

Thousand Oaks
October



Soaring Society
2010

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

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

Minutes of the TOSS Meeting Held 9/29/2010

The meeting opened at 19:15.

Present were:-

- Charles Babcock
- Gary Filice
- Steve Miele
- Bill Bertram
- Jay Harland
- Jim Pendergrass
- Bob Van Landingham
- Richard Mason
- Bob Swet
- Don Northern
- Mike Reagan
- Martin Usher

The Treasury reported \$2930:07. The (SC)² Contest netted approximately \$300 for 52 entrants. Despite the flight restrictions on the field, this was the largest TOSS (SC)² turnout in quite a few years.

New winch line costing \$137:51 were purchased by Don Northern. The reels of line were handed out to a few of the members to have for line replacements as needed.

There was a \$1075 fee for the yearly club dinner party that will again be held ad the Seabridge Condominium Club House. This dinner is set for Sunday 7th November 4pm/7pm — Directions will be issued to members with details on how to get there. Last year because we did such a good job of cleaning up after the party TOSS received all but \$75 back from Seabridge Homeowners.

The meeting discussed yearly awards for the club and what they might entail this year — (Most Improved Junior, Most Improved Regular Polit, Service Award, Pilot of the Year &tc.)

All of the TOSS attendees were pleased to see Charles Babcock back in good health after demanding and extensive back surgery. Charles attended the meeting and took the roll. Welcome back, Charles, and Welcome aboard!

As all of our membership is aware, TOSS is donating to Redwood School Science/Math an amount of \$1000 to be given at a meeting with the faculty. This is a thanks for all the years they have allowed the use of their

field. This event should be photographed for the local paper. The date for the award is set for November 30th at 7:45am.

It is Official! Bill Bertram has received his CD certificate. He will be putting together a contest schedule for the 2nd Sunday of every month. Still much debate about whether we should have contests with sport fliers going at the same time. It was put before the meeting and voted to not allow fun flying during contest Sundays. These contests are generally small and quicker to complete. The membership present felt that it is important to fire up the contest schedule so that new fliers wanting to learn competitive skills have a venue at which to practice those skills.

There were a number of experienced fliers who wanted to have contests as well to give them a chance to hone skills while teaching the newer fliers competitive skills. There was a continuing discussion on contest formats, and for sure many of the formats were rather informal in nature while at the same time a means of fostering participation among club members.

Of great importance and the subject of some discussion was the inventory of club owned planes, radios, receivers, servos, chargers, meters &tc. (most generously donated by Charles Babcock). Bill Bertram brought this up and proposes publishing the inventory in the newsletter (*or website? - Ed*). This inventory will be used mainly for new fliers to learn how to fly, crash and fix equipment. This is important because many walk-ons to the TOSS field do now know where to start getting equipment when they want to try our sport. This inventory will go a long way to make entry level a much easier affair. Again — a hearty thanks to Charles for kindness and generosity to the club.

Bill Bertram will be attending the Rim of the Valley Corridor Special Resources Study Meeting. This may be an opportunity to make our case for a flying site. The meeting is at 7pm at King Gillette Ranch on Monday, October 4th.

The meeting adjourned at 2100.



The Masters — How Did it Go? (*Mike Reagan*)

From my side of the elephant.

The adventure started before the contest for me. As I watched my SportTube being loaded on the plane in Denver the tube slid apart and dumped my planes all over the ramp! The security in LA had not re-locked the box. Watching them try to stuff it all back in made my heart sink. It turned out ok as they just wrapped it with Duct tape as best they could. Practice day in Muncie was breezy with big lift and sink, typical of Indiana. Flying with (300mph) Kyle Paulson I tried to impress on him the need to get EVERY point on every flight. And going way down wind and knowing when to come back. You have to get to that point when you need to get back but are to low, you have to trust your skills to stay with the thermal and climb out high enough to make time and get back for a landing or leave and hope for better air coming back. He asked " how do you know?" I had to tell him this is what separates the men from the boys. We were making 8min flights when McGowen showed up and easily started doing 12s. We watched as he took his plane to the limit of our vision and beyond.

