

THOUSAND OAKS



SOARING SOCIETY

TOSS is District X member of the Academy of Model Aeronautics (AMA) Charter Club #1493

March 2006

OFFICERS

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

SCHEDULE OF EVENTS

Meeting last Wednesday of
every month
See map page for directions.
Club contest 3rd Sunday
each month (sometimes).



FANTASTIC. The name of the GAME!

Final approach to the Landing spot at CASL contest . Note Shadow, alignment. WOW!

Photo (s) by Craig. Many more photos on the TOSS web site. <http://toss.freesevers.com>

Presidents summary of TOSS meeting on 2-22-06

A total attendance at the meeting: 12 members.

Opening the meeting

TREASURERS STATEMENT TO THIS DATE: \$1060.58

Old Items

Memberships have been coming in! 17 paid members to this date!

Yearly trophy is in the works with Steve Schultz

Keith took the plack to him, and Kieth has all club trophies, including the flyer of the year award trophy in the works.

Based on the total number of contests per year minus three, the flyer of the year is Don Northern.

Don Northern is making a generous donation of the \$100 prize to the new Flyer of the Year perpetual trophy manufacture!

The winner of flyer of the year also gets a free yearly TOSS membership!

New Items

Update from SC-2: this Saturday is the annual

meeting. Lex will represent TOSS.

President of Santa Clarita soaring agreed to host a contest this year. They have a new location at a local middle school. Field is grass and about like the TOSS field in scope.

TOSS date is tentative, but is scheduled for Aug. 20th.

I sent Lex Mierop copy of the winch set ups we use at TOSS for the rest of the SC-2 organization to examine and determine if they would want to standardize to that format.

Safety issue with slow retrievers and bagged out line in a cross wind. Winch guy should tap the extra slack out of the line quickly before the line drops laterally onto flyers or over the fence. Winds can shift and blow from the side, thus making retrieval a hazardous situation. Again, the trick is to tap the winch pedal down a few times in order to help the man on the retriever to get the slack out of the line.

Newsletter could be put on the TOSS web sight. Notice will go out from Chuck that the news letter is on the sight.

Winch schedule was handed out by Jim Pendergrass.

Meeting was adjourned, and dinner was served to the attending members. This included ham, turkey, and roast beef sandwiches along with cold drinks.

2006 TOSS OVER-ALL STANDINGS								
NAME	CLUB		DEC.	JAN.	FEB.	MAR.	APR.	TOTAL
Mike Reagan	TOSS			1000.0	1000.0			2000.0
Gary Filice	TOSS			991.6	988.1			1979.7
Craig Borstelmann	TOSS			995.5	978.7			1974.2
Mike Stern	TOSS			992.8	972.7			1965.6
Phil Renaud	TOSS			975.1	969.2			1944.3
Bob Swet	TOSS			893.3	978.1			1871.4
Don Northern	TOSS			986.5	871.7			1858.2
Don McNamee	TOSS			996.0				996.0
Art McNamee	TOSS			987.6				987.6
Carlos Carbojal	TOSS			980.6				980.6
Mike Puckett	TOSS			915.3				915.3
Derek Bennett	TOSS			789.5				789.5
Chuck Auerbach	TOSS			771.4				771.4
Keith Millett	TOSS				751.4			751.4
Jim Pendergrass	TOSS				578.1			578.1
Richard Mason	TOSS			549.1				549.1
Bill Nibley	TOSS							0.0
Bill Watson	TOSS							0.0
Chris Koplan	TOSS							0.0
David Butkovich	TOSS							0.0
Jim Lueken	TOSS							0.0
Lex Mierop	TOSS							0.0
Martin Usher	TOSS							0.0
Terry Koplan	TOSS							0.0



Hans Jakobs "Rhonsperber"

Vintage gliders have a unique appeal which reflects a litany of amazing records, successes and failures. They display the spirit of the times of their designers, builders and pilots, and provide a valuable insight into the technical progress achieved in gliding and soaring

So it is no surprise the vintage gliders have an enormous and enthusiastic following of those who wish to maintain a live link with this historic legacy.

One such is master mechanic Otto Grau of Ludwigsburg in Germany, who has spent well over 10,000 hours in fabricating two gliders of vintage design. First was the Go 1 Wolf which was designed by "Wolf Hirth" in 1935. The replica was completed in 1987 and is the only aircraft of this design remaining airworthy. Then Otto Grau built the Rhonsperber shown here, designed in 1935 by the talented Hans Jakobs and then built in Mannheim, Germany, in large numbers. This replica was finished in 1998, and was unanimously praised by building and airworthiness inspectors alike. The replica's first flight took place on April 30, 1988, just after Otto's 75th birthday.