



THOUSAND OAKS  
SOARING SOCIETY



**JUNE/JULY**



## NEWSLETTER

**NEXT CLUB MEETING**  
**WEDNESDAY, JULY 26<sup>TH</sup>, 7:00 PM**

**EVENTS: NO EVENTS**  
**SCHEDULED**

YOUR FEEDBACK IS WELCOME. IF YOU HAVE SUGGESTIONS ON HOW WE CAN IMPROVE THE NEWSLETTER OR WEBSITE, PLEASE SUBMIT IDEAS, ARTICLES, OR PICTURES TO: [jmbillig@gmail.com](mailto:jmbillig@gmail.com) John Billig, Newsletter and Website Editor

### Club Officers:

**Club President:**

David Swain

**Vice President:**

Steve Miele

**Secretary:**

Gary Filice

**Treasurer:**

Kyle Carmona

**Field Safety Officer:**

Andy Tiffin

**Competition Coordinators:**

Mike Reagan & Bob Swet

**Contest Directors:**

Mike Reagan, Art Chmielewski,  
Lex Mierop



### WEATHER

It's getting hot out at the flying fields. Be sure to stay hydrated and don't forget your sunblock, hat and other sun protection.

### Treasury Report

**As of 6-28-17, \$7,768.52**  
**(total in all accounts)**

## Minutes of the Meeting Held 6-28-17

### Meeting Attendees:

David Swain, Steve Miele, Don Northern, Bob Van Landingham, Mike Reagan, Bob Swet, Mike Stern, Ron Creager, Martin Usher, Richard Mason, John Billig

**DELINEATOR CONES** – It was agreed that more plastic cones are needed to help demarcation of the landing/launch zone separations. An addition of 10 to 20 more would help. Bob Swet will investigate.

**New 2017 TOSS Membership Forms** – The new forms have been printed up by Steve Miele with the latest club information. A couple dozen will be needed for the KIOSK at the field for visitor information. New AMA membership forms are also needed for 2017.

**New Member John Billig** – John has a diverse background and has already brought some fresh ideas including website design and operations. Did I mention that John has volunteered to take over Martin's responsibilities regarding the website and newsletter operations? He is also an apiculturist/backyard gardener and is happy to discuss everything and anything dealing with bees and/or growing fruit and vegetable at your own home.

**Lipo Battery Safety** – One of our more experienced members had an incident while charging his 3000(+)mAh batteries. The charging was occurring in the garage, while the member was home. While accidents are not usually due to ONE error (think of the Titanic), in this incident the battery was not in a LiPo safe container, the charge current may have been excessive, while he was home, the member was not in the garage while the charging occurred. One saving grace to the incident was that the circuit breaker for the charger was on the same circuit as the alarm system and as soon as the alarm system lost power the monitoring company called to find out what happened.

**Sapwi Trails Flying Site Notoriety** -TOSS is still in a probationary period at this location and we need to watch our P's and Q's. This is why we haven't scheduled an SC2, a grand opening, etc. This however doesn't preclude fliers from JOINING our club! And as a benefit of "joining" get to fly some awesome air. **REMEMBER, NO LEFT TURN ENTRY, NO LEFT TURN EXIT!**

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**Weed Abatement** -CRPD has done lots of weed abatement but they are aware that more needs to be done and soon, Greg (CRPD) will return to do more. Have patience...

**NOTE:** Be aware where you park at the flying site. One member noticed a branch that had come to rest on a hot exhaust pipe of his vehicle. He could smell the smoldering wood. Make sure you are parked on a portion of the property that has little to no high brush that may come in contact of hot vehicle parts.

**Winch Pads** -Concrete pads are all drilled with threaded Red Heads and are waiting to accept our equipment. Don and Gary are working to get every winch setup, "pad" ready. I have contacted our contractor, Chris about adding more decomposed granite at the concrete lip to reduce the trip hazard here.

**Sand Delivery** -Non- clumping sand has been delivered, by CRPD to the landing area. TOSS will have a field day to sift and disburse this sand as evenly as possible over the 60' x 80' artificial turf area. It is hoped that the sand will increase the time it takes for a TD plane to stop and decrease the likelihood of damage to the airframe on landing.

