

TOSSUP 05



TOSS Monthly Meeting

About a dozen this month to sit around sharing some food (Costco croissant sandwiches this month) and talk about club matters. Administrative discussions were about manning club functions ("who does what"), TOSS participation in events such as Conejo Valley Days and Ventura County Fair and the use of paper aeroplanes as a learning tool.

Gary brought in some raw sailplane video including a sequence on how not to aerotow a scale sailplane.

The menu for May's meeting will be.....

Anyone feel like travelling?

I was sent information about this event.....if anyone needs a full size flier and entry form "see me" or go to their Web site.

2005
Third Annual
GAMBLERS' GALA

BADA BING!

THE Reno Thermal Mafia
a.k.a. The Sierra Silent Soarers

July 16 and 17, 2005

AMA sanctioned two day thermal duration RC soaring contest put on by the Sierra Silent Soarers.

More info: www.sierrasilentsoarers.com

AMA Sanction # 02-0526

A Note from Gary about CVRC's Spring Aerotow Event

Hi Martin,

Just dropping you a line to share with the club about the CVRC Visalia Spring Aerotow Event. Ever since I completed the assembly of an ICARE DG600 Scale Ship last year, I had been looking forward to trying my hand at aerotowing. I was truly a novice at this type of event, and most everyone there was helpful with tips and hints.

This event was a two day affair with pilots coming in from around the West to fly. Some folks were in from Central Arizona Soaring League as well. John Elias was nice enough to accommodate me with some space on board his SUV as well as sharing a room and also supplied plenty of aerotow instruction. Imagine John driving the whole way on a knee he just had surgery on the prior Tuesday evening! He was doing fantastic and able to get around very well. We arrived around 8:30am with plenty of time left before the pilots' meeting at around 9:45. Bill Weibel and Frank Deichsel along with a local slope flyer, Brian Naranjo arrived the second day. This type of event is certainly a laid back affair with none of the hustle and nerves involved with a TD contest. As a matter of fact, when we pulled up to the field, there were only a few people there setting up! Gradually others showed with their craft of all sizes and makes.

John had a trailer full of nice scale planes that included a vintage Grunau built by Edmund Schneider that looked like fine furniture, a DG600 like mine, and a Ventus 2AX. All were slick, first class models in the 5 and 6 meter range of wing span. Looking at the photos of us setting up, you can probably notice something else at the Visalia complex - water on three sides! Now that can make for an interesting short landing! Fortunately, no water landings happened this time.

At the pilots' meeting we covered the rules at the field, and also covered the Gold Medal Achievement program promoted by EMM Models. This is the medal award program mentioned at one of this year's first TOSS club meetings. Basically, each flyer is towed to elevation of choice, releases from the tow plane, and then tries to fly one of three times for a medal. The Bronze is for 35 min., the silver is for 55 min., and the Gold is for 70 min. The flight time is started as soon as the plane on tow starts the roll-out and ends when the plane touches the ground on landing. The achievement program is a way of recognizing individual pilot achievement for flight time in

the scale class. You might think that all of the ships out there were the slick "glass slippers", but let me just say that there were some really beautiful vintage scale ships to see at this event - some with a long, rich history in soaring. One in particular was a scale Fafner. The original was made specifically for the world soaring championships in Brazil back in the 30's. The model is a perfect reproduction of the original plane in most every detail. As with John Elias's Grunau, it was a beautiful sight when these large wood and fabric ships would soar overhead, sunlight illuminating through the entire structure of the wings!

My entire first day was spent learning the ropes so to speak, of aerotow. Lots of details to remember, some of which are critical to a successful tow, including good tug pilots, and these guys are good! Some of those details include: no rudder coupling with ailerons, keeping the wings level, don't try to steer with the tug plane, and keep a few feet of altitude above the tug as you fly. The tug supplies the necessary direction, just keep your wings level and try keeping a few feet above the tug as well. Well, the first two times I tried to roll out on the tow, I dipped a wing, caught the grass and spun around before John took the initiative and flipped the release switch for the tow line. Whew! A couple of close calls, but on the third launch, I remembered to decouple the rudder and tried to remember that this is just like a winch launch - keep the wings level and straight and things will go OK. Well the third time was a charm and off we went. I got a nice release and away I went to look for the lift.



