

TOSSUP 04



PRESIDENT'S MESSAGE

It has been another great year of soaring at TOSS! Great contests, fun club day, wonderful year-end party, and just good old fun. We have seen some new members come on board, and of course the sad loss of another old-timer, Larry Jimenez. I look forward to another great year of flying, and I hope we can continue to improve the club for all of the membership.

The TOSS officers want to thank the TOSS membership for participating in the 2004 survey. This survey was developed in order to allow the officers of the club to get a better understanding of the current membership's thoughts and ideas on various topics. The response was excellent, with 20 out of 37 surveys being returned. The number of responses seems to represent the approximate number of active members. This survey will be used as a tool during the next several business meetings to implement positive changes in the hopes of making the club a better organization.

I will not attempt to go into great survey detail here, but to highlight a few of the more important issues; the survey suggests that some changes ought to be made. One of the biggest changes will be in the way the club's monthly meetings are conducted.

Historically, the monthly meeting has been business orientated, and therefore has attracted very few members since business can be pretty cut and dry! We want this to change! Therefore, starting with the club meeting on January 28th, 2004, the business portion of the meeting will be started at 6:30 pm and promptly ended at 7:30 pm, at which time the non-business (FUN) portion of the meeting begins and runs till whenever. It is at the non-business portion of the meeting where we cover the projects we bring in to work on, have guest speakers, show videos, or just have general fellowship. I feel this is a good thing since there is little time otherwise for us to gather and exchange information or to just talk gliders! But, as always, all members are welcomed to attend the business portion. Otherwise please plan on being there at 7:30.

And by the way, as noted in our last monthly TOSS newspaper, we have a new meeting location! Thanks to the efforts of Craig Borstelmann, we have a really great meeting room: Well lit, quiet, large tables, plenty of chairs, food and coffee service, and no time limit! This is something we have needed for a long time, and it will be an asset for the club in general. One final note on the meetings, the members seem generally to favor having the raffles back again as participation at club meetings increases. So, come one, come all!

A few other items of interest in the survey involve safety at the field, overall club membership size and participation, and method of TOSS newspaper delivery. Let me clarify the last item: There are many members who would rather receive the paper via regular mail as opposed to electronically. What do they say, "a bird in the hand"? I think we will send all members a hard copy of the newspaper via regular mail as well as via E-mail. That way, members have a choice, and it is ensured that all members are

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kept informed on what is going on with their club.