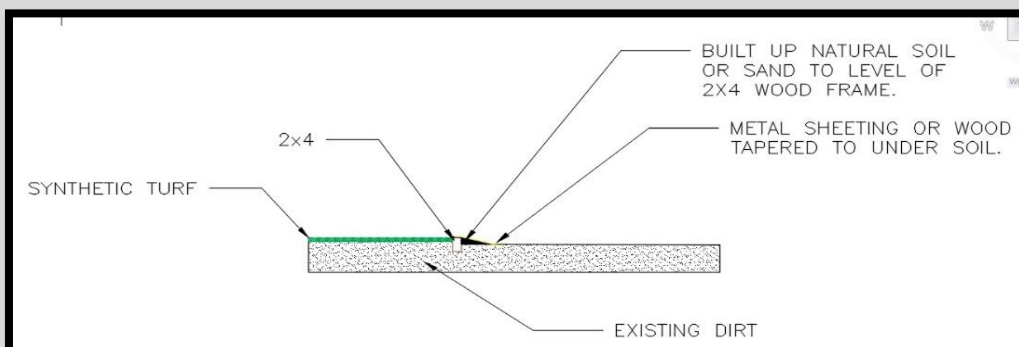
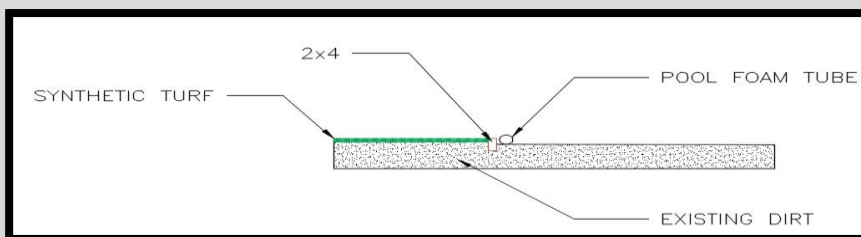
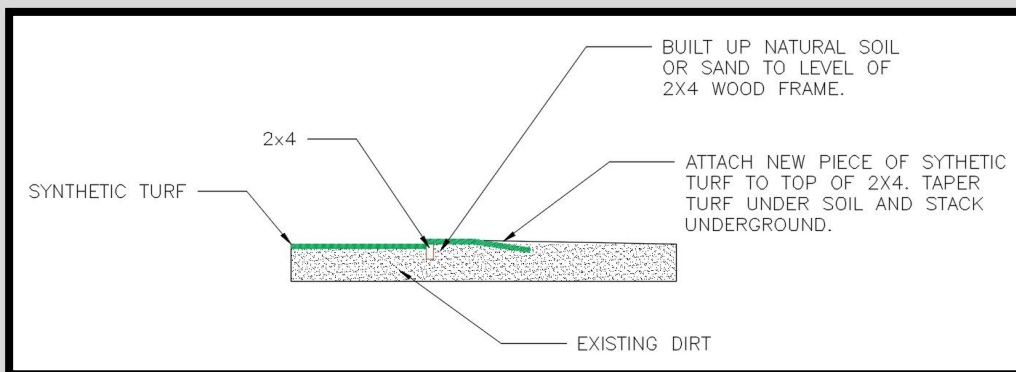
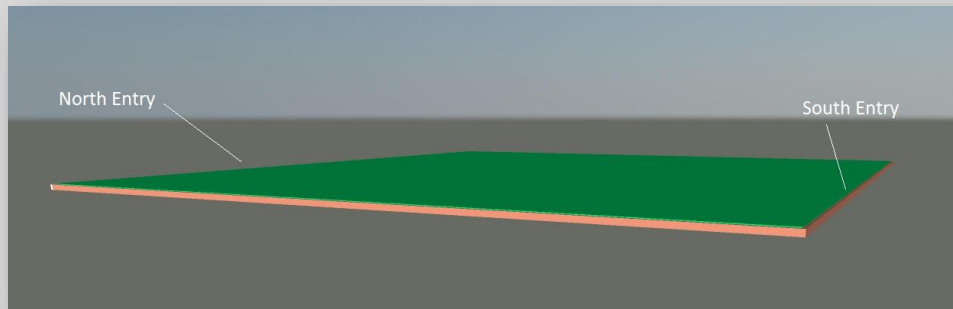
**TLG Launching** -There has been some grumbling by the TD fliers that the DLG guys are using the artificial turf area for launching. This area is NOT for DLG launching. During on shore wind conditions, DLGs are to use the area in the South West part of the field. During off shore wind conditions, DLGs are to use the area in the North-West part of the field. Also, Redwood is available for DLG flying on Sundays. Sapwi is open to ALL on Monday to Saturday with TD having priority on Sunday.