I must say, flying to the limits of your vision is the order of the day, and most all of the planes had some kind of gaudy patterns on the wing bottoms to promote good visibility in the typically hazy central valley skies. My trade-mark



chevrons fit right in with the rest of the them! I spent most of the first flight doing some in-flight programming to adjust elevator compensation with spoiler and spoileron deployment. This was done at altitude where it was safe to see the pitch response in the plane as full deployment took place. Once I felt comfortable with the pitch response control, I tried to finish out a Bronze medal time. I came out a couple of minutes short, but boy what fun to see your bird up there looking like the real thing! The landing was smooth and very scale like as I touched down with a short roll out. The second flight went much smoother and seemed almost routine. The landing was very smooth, and I got a nicer roll out as well.

At the end of the day, I tried to get one more flight in, and that is where I forgot to decouple the rudder. Seems that on some planes like my DG600, they sit very low in the grass and any wing tilt will catch a tip in the grass. If you counter steer to raise the low wing, you introduce yaw with the rudder coupling, and that is when the whole world goes upside down in a hurry. The wing that catches the grass stops going forward, the other wing continues to go forward and generate lift, raises further, and the plane pivots completely around the stuck wingtip. At the blink of

an eye, the tail of the plane is now facing forward. This leads to the tail raising straight up in the air, and with the pull of the tow line on the nose of the plane, the nose is yanked forward under the tail where the plane now inverts with your T-tail upside down, nose forward! Now this seems impossible, but I have the exact same sequence on video to prove that this does happen, and very rapidly - so rapidly that you must have a hair-trigger finger on the tow release switch to prevent this from taking place! Ask Bill Weibel. It happened to him as well! In my case, the tow release switch was NOT effective in releasing the tow line for some reason. I am investigating what went wrong on this particular tow. Fortunately, they build these molded ships

well, and I have only minor damage to one wing tip, a split mold line on the fin, and I decided to order a new stab rather than try fixing the bolt hold-downs in the current damaged stab. My DG600 will be back in the air soon!

Yes, John Elias medaled for silver, and another pilot got a beautiful 75 minute flight for a gold medal! Both Frank and Bill Weibel are good scale flyers, and their prior visits to Visalia for aerotow activities really showed in their flying skills! I am looking forward to coming back to this event. There is a repeat in the fall after the regular Visalia Fall Soaring Festival.

I have video taped about an hour of the activities at this aerotow event, and I have converted it to DVD. I hope to have it to show at the next club meeting for all to see. It is a fun event, and I recommend that everyone at least come to see the ballet that goes on between tow pilot and glider pilot during an aerotow. This is as close to the real thing you can get!

Gary ♦

The Price of Success.....

On May 3rd an article was published in the Visalia Times-Delta headlined "*Controversy Surprises Property Owner*".

(<http://www.visaliatimesdelta.com/apps/pbcs.dll/article?AID=/20050503/NEWS01/505030317&SearchID=73207169606384>)

It describes a recent action by the local authority that's noticed that every now and again some fairly large scale soaring events appear to be happening in their area. The article goes on to say:-

"Recently, Doe's kind gesture has been growing sour over a citation he received from Tulare County code enforcers. The county informed Doe that the club, which holds plane-gliding festivals and competitions on the land, needed a

special permit before using it as an "entertainment area."

The club has since applied to the county for a permit. But before a permit can be granted, Doe and the club face an even bigger hurdle.

Doe's land, located on Avenue 320 just east of Road 80, is protected by the Williamson Act of 1965 because it's zoned for agricultural use only. Under the act, Doe receives a discount on his property taxes.

"[Plane gliding] is not an obvious agricultural use," said Beverly Cates, a county project planner.

Cates said the club's permit application will remain "on hold" in the county until the state Department of Conser-

vation determines whether the club's activities are consistent with the Williamson Act. If they aren't, Doe said, the club will

have to go, so he doesn't lose his discount."

This is currently being sorted out, hopefully to everyone's satisfaction. The line that will be taken is that the land is used for water conservation so is essentially fallow and the glider club's contribution is to keep the area mown and free of weeds, activities that are compatible with its agricultural use.

The moral of this tale appears to be "Have Fun, But Don't Get Noticed".

