:35	0	0	215	766
17	Ben Wright	2:53	0	0	173	3:51	0	0	231	3:34	0	0	214	1:29	0	0	89	707
18	Steve Miele	2:22	0	0	142	3:52	0	0	232	1:14	0	0	74	2:59	0	0	179	627
19	Mark Kurgul	1:12	0	0	72	2:31	0	0	151	2:12	0	0	132	1:32	24	10	102	457

FLY OFF									
	NAME	Time							
1	Jerry Krainock		70	20	728				
2	Mike Reagan	9:18	91	20	578				
3	Gary Filice	8:11	86	20	511	\$50			
4	Don Northern	6:51	59	15	426				

WOW!

All pix except group by Graig Borstelman

TOSS MEETING FOR
4-25-07

Present at the meeting were: Charles Babcock, Don Northern, Jim Pendergrass, Paul Verderosa, Bob Swet, Mike Reagan, Mike Stern, Martin Usher, Gary Filice. Food and refreshments were served.

Treasury Statement to this date: \$1,291.37

Old business for this month includes:

- Winch and retriever repairs. These have been completed for all retrievers and winches at a cost of \$50 each. The usual price is about \$75. The equipment that has been repaired at the \$50 price has served well so far, therefore the motor rebuilds are decent. One more motor had overheated during the SC-2 contest. It belongs to Don Northern. The unit has been used exclusively for club activities over the years. Gary Filice will take the unit for a rebuild at the \$50 price, and the TOSS club will cover the cost of repair.
- Membership \$40 membership fees have been put to good use to offset the costs of operations and equipment degradation that takes place over time.

-New Business for this month includes:

- Contests held this month at the TOSS field included the first one class Easy Glider contest, and the annually hosted TOSS SC-2 contest. Mike Reagan brought up the fact that when polling attendees at the one class competition, the overwhelming pilot response was for another one class competition. The idea of a man-on-man competition brought forth by Mike as a way to further urge the competitive aspect with emphasis on pilot skill. This will involve a bit more coordination on the scoring end of things, but this is possible and seemed desirable to the polled pilots. More discipline is needed at the line during the bungee type

launching to avoid crossovers, etc. Man-on-man will solve this problem. As for the general revenues on the contests, \$260 made on the easy glider contest, \$520 minus \$144 therefore \$376 cleared on the SC-2. This is made possible by the fact that SC-2 now provides the standard trophies for all class awards instead of individual clubs having to carry the cost of doing so. This is due to the work of SC-2 President, Lex Mierop and the SC-2 organization.

- As for the one class competition, it must be kept in mind that Mike Reagan put up the prize money for this competition. Some discussion on how to remove that burden from Mike when it comes to future one-class competitions.
- TOSS BUBW is it on? Yes, but are we going to have a WOODY class? Will this be in an SC-2 format or Visalia Woody, or RES class? Art McNamee is still scheduled to be the CD. Bob Swet will work on the format and rules with Art to get this going. The earlier we get this out, the better chance of good participation. We will have it on the third Sunday of August (our normal contest day for August). Bob will have a flyer ready to hand out at the Visalia BUBW contest. More details will be coming before the competition.
- Field safety issues during contests and normal field flying: On windy days where the wind comes in from the West or Southwest, breaks on heavily bagged launches at the top of the launch sequence pose a real danger of ending with lines falling across the power lines directly behind the launch area. How do we safely retrieve when there is a high break on a bagged line?? Look into better lines? When

broken, grab the line with a loose leather glove or carpet and run out front with the tail end to prevent rearward wrapping into the power lines? Move the winches further forward in order to increase the safety margin to the power lines? All were discussed as options for helping the situation out. During the SC-2 competition, this happened resulting in a dangerous condition. This is especially true with the moisture involved with threatening rain. We will have a direct phone number to So. Calif. Edison on the field at all times so that they can be contacted in the event that this happens again.

- Discussion on the subject of contest participation (helpers). Disappointed that some folks who showed up to fly left without volunteering some time to help a bit. This is unfair for those members who wanted to participate, but don't fly at all in order to pull duty. Share the helping time! Membership includes helping with activities even though the member does not participate. A hearty TOSS Thanks to all those who did volunteer to help out. The windy conditions made for a difficult to manage contest, and despite the small number of participants, we found ourselves short of help in retrieving broken lines, scoring, and just helping to run retrievers.
- On the new equipment side of things, there is a new type of EXIDE battery that is patterned

after the Optima type of battery. The quality of the Optima has apparently fallen off recently, and there are numerous reports of unsatisfied owners. The EXIDE battery is supposedly high quality, and it is much cheaper than the current Optima. These EXIDE batteries are deep cycle marine, and the price is about \$125! Jim Pendergrass is going to purchase one in order to check it out for field use. This will be a good thing since we are constantly on the hunt for reliable power sources.

- Further discussion on safety issues at the field. This one involved the subject of pilots exercising responsibility for not attempting to launch an aircraft that is knowingly damaged. This means that the craft could fail as a result of launching in a damaged condition, hitting spectators, or worse, a passing car or the power lines. Field use could be compromised, and there may be some conflict with insurance and liability issues if this kind of activity goes on at the field. Granted, there are times when a craft has a (hidden) condition the pilot is unaware of that results in a crash. But is this the same as knowingly launching a compromised aircraft? A pilot may be held liable for damages and injuries. The unknown nuggets here are the punitive damages (hardship, psychological trauma, etc., etc.)
- All field permits and insurance certificates are in, thanks to the good work by Bill Nibley and Terry Koplan.