**Gate Locks** -Members are encouraged to dummy the lock behind them on the main gate and chain leading up to the TOSS field when using the park from Monday to Saturday. The main gate and chain barricade will be left open during operating hours on Sunday's.

**NEW TOSS Website** – A new website is currently being constructed and is expected to be complete in the next few weeks. Be sure to check it out and feel free to send your suggestions, articles, pictures and building tips, so we can include them on the website and future newsletters. You can send to [jmbillig@gmail.com](mailto:jmbillig@gmail.com)

## Minutes of the Meeting Held 6-28-17

**2x4 Synthetic Turf Frame** -Some ideas were discussed to reduce damaging airframe impacts on approach to the South and North sides of the landing zone. Three fixes were proposed and more discussions and ideas to follow.





PHOTO'S FROM SUNDAY 6-25-17



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PHOTO'S FROM SUNDAY 6-25-17



## Sapwi Trails Contest Sunday 6-18-17 Results

ROUND 1							
NAME	CLASS	Glider	Time	Time (Pts)	Landing	Landing (Pts)	Round
Gary Filice	RES	AVA	9:00	950	93	46.5	996.5
Gary Filice	Open	Maxa	5:02	894	84	84	978.0
Mike Stearn	Open		9:02	946.5	85	42.5	989.0
Walter Higgins	Open		9:00	950	83	41.5	991.5
David Swain	RES		5:03	891	21	21	912.0
Andy Tiffin	RES		9:03	944.7	59	29.5	974.2
Ron	Open		9:00	950	16	8	958.0
Bob Swet	RES	Salsa 3	9:09	934.2	73	36.5	970.7

ROUND 2					
NAME	Time	Time (Pts)	Landing	Landing (Pts)	Round
Gary Filice	4:58	894	91	91	985.0
Gary Filice	8:58	946.5	87	43.5	990.0
Mike Stearn	9:03	944.7	75	37.5	982.2
Walter Higgins	4:55	885	83	83	968.0
David Swain	9:02	946.5	62	31	977.5
Andy Tiffin	4:52	876	59	59	935.0
Ron	4:38	834	65	65	899.0
Bob Swet	4:47	861	1	1	862.0

ROUND 3					
NAME	Time	Time (Pts)	Landing	Landing (Pts)	Round
Gary Filice	8:56	943	93	46.5	989.5
Gary Filice	9:02	946.5	88	44	990.5
Mike Stearn	9:02	946.5	28	14	960.5
Walter Higgins	5:10	870	60	60	930.0
David Swain	5:09	873	22	22	895.0
Andy Tiffin	4:19	777	81	81	858.0
Ron					0.0
Bob Swet					0.0



NAME	TOTAL POINTS	Normalized Points	Yearly Flier Points
Gary Filice	2971.0	1000.0	0.0
Gary Filice	2958.5	995.8	995.8
Mike Stearn	2931.7	986.8	986.8
Walter Higgins	2889.5	972.6	972.6
David Swain	2784.5	937.2	937.2
Andy Tiffin	2767.2	931.4	931.4
Ron	1857.0	625.0	625.0
Bob Swet	1832.7	616.9	616.9



## Thousand Oaks Soaring Society (TOSS)

“SEE and AVOID” Guidance

### A. General:

1. The primary means to avoid collisions between all aircraft flying within our National Airspace System (NAS) is “**See and Avoid**.”
2. Vigilance must be maintained by each person operating an aircraft (whether model or manned) so as to “**See and Avoid**” other aircraft.
3. Model aircraft must avoid manned aircraft. Our privilege to fly model aircraft in the NAS depends on our commitment to remain “well clear” of manned aircraft.
4. Simply avoiding an actual collision is not enough. A “near miss” is not acceptable.
5. Unless flying at a mixed---use site where manned and model aircraft routinely share airspace through their own site---specific rules, model aircraft must fly sufficiently far away from manned aircraft so as not to create a collision hazard.
6. Model aircraft flying must not only be safe, it must be perceived to be safe by the greater manned aviation community. Modelers must continually demonstrate their respect for the safety of manned aircraft by remaining vigilant and well clear.
7. Whenever a potential conflict arises between model aircraft and manned aircraft, the pilot of the model aircraft must **always** give way to the manned aircraft.
8. The pilot of a model aircraft must never assume the pilot of a manned aircraft can see the model or will perform any maneuver to avoid the model's flight path.
9. Visual Line of Sight is required by the AMA Safety Code. It means that visual contact with the aircraft must be maintained without enhancement other than by corrective lenses prescribed for the model aircraft pilot. All RC flying must remain clear of clouds, smoke or any other obstruction to the line of sight.
10. “**Blue Sky**” is a term used to explain the method used to increase separation between a model and a manned aircraft in the same vicinity. The modeler should maneuver the aircraft in such a way as to increase the amount of **Blue Sky** perceived between the model and the manned aircraft. By increasing the **Blue Sky** separation, the question about depth perception is taken out of the equation and the modeler need not worry whether the model is closer to him than the manned aircraft or further away. Increasing the **Blue Sky** between the model and the manned aircraft automatically increases separation between them.
11. A modeler should never place any consideration for the wellbeing of the model aircraft above the safety of manned aircraft. Maneuvering to avoid the conflict may require that the model aircraft be sacrificed.