EDSF (SC)² May Contest — at HSS on May 22nd

This page would normally be filled with the flier for next months (SC)² contest. I usually manage to find it even though the new, improved, (SC)² website appears to be close to un-navigable (IMHO) (proving yet again that new doesn't necessarily mean improved). There's no information about this contest except the following:-

(From the SC² Website.....)

"Due to internal politics, EDSF will not be hosting the May Contest. The contest will be an all club effort with members all round pitching in to make this contest happen. More details to come soon."

(From EDSF's April 2005 Newsletter)

SC2:

Well, we seemed to have had a few problems getting our yearly commitment to the Southern California Regional contest participation going. Yet, it does look like we just may make this happen. During the last Club meeting, we

received to Ok from the board, as well as the members present to proceed conditionally. I ask for full cooperation and support for what we have been doing for nearly forever in this club. We are now setting the time slot for June 26th at

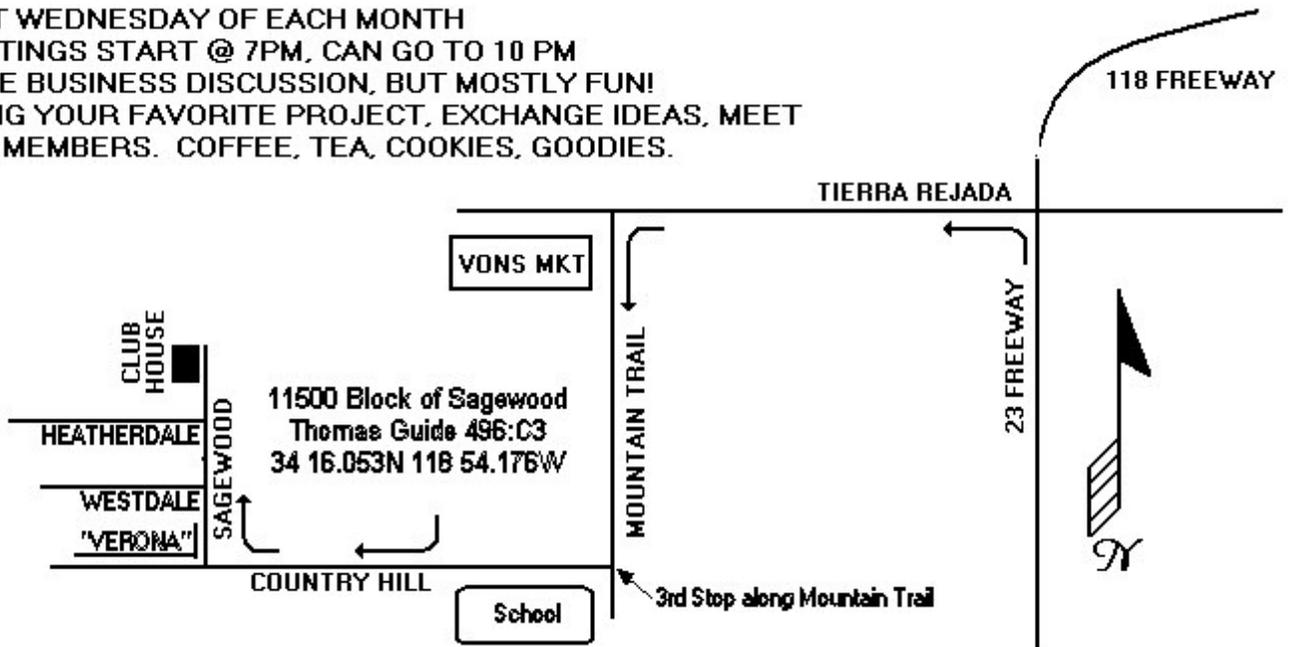
the ISS field in Riverside. ISS has kindly allowed us to use their field. All we need to do is supply the manpower and gear, which we have plenty of. Anyone willing to help out, please contact me. (Jared C Stalls)