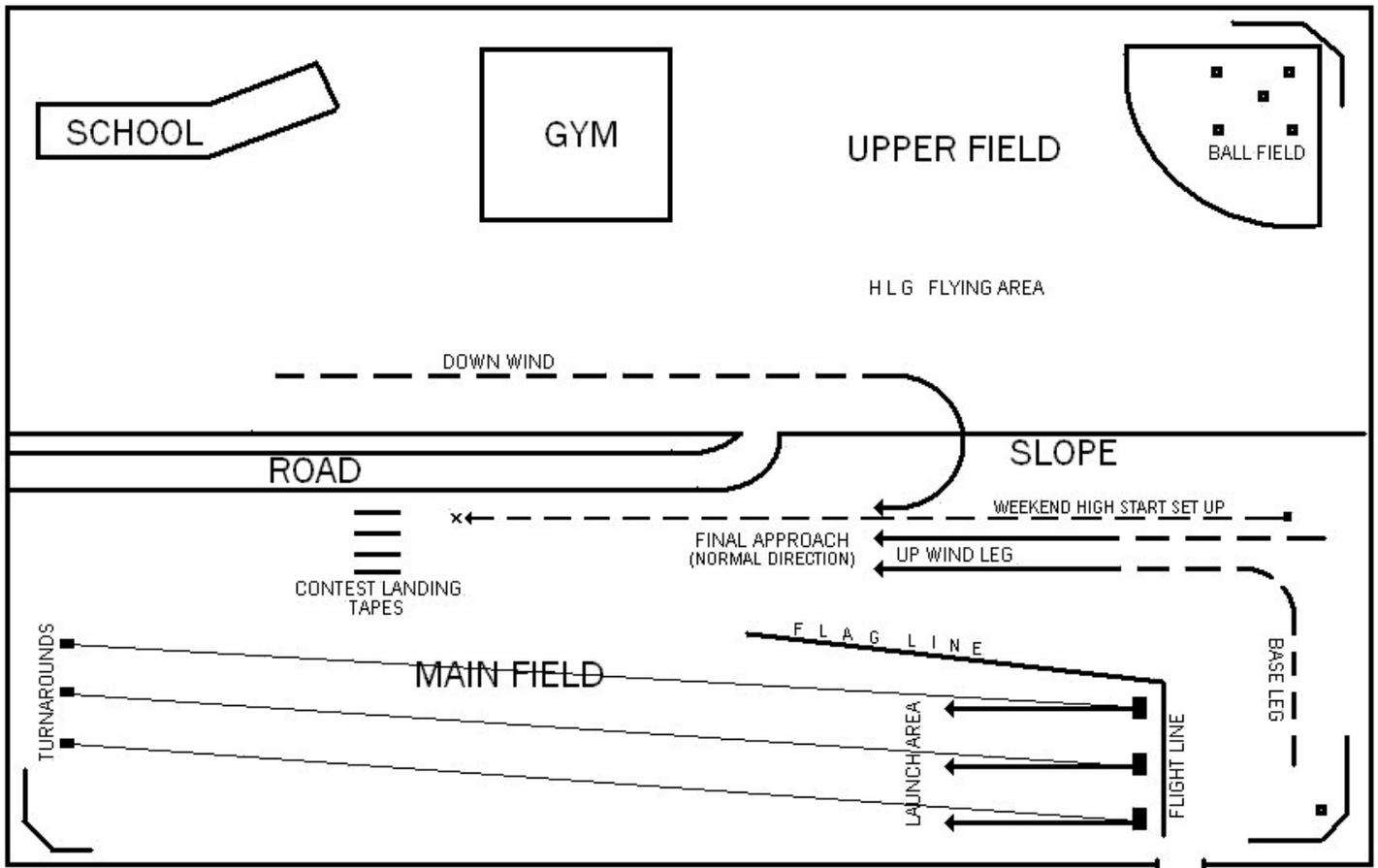
As for field safety, the officers of the club have drawn up a more formalized diagram of our field layout for the purposes of field usage. This layout includes areas for HLG activity on the upper field, launch areas for winch and bungee, and landing areas for winch and bungee. Along with that diagram are the ELEVEN COMMANDMENTS of TOSS FIELD ETIQUITE. We are not trying to be over-controlling with this more formalized format, but only to further ensure we have safe usage of the field that will help us keep our flying site. As a chartered AMA club, TOSS has a responsibility for safety first when it comes to flying.

Since becoming president three seasons ago, I have had a goal of increasing the club size to the point where we have a large enough member base to ease the task of carrying on club operations. As you all know, we host two organized competitions per year. These include the built up bent wing and the SC-2 contest. These contests as well as a few other fun events require participation and help from members. WE NEED VOLUNTEERS! Without your help, we would not be able to do these events. They are good for the club since they bring in revenues and increase the exposure of our sport. Too few members means that everyone is working, no one is having fun!

Think Lift!

THOUSAND OAKS SOARING SOCIETY- SURVEY RESULTS- 2004

No.	Description	Yes	No	N/A
1	Would attend meetings if more social?	35%	15%	50%
2	Interested in specific topics at meetings?	95%	5%	-
3	If not attending meetings, is it due to other commitments?	55%	15%	30%
4	Reintroduce raffle at meetings if attendance increases?	63%	37%	-
5	Opposed to dues increase to provide more membership activities?	45%	55%	-
6	Interested in seeing how club funds are used?	70%	30%	-
7	Do you believe club funds are used appropriately by officers?	100%	0%	-
8	If new pilot, do you feel that you receive adequate support?	10%	0%	90%
9	Do you like to fly contests?	70%	30%	-
10	Do you feel flying conditions at Redwood are generally safe?	85%	15%	-
11	More structured flying arrangement at Redwood?	65%	35%	-
12	Do you read the monthly club newsletter?	90%	10%	-
13	Rely on the club newsletter to be informed about events?	75%	25%	-
14	If needed, slight increase in dues to receive mailed newsletter?	60%	40%	-
15	More inclined to read newsletter if received by mail?	65%	35%	-
16	Would you like the club to host several slope events?	75%	25%	-
17	If not volunteering, because you were not asked, otherwise would help?	20%	10%	70%
18	If "no" to previous question, because dues are adequate support?	100%	0%	-
		too many	just right	too few
19	Number of contests sponsored by club?	0%	100%	0%
20	Do you think the number of members is currently?	0%	20%	80%
		Mail	e-mail	indifferent
21	Prefer to receive the newsletter by mail, e-mail or indifferent?	45%	30%	25%



