



THOUSAND OAKS  
SOARING SOCIETY



## AUGUST/SEPTEMBER NEWSLETTER

NEXT CLUB MEETING WEDNESDAY SEPTEMBER 27<sup>TH</sup>, 7:00 PM

Club President:

**David Swain**

Vice President:

**Steve Miele**

Secretary:

**Gary Filice**

Treasurer:

**Kyle Carmona**

Field Safety Officer:

**Andy Tiffin**

Competition Coordinators:

**Mike Reagan & Bob Swet**

Contest Directors:

**Mike Reagan, Art Chmielewski, Lex Mierop**

### Treasury Report

As of 8-30-17

**\$7,108.81**



### Weather

Looks like the extreme HOT days might be behind us and some cool weather may be coming soon. Still remember to cover up, bring your sunblock and stay hydrated.

## Minutes of the Meeting Held 8-30-2017

### Meeting Attendees:

David Swain, Mike Reagan, Bob Van Landingham, Ron Creager, Gary Filice, Kyle Carmona, Don Northern, Bob Swet, John Billig, Martin Jansen.

**AMA Grant Progress:** Met with CRPD and wanted to attach some of our funds to one or more of the projects for making the new flight site. This was agreed upon to be \$2,000. The Grant was for \$3000 from AMA and TOSS has probably spent close to the \$3,000 granted from AMA w/o donating any money to CRPD. Further discussions on distribution of the grant funds will need to take place in order to make a final decision on distribution. Pursuant to expenses: Bob Swet is still looking into a weather station for the field. This may be wireless.

**Movie Night:** Andy McKittrich has volunteered movies from his library. John Billig has volunteered to host an upcoming movie night in his 400 sq. ft. home theater room at his home. Theater is equipped with a 10ft diagonal screen, surround sound, popcorn maker, candy display case and qty 8 electric reclining theater seats. More seats can be placed along sides. Let us know if you are interested, so we can plan ahead and confirm there is enough room in John's theater for everyone that wants to attend.

**Field Meal and Dedication Day:** There will be an upcoming barbeque and dedication ceremony of a special field marker to Bill Bertram, whose work and dedication helped make the CRPD flight site possible.

**Hands Free Retriever:** Contact was made to Richard Bothel on the retrievers. Gary will follow up on further details on their construction, parts and spares, special made parts, etc. Total cost with shipping, etc.

**Fall Soaring Festival:** Event takes place on October 6, 7 and 8<sup>th</sup>. Please come to this event. It is one of the largest RC soaring events and an opportunity to meet and make friends and visit all the cool vendors.

**CRPD Dedication Ceremony:** Join us on October 21<sup>st</sup> for a dedication to the park work day. Please plan on attending and representing TOSS at the event. Meet at Sapwi Trails Park, check-in, complete & sign release form, get breakfast bag and participate in lunch and celebration at noon. See flyer on page 4 of this newsletter for more information.

## Minutes of the Meeting held 8-30-2017

**Site Parking Lot Construction:** We will have to reschedule our flight days to the Redwood field during the construction of the parking lot and widening of the access road by CRPD. Today we had a preconstruction meeting with CRPD and it included reps from all the user groups. Construction will begin October 9<sup>th</sup>. CRPD will update each group as it affects them. Parking lots, bathrooms, trails, bridges and the like. A year's worth of work it sounds like.

**Website Hosting Service:** Gary Falice found a great service to handle our website needs. It's called DualRates. DualRates is a fully functioning web application designed specifically around the needs of managing RC club websites. With DualRates, anyone with a computer can easily manage memberships online or update information on the website without any knowledge on how to edit web pages. Best of all, the duties can be shared among administrators, each having their own responsibilities.

DualRates service is broken down into two main areas, Website Management and Club Administration.

**Website management:** Simply enter information using the automated forms and all the information is captured in a database. As visitors come to the website, pages are rendered dynamically and are always up to date. Automated pages include: club calendar, event registration, photo gallery, club officers, buy/sell/trade, club special interest groups, field map/directions, newsletters, social media integration and content library (online or PDF)

**Club Management:** Much of the manual processing of members has been automated as well. There are functions for managing all aspects of membership as well as other club services, such as: online membership application and renewals, approval workflow for new members, automated AMA membership verification, roster reports, secure member directory, PayPal integration for paying dues (Using club's PayPal account), club communications, club surveys, club officer elections and audit reports.

