

Thousand Oaks

Feb / March



Soaring Society

2016

TOSS is a District X Member of the Academy of Model Aeronautics, CharterClub # 1493

<http://www.tosoaring.com/>

Minutes of the Meeting Held 2-24-2016

In attendance: *Martin Usher, Steve Miele, Gary Filice, Mike Reagan, Don Northern, Mike Stern, Kyle Karmona*

Treasury Report: \$5,585.96 as if this date.

See and Avoid Guidance paper was handed out by Steve Miele to the attending members, it will be published in the newsletter. Please examine the attached document and provide any feedback to Steve. In conjunction with the document, five powerful air horns were purchased to accompany the club winches. The main emphasis is that the warning horn will sound three times to notify all flyers with planes in the air, to reduce their altitude safely, and to move to other areas of the sky well away from any approaching manned aircraft in the area.

Landing area and artificial grass selections were discussed, and the attendees had no objections to landing on an area of 60 foot depth by 90 foot width with 4 landing tapes on 25 foot centers.

The total area is 5,400 square feet. This area requirement will be forwarded to CRPD for their consideration. We looked at various samples of artificial turf, and we all liked the finer textured grass that seemed to have higher density to the nap compared to the coarser naps. The price per square foot averaged around \$5/square foot. Two artificial grass companies have been contacted, and they would like to come out to the field to examine the soil etc. for installation requirements.

We will also look at a possible equipment storage enclosure for the new field. Eventually, a design for a concrete pad with mounting appliances for winches and turn around set ups will be submitted to CRPD. This will require looking at all of winches and retrievers to come up with a common mounting design.

Sapwi Trails Park update: The CRPD is finishing up on final approvals for the general park plan. Preliminary approvals will happen around the 22nd of March, and then more to follow in May. Gary

Filice was asked by Tom Hare to call back on March 22nd for an update.

DLG events for March 19th at the Redwood field. This event will be a fun fly contest with instruction and training for all attending. This may include plane set up and trimming, launch techniques, timer duties, strategy for

staying aloft, etc. To lay some groundwork for this 19th date, the Sunday before could be used for some instruction on plane set ups for example. We would appreciate some feedback from those planning to attend regarding specific areas of interest or concern well in advance of the event.

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.

FEBRUARY 2016 TOSS Monthly Contest												4 Minutes @ 3 Pts/Sec, 7 Minutes @ 2 Pts/Sec, 10 Minutes @ 1.5 Pts/Sec											
NAME	Rank	Glider	ROUND 1			ROUND 2			ROUND 3			TOTAL		Normalized		Yearly Flier							
			Time	Landing	Points	Time	Landing	Points	Time	Landing	Points	POINTS	POINTS	Points	Points	Points	Points						
Mike Reagan	1	Maxa	4:02	25	739.0	7:01	15	853.0	10:00	15	915.0	2507.0	1000.0	1000.0	1000.0								
Kyle Carmona	2		4:04	0	708.0	7:01	5	843.0	10:04	0	894.0	2445.0	975.3	975.3									
Andrew Tiffin	3	Maxa - NOT	4:01	15	732.0	6:22	15	779.0	9:45	0	877.5	2388.5	952.7	952.7									
Gary Filice	4	Maxa	4:04	15	723.0	6:10	25	765.0	10:07	5	894.5	2382.5	950.3	950.3									
Don Northern	5		4:02	0	714.0	6:11	5	747.0	10:06	25	916.0	2377.0	948.1	948.1									
David Swain	6	Topaz	4:17	0	669.0	7:01	0	838.0	8:03	0	724.5	2231.5	890.1	890.1									
Bob Swet	7	Salsa 3	4:02	5	719.0	7:01	0	838.0	5:22	0	483.0	2040.0	813.7	813.7									
Mike Stem	8	Salsa	3:58	0	714.0	5:58	0	716.0	3:05	5	282.5	1712.5	683.1	683.1									

MARCH 2016 TOSS Monthly Contest												Choose Your Poison III											
NAME	Rank	Glider	Time (Pts)	ROUND 1			ROUND 2			ROUND 3			Penal ty	Landing (Pts)	Time (Pts)	Round	Penal ty	Round	Penal ty	Normalized Points	Yearly Flier Points		
				Time (Pts)	Landing (Pts)	Penal ty	Time (Pts)	Landing (Pts)	Penal ty	Time (Pts)	Landing (Pts)	Penal ty										Round	Penal ty
Mike Stearn	1	Explorer	990	5	995.0	9	990	15	1005.0	9	990	25	1015.0	3015.0	1000.0	1000.0							
Don Northern	2	RES	980	5	985.0	10	1000	0	1000.0	10	1000	15	1015.0	3000.0	995.0	995.0							
Mike Reagan	3	Maxa	1000	15	945.0	10	1000	25	1025.0	10	1000	15	1015.0	2985.0	990.0	990.0							
Richard Mason	4		960	0	960.0	8	980	0	980.0	10	1000	0	1000.0	2940.0	975.1	975.1							
Bob Swet	5	Salsa 3	960	0	960.0	6	960	5	965.0	8	980	0	980.0	2905.0	963.5	963.5							
Walter Higgins	6		980	0	980.0	8	980	0	980.0	10	930	5	935.0	2895.0	960.2	960.2							
Andy Tiffin	7		950	0	950.0	6	960	5	965.0	6	960	5	965.0	2880.0	955.2	955.2							
Steve Miele	8	AVA	980	0	980.0	8	910	0	910.0	8	980	0	980.0	2870.0	951.9	951.9							
Bob VanLandingham	9		940	0	940.0	4	940	0	940.0	4	940	0	940.0	2820.0	935.3	935.3							