TOSS FLYING FIELD SAFETY AND COURTESY GUIDELINES

TOSS MEMBERS, IN ORDER TO INCREASE THE CHANCES OF KEEPING OUR FIELD AT REDWOOD MIDDLE SCHOOL PLEASE OBSERVE THESE 11 COMMANDMENTS OF FIELD ETIQUETTE. REMEMBER THIS IS SUPPOSED TO BE A FUN ACTIVITY, WE ARE ALL AMBASSADORS TO A GREAT SPORT AND THAT A LITTLE COURTESY GOES A LONG WAY



- 1) THIS FIELD IS RESTRICTED TO NON-POWERED AIRCRAFT. YOU CAN FLY ELECTRICS AT SMITH HILL
- 2) PLEASE DO NOT LOITER OVER THE LAUNCH AREA AFTER YOU HAVE COMPLETED YOUR LAUNCH. PLEASE MAKE ROOM FOR THE NEXT PERSON'S LAUNCH AS SOON AS POSSIBLE.
- 3) DO NOT FLY THROUGH THE LAUNCH AREA UNLESS YOU ARE ABOVE THE TYPICAL LAUNCH HEIGHT
- 4) PLEASE ANNOUNCE [OUT LOUD] YOUR INTENT TO LAUNCH YOUR AIRCRAFT. CHECK FOR CLEARANCE BEFORE LAUNCHING. THIS INCLUDES BYSTANDERS, PETS AND LOW FLYING TRAFFIC.
- 5) AVOID FLYING LOW OVER ROOFS, POWER LINES AND ALONG THE STREET PARALLEL TO THE FIELD
- 6) IF YOU LAND ON PRIVATE PROPERTY CONTACT THE HOMEOWNER BEFORE TRYING TO RETRIEVE THE PLANE. DO NOT CLIMB POWER POLES TO RETRIEVE PLANES. CONTACT TREE SERVICE TO RETRIEVE PLANES THAT ARE CLEARLY OUT OF REACH.
- 7) FOLLOW THE ABOVE LAUNCH/LAND PATTERNS FOR NORMAL WIND CONDITIONS. DIRECTIONS ARE REVERSED FOR NORTH/EAST WIND DAYS
- 8) HAND LAUNCH GLIDERS SHOULD BE FLOWN ON THE UPPER FIELD WHEN IT IS NOT BEING USED BY OTHER SPORTS. THIS AVOIDS TOSSING ONE'S PLANE UP INTO THE LANDING APPROACH AREA NEAR THE SLOPE.
- 9) HIGH STARTS CAN BE STRUNG UP ALONG THE SLOPE PARALLEL TO THE LANDING AREA. LANDING AIRCRAFT HAVE THE RIGHT-OF-WAY. WAIT FOR CLEARANCE BEFORE LAUNCHING ON THE HIGH START.
- 10) AVOID DISPUTES WITH OTHER USERS OF THE FIELD. CONTACT A CLUB OFFICER TO DISCUSS OR SETTLE DISPUTES WITH OUR FIELD PERMIT. MEMBERS SHOULD CARRY A COPY OF THE PERMIT WITH THEM AT ALL TIMES.
- 11) INEXPERIENCED PILOTS SHOULD ONLY FLY UNDER THE SUPERVISION OF EXPERIENCED PILOTS. IF A NEW PILOT INTENDS TO CONTINUE FLYING WITH TOSS THEY MUST BECOME A MEMBER OF AMA.