**REMEMBER, EXITING AND ENTERING THE PARK SHALL BE DONE BY RIGHT TURNS ONLY. DO NOT DRIVE ACROSS ROAD TO MAKE A LEFT TURN.**



Conejo Open Space Conservation Agency's  
**FALL TRAIL WORK DAY**

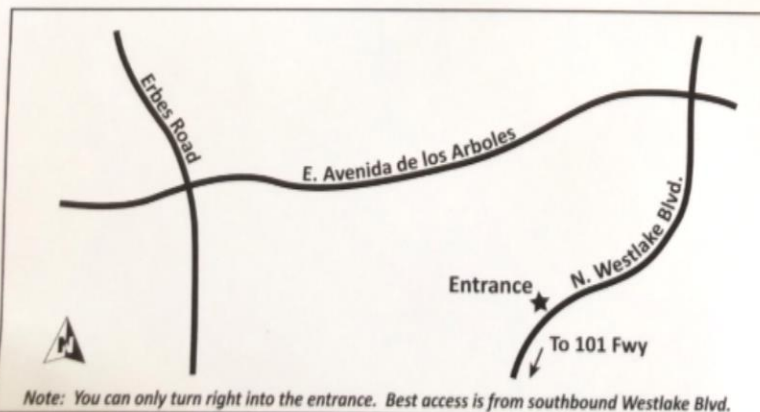
**Saturday, Oct. 21, 2017**

**Rain Date: Oct. 28**

**7:30:** Meet at Sapwi Trails Park  
 Check-in at registration table  
 Complete & sign a release form  
 Get a breakfast bag