The contest started with big wind and very little lift. Out launching and out floating your buddies was the order of the day, survival was the strategy. Wurts tried to use his Cerces slope racer in the first round but disconnected the right aileron when it fluttered on launch, no worry he won the round without it. I got 5:35 and a good landing giving me an 809. Many got their throwout round early. The longest flight was a 10:55 put up by Blayne Chastain, junior team member burying his group very deep. At least 5 took zeros from pop-offs. At least 46 pilots had a sub 700 point round. No whiners, no wimps allowed! I heard very little complaining that it was not fair. The wind increased and the

tents started to blow away and the broken lines where making it hard to get everyone up at once. The contest was stopped because of this. The pilots were all ready to fly with planes loaded to the gills with lead. Even Wurts was seen making a custom, extra long aluminum and lead ballast string for his Supra.

Saturday started early as the first round went off at 8:00 am. To early for much lift right? Not for Cody! He showed the first group how to never give up by starting with a 12 as all others were down in half that time. This was the order of the day as each group required a 12 and a good landing to stay in the hunt. Ballasting became critical as the wind changed with each round and getting back became the determining factor. It was lonely out there on landings sometimes as it might be you and one other pilot setting up for your landings at 12mins. The lift, sink and wind got stronger and knowing when to move became very important. I took my throwout in round 4 with a 600 pointer when I was short and could not make it back to the landing. Cody had a radio hit that brought him down very far downwind. Later Skip did the same thing in the same spot. This put Cody out of the running as he had been on top for a long time. We had flown 8 rounds of intense competition.

The next morning started early again with less wind than the previous days. Many were seen getting the lead out of their planes. The lift was lighter and not easy to center this was no time to let up on your guard. I took a hit early as Jerry Gross spanked me for 50points. The lift got stronger and soon you could be at limit of sight in altitude and still not get your 12 with the massive sink around these monsters. I flew for every point. This was the end of the main contest only leaving the fly-off of the top

ten. When they announced that I had made it by 2 points I was in shock! I had been in 15th place going into the last round. This meant that at least 5 good flyer's had taken big hits in the last flight. Kyle had said he wanted to time someone in the fly-off. Let the fly-offs begin!

The first mass launch went good and all pilots started to climb out to great heights. Then came word that there was a problem. Everyone down! So we started over. But now that lift was way downwind, do you chase? We launched again. Most chased and some made it. I left late and was low with no way of making it back (so were a few others) I could have easily gotten 50 to 1 odds on not making a great round. Re centering many times soon had me up to the same height as many of the others and WAY downwind. We all changed positions many times with some trying to come

home early and not making it through the huge sink. I waited as long as possible, remember we are at the limit of visibility. Made it back to a mediocre landing and good time. 4 pilots had taken big hits including landing so far away one pilot grabbed his backup to keep us from waiting. The next 3 rounds proved uneventful as the average for the 30 flights was 994.5 for all pilots. This had boosted me from 10th all the way to 5th!

All in all a great contest (especially for me) with challenging conditions and great pilots. The contest ran like clockwork with Tom Kall-evang, Mark Nankivil, John Lindsay, and Marna on impound. If you missed this one, you missed the best! Check the scores at world-soaringmasters.com

Mike

RESULTS

Place	Contestant	Round 1	Round 2	Round 3	Round 4	Round 5	Total
		995	1,000	996	999	1,000	
1	Joe Wurts	995	1,000	996	999	1,000	4,990
2	Mike Verzuh	990	1,000	999	1,000	997	4,986
3	Thomas Cooke	998	996	996	997	997	4,984
4	Richard Burnoski	1,000	994	990	995	992	4,971
5	Michael Reagan	974	992	994	996	997	4,953
6	Craig Greening	985	1,000	988	972	999	4,944
7	Skip Miller	978	900	991	997	996	4,862
8	Steve Stohr	986	712	994	985	992	4,669
9	Arend Borst	987	647	1,000	996	997	4,627
10	Jon Padilla	987	170	993	996	997	4,143