December 2003 TOSS Monthly Contest																
NAME	CLASS	Glider	ROUND 1			ROUND 2			ROUND 3			ROUND 4		TOTAL	Yearly Flier Points	
			Time	Landing	Points		POINTS									
Don Northern	Open	Gemini 'S'	3:00	90	990.0	4:59	94	991.0	7:01	87	984.9	10:01	89	987.5	3953.36	1000.0
Mike Reagan	Open	AVA	3:00	95	995.0	5:00	65	965.0	7:02	98	993.7	9:06	87	906.0	3859.71	976.3
Gary Filice	Open	Nyx	3:03	70	955.0	5:00	97	997.0	5:25	83	779.4	9:59	90	988.5	3719.93	941.0
Craig Borstelmann	Open	Addiction	2:58	64	954.0	5:03	89	980.0	6:58	91	986.7	4:07	36	406.5	3327.21	841.6
Bob Swet	Open	Isoar 1.5	3:02	42	932.0	5:03	67	958.0	7:00	60	960.0	3:37	86	411.5	3261.50	825.0
Bill Nibley	Open	Falcon	3:02	84	974.0	5:03	94	985.0	6:59	87	984.9	3:24	0	306.0	3249.86	822.0
Martin Usher	Open	Orion	2:58	50	940.0	4:55	31	916.0	5:46	0	741.4	1:48	0	162.0	2759.43	698.0
Mike Stern	Open	Addiction	2:59	87	982.0	5:03	85	976.0	0:0	0	0.0	0:0	0	0.0	1958.00	495.3
Don McNamee	Sport	New	2:59	87	982.0	4:59	92	989.0	5:09	93	755.1	9:59	90	988.5	3714.64	1000.0
Myles Moran	Sport	Salsa	2:54	89	959.0	4:58	77	971.0	6:57	20	913.6	6:57	0	625.5	3469.07	933.9
Art McNamee	Sport	Salsa	3:03	31	916.0	4:58	86	980.0	7:02	93	988.7	5:15	0	472.5	3357.21	903.8
Jim Pendergrass	Sport	??	3:03	93	978.0	4:07	65	806.0	4:45	0	610.7	4:01	80	441.5	2836.21	717.4
Derek Bennett	Sport	Spirit Plus	2:00	39	639.0	4:42	0	846.0	3:35	0	460.7	3:58	0	357.0	2302.71	619.9

December's contest was held twice. The original contest on the 14th got rained out after a couple of rounds. The following Sunday everyone who was in the contest showed up to fly so we decided to restart and complete the contest.

January 2004 TOSS Monthly Contest																
NAME	CLASS	Glider	ROUND 1			ROUND 2			ROUND 3			ROUND 4		TOTAL	Yearly Flier Points	
			Time	Landing	Points		POINTS									
Mike Reagan	Open	AVA	3:02	86	976.0	5:03	90	981.0	5:59	98	995.5	7:56	91	983.5	3936.00	1000.0
Gary Filice	Open	Nyx	3:00	34	934.0	5:04	84	972.0	6:01	80	977.5	7:59	81	979.1	3862.63	981.4
Mike Stern	Open	Addiction	2:59	73	968.0	5:05	34	919.0	5:59	70	967.5	7:58	92	988.3	3842.75	976.3
Craig Borstelmann	Open	Addiction	3:00	96	996.0	4:35	62	887.0	6:07	83	965.5	8:03	93	987.4	3835.88	974.6
Don Northern	Open	Gemini 'S'	2:59	0	895.0	5:01	79	976.0	6:04	97	987.0	8:06	81	969.8	3827.75	972.5
David Butkovich	Open	Tempest	2:57	83	968.0	5:00	39	939.0	5:53	86	968.5	8:02	44	940.3	3815.75	969.4
Bob Swet	Open	Isoar 1.5	3:04	78	958.0	5:03	65	966.0	6:05	95	982.5	6:57	95	876.9	3773.38	958.7
Jim Pendergrass	Sport	Spirit Plus	3:14	0	830.0	3:17	0	591.0	3:45	0	562.5	7:55	0	890.6	2874.13	1000.0
Tom Colp	Sport	Sagitta 900	2:43	0	815.0	4:09	0	747.0	2:11	67	394.5	3:50	0	431.3	2387.75	830.8
Don McNamee	Sport	Salsa	0:0	0	0.0	0:0	0	0.0	0:0	0	0.0	8:29	0	845.6	845.63	294.2
Art McNamee	Sport	Cara	2:39	0	795.0	0:0	0	0.0	0:0	0	0.0	0:0	0	0.0	795.00	276.6

November's Meeting Notes

November's meeting was the first held at the new location (see the map on the back cover). It was the evening before Thanksgiving so attracted only a few members.