**8:00:** Trail Work

**Noon:** Thank You Lunch & Celebration



**Celebrate  
 with us!**

**40 years of  
 dedication to  
 preserving open  
 space!**

**Come & help build  
 new trails!**

**Volunteers will be  
 treated to lunch!**

**Drawings & door  
 prizes!**

**More Info & Updates:**

**[conejo-openspace.org](http://conejo-openspace.org)**

**[cosf.org](http://cosf.org)**

**Ranger Office:**

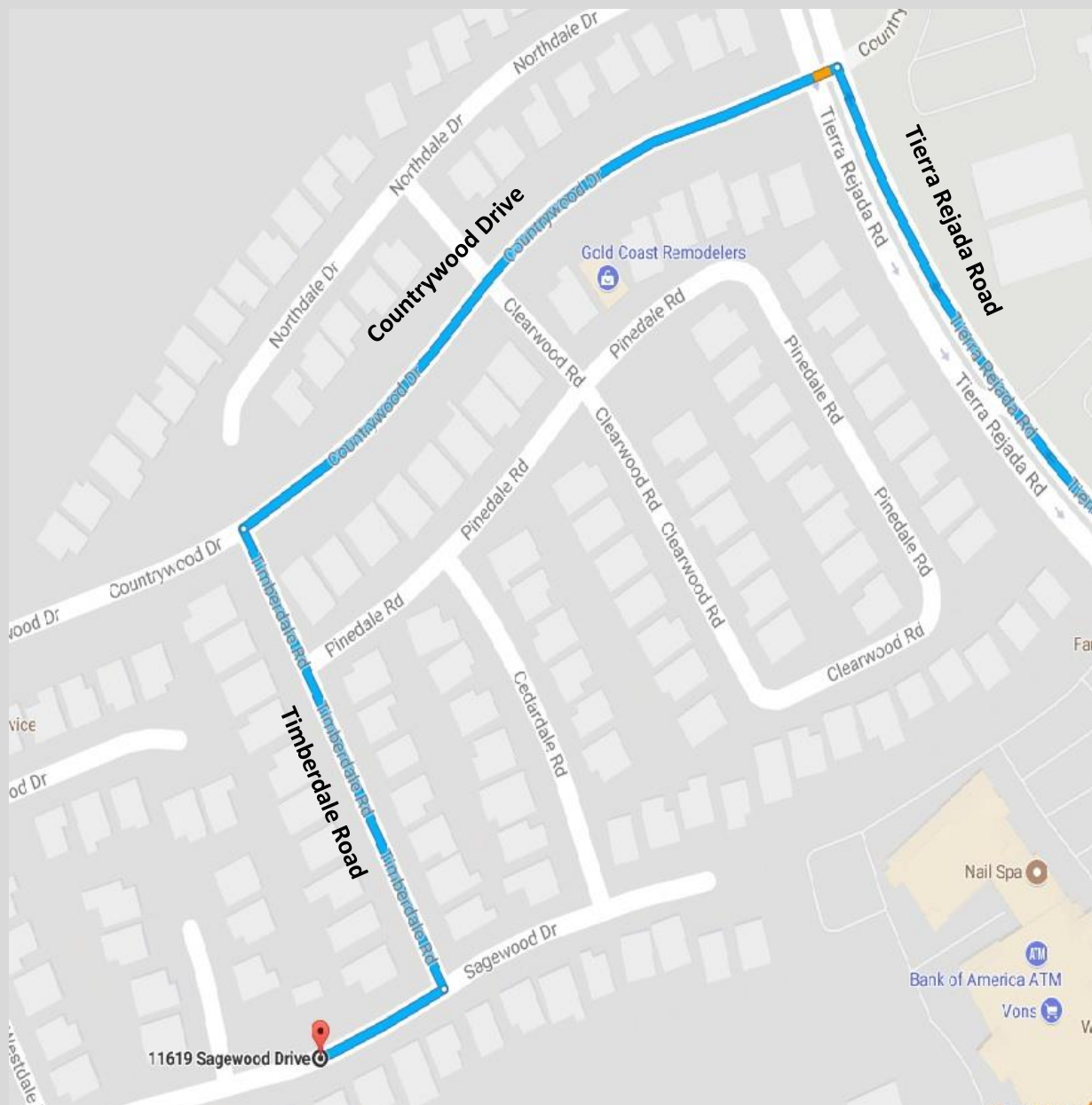
**805-381-2741**



**Club meetings are held on the last Wednesday of each month.**

From the 101 freeway, take the 23 North and in 4 miles take the Tierra Rejada Rd. exit – Turn left on Tierra Rejada and go 3.2 miles to Countrywood Dr. – Turn left on Countrywood Dr. and then left on Timberdale Rd. – Make a final right on Sagewood Dr. and go 200ft to 11619 Sagewood Drive – Club House will be on your right.

**The Club House is across the street from 11619 Sagewood Dr.**



## Site Clean Up Workday, September 2<sup>nd</sup>, 2017

Thanks to all those who came to help!





## September 2017 TOSS Monthly Contest

NAME	CLASS	Glider	ROUND 1			
			Time	Time (Pts)	Landing	Landing (Pts)
Walter Higgins	RES	Eagle 3.6	8:56	967.8	65	16.3
Bob Swet	Woody	Red Salsa	8:56	967.8	89	22.3
Andy Tiffin	RES	Eagle 3.6	4:58	864	98	98
Mike Reagan	Woody	Paragon	5:03	891	90	90
David Swain	RES	Topaz	3:35	615	0	0
Mike Steam	RES	AVA	3:11	573	67	67

NAME	CLASS	Glider	ROUND 2				
			Time	Time (Pts)	Landing	Landing (Pts)	Round
Walter Higgins	RES	Eagle 3.6	4:43	849	85	85	934
Bob Swet	Woody	Red Salsa	4:58	894	56	56	950
Andy Tiffin	RES	Eagle 3.6	4:59	897	84	84	981
Mike Reagan	Woody	Paragon	2:03	369	84	84	453
David Swain	RES	Topaz	4:52	876	30	30	906
Mike Steam	RES	AVA	2:55	525	0	0	525

NAME	CLASS	Glider	ROUND 3				
			Time	Time (Pts)	Landing	Landing (Pts)	Round
Walter Higgins	RES	Eagle 3.6	9:02	971.4	80	20	991.4
Bob Swet	Woody	Red Salsa	4:54	882	0	0	882
Andy Tiffin	RES	Eagle 3.6	4:19	777	93	93	870
Mike Reagan	Woody	Paragon	9:01	973.2	85	21.3	994.5
David Swain	RES	Topaz	4:07	741	0	0	741
Mike Steam	RES	AVA	8:58	971	90	22.5	993.5



NAME	TOTAL POINTS	Normalized Points	Yearly Flier Points
Walter Higgins	2909.5	1000	1000
Bob Swet	2822.1	969.96	969.96
Andy Tiffin	2813	966.83	966.83
Mike Reagan	2428.5	834.68	834.68
David Swain	2262	777.45	777.45
Mike Steam	2158.5	741.88	741.88

## Sapwi Trails

### -New TOSS Home Field-

Sapwi Trails is a new site, recently constructed by CRPD. TOSS has the use of the Upper Terrace, a large flat area off Westlake Blvd. Our use of the field is subject to a Memorandum of Understanding with CRPD. The terms of which must be strictly adhered to.

Access to the site is through a gated entrance off Westlake Blvd. Sailplane pilots are to make a right turn into the entrance when arriving and a right turn back onto Westlake Blvd. when leaving. **UNDER NO CIRCUMSTANCES MAY ANYONE ENTERING OR LEAVING THE SITE MAKE A LEFT TURN ONTO OR OFF WESTLAKE BLVD.** We are also not allowed to stop on Westlake Blvd. when accessing the site. Note that all left turn pockets on the hill are signed no U-turn with the first legal U turn being at the top of the hill by the North Ranch Community Center.

Flying at this field is restricted to TOSS members and guests, all of which must be covered by AMA insurance – that is, paid up TOSS/AMA members. This site, like Redwood, is for non-powered models only – **NO ELECTRICS OR ASSISTED LAUNCH PLANES.**

The launch/land area will be used for cross country meets – youth sports and as at Redwood we must defer to organized sporting activities. These events are expected to be sporadic and occur during the week so probably won't affect us.

There are houses to the north of the field in a gated community (Montecito Ave.) **DO NOT FLY NEAR OR ABOVE THESE HOUSES. ALSO DO NOT FLY AT LOW ALTITUDE OVER WESTLAKE BLVD.**

Access to the site is through two locked gates. The padlock combinations are not published. Although we're allowed to use the field any day, we typically fly regularly on Sunday mornings when the field gates are usually left unlocked.

Although the grass in the flying area is cut regularly, the site is still undeveloped. The surface is like a slope site with weeds and foxtail, so both fliers and their planes need to be prepared accordingly.



## 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.