## B. Spotters, Winch / Retriever Operator(s):

1. Before a flight, the pilot must insure that the spotter, winch/retriever operator understands their duties and expectations.

2. A spotter, winch/retriever operator will assist in monitoring the surrounding airspace for manned aircraft. This individual must have sufficient visual acuity and be mature enough to take this responsibility very seriously. Each winch toolbox will include a high decibel air horn. The horn will be readily available to the spotter, winch/retriever operator who will sound the air horn three times when a manned aircraft is approaching at altitudes deemed in conflict with any model aircraft in the air.

3. All pilots will respond to the sounding of the air horn and immediately reduce the altitude of their model aircraft to a safe level and if the heading can be determined, fly their model to avoid the manned aircraft using the **Blue Sky** rule.

3. The spotter, winch/retriever operator should also be prepared to assist **the** pilot in the event that another model aircraft or spectators become endangered or in turn are perceived to be a danger to the pilot or the pilot's model aircraft. **(Difficult to implement, need better wording)**

### Proposal to amend Guideline

3. In the event a pilot becomes disoriented or loses sight of or needs control assistance of the model either physically or verbally in order to avoid a manned aircraft or any other unwarranted problems, other pilots in the area aware of the situation and with the flying pilots permission, should be ready to assist in eliminating any possible conflicts.

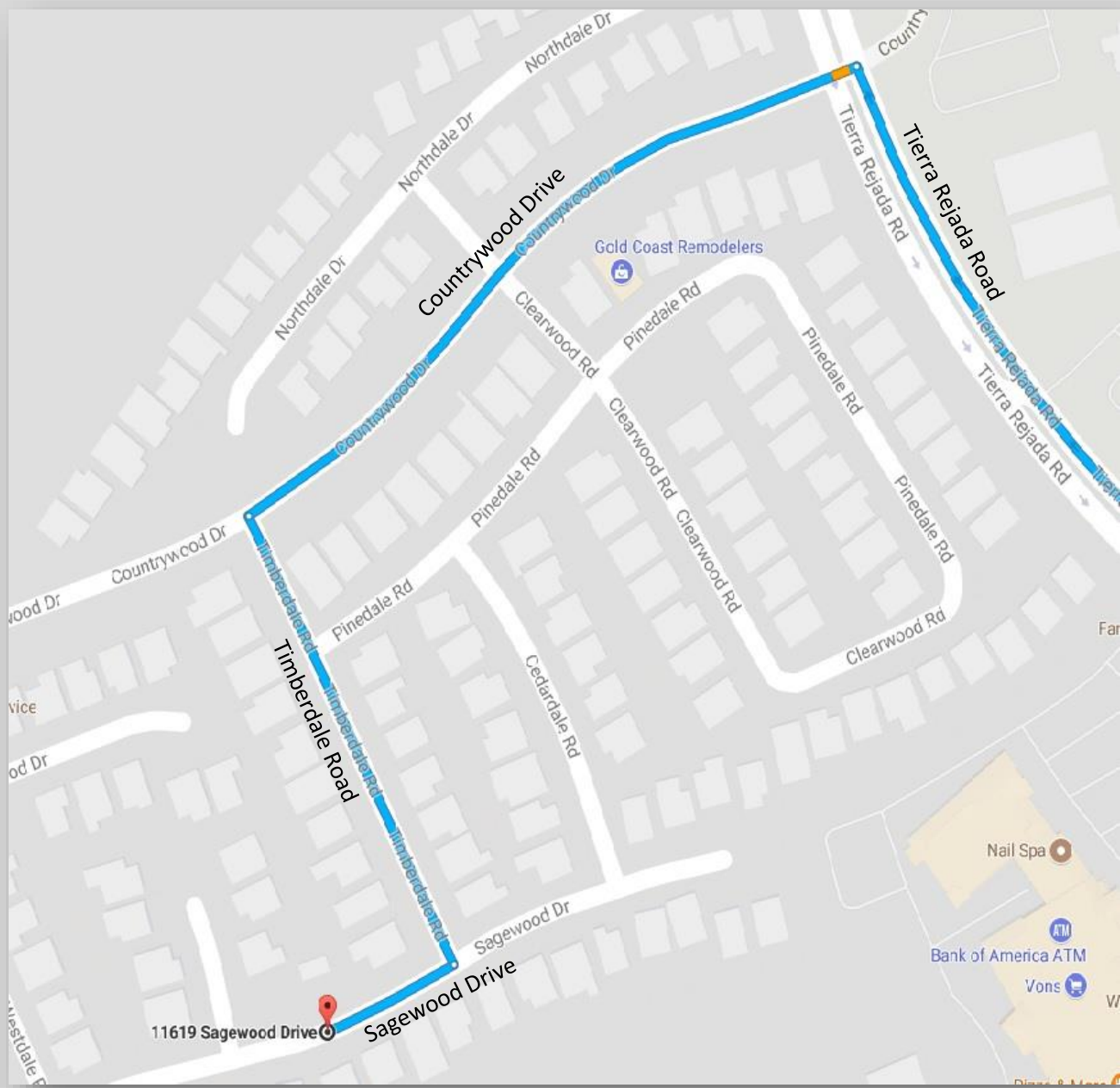
4. If a model aircraft pilot experiences what he or she considers a near miss with a manned aircraft, that model aircraft pilot should notify AMA Headquarters with a written report of the incident, including action taken by the model aircraft pilot to avoid the manned aircraft. This report is intended to help the modeler, the club, and the AMA capture as much detail as possible so that it may be used to assist all parties in recalling the particulars of the incident at a later time. Call 1-800-435-9262 (1-800-IFLYAMA) extension 230 or 251 for assistance with this report.