Notes taken at the meeting (by Charlie — thanks) covered the "Treasurer's Report" — or how much money we had in the bank (about \$1300) and a number of administrative issues. These included:-

- Reorganization of club officers (Gary)
- Trying to get a key to the East gate at Redwood (Gary)
- Possible club projects and participation incentives (Craig)
- Alternative soaring sites, specifically whether we could

either improve Paramount to make it more suitable for TD flying and whether we should actively look for an additional flying site

- A discussion on what's going on in the vicinity of Smith Hill and whether we could approach the TO City Council about possible improvements to the site
- A discussion on the need to review and re-write the club bye-laws

Subsiquent to the the meeting, and in response to the survey, it was decided to separate the social and business components of the meeting (see Gary's article at the beginning of this newsletter).

It was also decided by a quorum of fliers at the January monthly contest that starting this February we should move our club contest from the second Sunday of the month to the third Sunday to allow participation in other local contests.

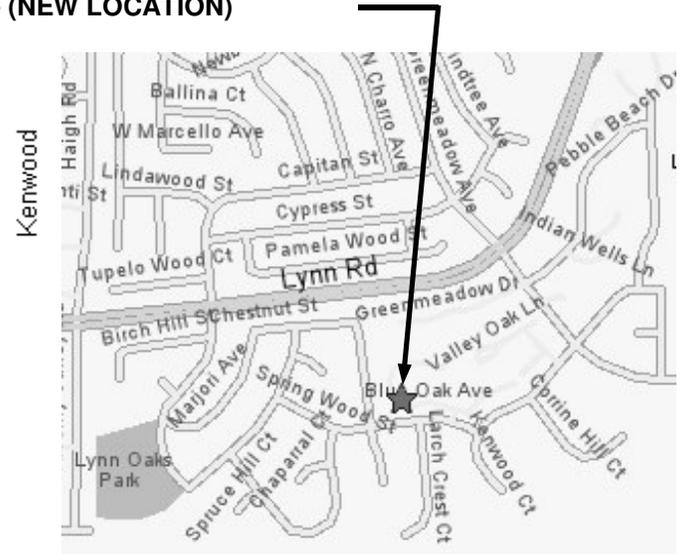
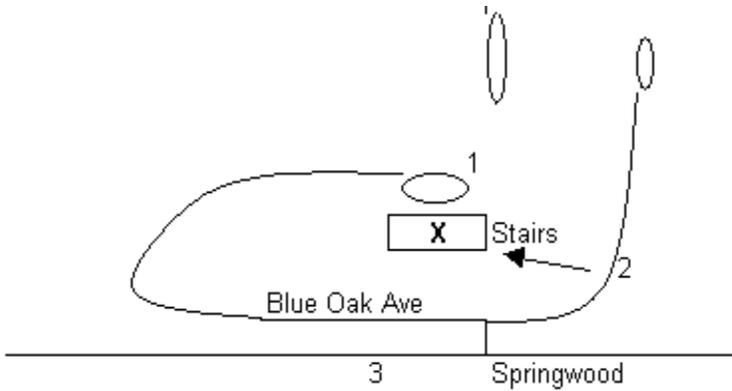


A couple of scenes from the January contest. Above we have Jim Pendegrass posing for the camera after winning the Sportsman class. On the right we have a typical Winter scene at a flying field in Southern California.

DON'T FORGET..... THE NEXT CLUB CONTEST WILL BE ON THE THIRD SUNDAY IN FEBRURARY — THAT'S FEBRUARY 15th

Next Meeting: Wednesday, January 28th at Blue Oak Avenue (NEW LOCATION)

Club Contest: Sunday, February 15th at Redwood



1. Close parking but very limited spaces
2. Additional parking- should be primary
3. Unlimited parking but a slight walk.

#2 Parking close to 674 Blue Oak Ave, NP 91320

Directions:-

Exit Lynn Rd off ramp from the 101 Fwy and head south away from the Oaks Mall. At the first light make a left on Greenmeadow Drive (as if you were going to the Cameron Center). Make a right on Kenwood and a right on Springwood. Then make a right onto Blue Oak Ave and keep to the right. Park in any open stall and then walk down the stairs towards the pool. Meeting room is next to the pool.

Thousand Oaks Soaring Society

Martin Usher
3081 Roundup Circle,
Thousand Oaks, CA91360