2005 TOSS OVERALL STANDINGS						
NAME	JAN.	FEB.	MAR.	APR.	MAY	TOTAL
Don Northem	969.7	994.8	1000.0	984.3	957.4	4906.1
Don McNamee	991.1	1000.0	901.0	994.3	1000.0	4886.5
Bob Swet	869.7	995.6	971.7	987.8	972.4	4797.2
Art McNamee	405.5	995.9	931.9	963.6	984.3	4281.1
Bill Nibley	883.8	988.2		874.3	879.7	3626.0
Carlos Carbajal	849.3	844.4		704.6	751.1	3149.3
Mike Stern	988.3			988.3	838.2	2814.9
Mike Reagan	1000.0			1000.0		2000.0
Gary Filice	993.1				997.3	1990.3
Martin Usher			772.9	944.8		1717.7
Jim Pendergrass		935.2		719.9		1655.1
Derek Bennett	505.9	866.3				1372.1
Jerry Millett	930.2					930.2
Lex Mierop					858.2	858.2
Bill Watson				778.0		778.0
Keith Millett	323.8					323.8
Bill Karp						0.0
Craig Borstelmann						0.0
David Butkovich						0.0
Myles Moran						0.0
Terry Koplan						0.0
Tom Colp						0.0

NAME	CLASS	Glider	ROUND 1			ROUND 2			ROUND 3			ROUND 4			TOTAL POINTS	Normalized Points	Yearly Flier Points
			Time	Landing	Points												
Gary Filice	Open	Nyx	4:03	97	985.75	6:02	72	967.00	10:02	86	983.00	8:04	71	963.50	3899.25	1000.0	997.3
Don McNamee	Open	Topaz	3:57	57	945.75	5:59	95	992.50	9:56	80	974.00	8:04	72	964.50	3876.75	994.2	991.5
Bob Swet	Open	Isaar 1.5	4:01	58	954.25	6:01	70	967.50	9:50	2	887.00	8:01	95	993.13	3801.88	975.0	972.4
Don Northem	Open	Gemini 'S'	4:02	86	978.50	5:57	94	986.50	7:52	82	790.00	8:01	90	988.13	3743.13	960.0	957.4
Art McNamee	Open	AVA	4:04	89	974.00	6:00	30	930.00	7:02	69	702.00	7:58	96	992.25	3598.25	922.8	920.3
Bill Nibley	Open	Falcon	4:01	95	991.25	6:00	87	987.00	8:29	72	835.50	4:43	95	625.63	3439.38	882.1	879.7
Mike Stern	Open	Compulsion	3:56	41	926.00	6:00	87	987.00	10:02	0	897.00	3:25	83	467.38	3277.38	840.5	838.2
Lex Mierop	Open	Sharon 3.7	3:58	94	986.50	4:30	85	760.00	3:23	82	386.50	8:02	84	980.25	3113.25	798.4	796.3
Carlos Carbajal	Open	Salsa	4:00	89	989.00	5:42	74	929.00	3:07	0	280.50	3:04	0	345.00	2543.50	652.3	650.5
Don McNamee	RES	Topaz	3:59	91	987.25	5:58	92	987.00	10:01	94	992.50	8:01	45	943.13	3909.88	1000.0	1000.0
Art McNamee	RES	AVA	4:05	29	910.25	6:00	65	965.00	10:10	94	979.00	8:01	96	994.13	3848.38	984.3	984.3
Lex Mierop	RES	Topaz	3:57	94	982.75	5:59	91	988.50	4:43	95	519.50	6:59	79	864.63	3355.38	858.2	858.2
Bob Swet	RES	Isaar 1.5	4:02	0	892.50	5:57	56	948.50	5:09	89	552.50	7:58	57	953.25	3346.75	856.0	856.0
Don Northem	RES	Gemini 'S'	4:02	86	978.50	5:59	80	977.50	7:45	0	697.50	5:55	0	665.63	3319.13	848.9	848.9
Carlos Carbajal	RES	Salsa	4:02	68	960.50	6:04	40	930.00	6:21	0	571.50	3:38	66	474.75	2936.75	751.1	751.1

Next Meeting: Wednesday, May 25th at Sagewood
Club Contest: Sunday, June 19th at Redwood

- ▶ LAST WEDNESDAY OF EACH MONTH
- ▶ MEETINGS START @ 7PM, CAN GO TO 10 PM
- ▶ SOME BUSINESS DISCUSSION, BUT MOSTLY FUN!
- ▶ BRING YOUR FAVORITE PROJECT, EXCHANGE IDEAS, MEET THE MEMBERS. COFFEE, TEA, COOKIES, GOODIES.



Thousand Oaks Soaring Society
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