Club meetings are held on the last Wednesday of each month.

From the 101 freeway, take the 23 North and in 4 miles take the Tierra Rejada Rd. exit – Turn left on Tierra Rejada and go 3.2 miles to Countrywood Dr. – Turn left on Countrywood Dr. and then left on Timberdale Rd. – Make a final right on Sagewood Dr. and go 200ft to 11619 Sagewood Drive - Club House will be on your right.

The Club House is across the street from 11619 Sagewood Dr.





## Sapwi Trails

### -New TOSS Home Field-

Sapwi Trails is a new site, recently constructed by CRPD. TOSS has the use of the Upper Terrace, a large flat area off Westlake Blvd. Our use of the field is subject to a Memorandum of Understanding with CRPD. The terms of which must be strictly adhered to.

Access to the site is through a gated entrance off Westlake Blvd. Sailplane pilots are to make a right turn into the entrance when arriving and a right turn back onto Westlake Blvd. when leaving. **UNDER NO CIRCUMSTANCES MAY ANYONE ENTERING OR LEAVING THE SITE MAKE A LEFT TURN ONTO OR OFF WESTLAKE BLVD.** We are also not allowed to stop on Westlake Blvd. when accessing the site. Note that all left turn pockets on the hill are signed no U-turn with the first legal U turn being at the top of the hill by the North Ranch Community Center.

Flying at this field is restricted to TOSS members and guests, all of which must be covered by AMA insurance – that is, paid up TOSS/AMA members. This site, like Redwood, is for non-powered models only – **NO ELECTRICS OR ASSISTED LAUNCH PLANES.**

The launch/land area will be used for cross country meets – youth sports and as at Redwood we must defer to organized sporting activities. These events are expected to be sporadic and occur during the week so probably won't affect us.

There are houses to the north of the field in a gated community (Montecito Ave.) **DO NOT FLY NEAR OR ABOVE THESE HOUSED. ALSO DO NOT FLY AT LOW ALTITUDE OVER WESTLAKE BLVD.**

Access to the site is through two locked gates. The padlock combinations are not published. Although we're allowed to use the field any day, we typically fly regularly on Sunday mornings when the field gates are usually left unlocked.

Although the grass in the flying area is cut regularly, the site is still undeveloped. The surface is like a slope site with weeds and foxtail, so both fliers and their planes need to be prepared accordingly.