



# GULLS WINGS NEWSLETTER MARCH 2013

Torrey Pines Gulls Radio Control Soaring Society (TPG)  
AMA Charter Club 129

Web Site: [www.torreypinesgulls.org](http://www.torreypinesgulls.org)

Editor – Cliff Hunter [cfhunter@att.net](mailto:cfhunter@att.net)

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**Next General Meeting**  
**See page 2**

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**Tuesday, March 12, 2013**  
**7:00 pm- 9:00pm**  
**San Diego Auto Museum**  
**Balboa Park, San Diego**



## Message from the President Marty Dine

Hello Gulls,

**Skunked!!** This month we had our Fun Fly Ratings/Swap Meet Day at Torrey and while it wasn't breezy, at least the direction was poor, so we had that going for us. 8^( However, we did have a nice swap meet where I saw quite a few planes change hands, and we had a nice lunch on the bluff, so it wasn't a total loss. Like Phil D. said, "the wind was so jealous of the beautiful weather, it didn't even show up!" At any rate, it was a really nice day to hang out and talk shop with everyone, and there were plenty who got the badge of honor-- writer's cramp from filling out the waivers forms over at the shack.

Here it is March 1st, and the year seems to be flying by. By the time you read this, we will be less than 8 weeks away from the 20th annual International Hand Launch Glider Festival. This year's contest promises to be a great event, so get your planes ready and start practicing now!

Our next general meeting is Tuesday night, March 12th 7:00pm at the Automotive Museum so make plans to join us then.

We want your feedback and articles for our newsletter, so be sure to drop us a note if you have an interesting picture to share or story to tell.

Message from the President Marty Dine continued from page 1 ...



See you at the bluff,  
Marty

## Club Meeting and Speaker – Mike Smith -DLG

The next TPG general club meeting is **Tuesday, March 12, 2013, 7:00 pm** at the San Diego Auto Museum, Balboa Park, San Diego.

Speaker for March is Mike Smith. Mike will be discussing the finer details of the modern DLG. From the newest designs, proper setup and launch techniques to what it takes to make your time.

We'll prod him to tell us what being on Team USA means to him, strategies, team work, travel, etc. and lastly some history on the IHLGF.

## Encinitas Winch-Launch Clinic Sat March 2nd 9:00am

On Saturday March 2nd we will be hosting a clinic for pilots wishing to get checked out on flying from the club's winches at the Encinitas flying site. We will be getting started at 9:00am.

If you haven't had the chance to fly at Encinitas, now is the time. We will have some discussions about winch launching in general, and flying at the Encinitas site. Also, we are hoping that some of the club's senior pilots will be on hand to help you with plane setup and tips/demonstrations for TD competition etc.

We will also have a club-sponsored lunch (sub sandwiches, chips, water and soda)

So get out your floaters or whatever you have with a hook on it and get ready to run 'em up-the-line. Otherwise just come and check it out.

Post your intentions to attend here:

<http://www.rcgroups.com/forums/showthread.php?t=1840180#post24253199>

or post a reply here [TPGulls@yahoogroups.com](mailto:TPGulls@yahoogroups.com) in the Yahoo Group messages.

Thanks,  
Marty



Alvaro Corzo

## RC Tools to make building a little easier!

**By Alvaro Corzo – TPG member – 2 of 12 articles on tools**

Because of the nature of our hobby I find myself making tools to accomplish a specific task and or completing an installation. Some of these tools may be available commercially, but their size makes it difficult to be used in our small planes. Experiment with sizes until you have something that works in your hands:

**Tool #2** -A dowel with the end cut at 60 degrees – I use this tool to create fillets when using a thickened epoxy. I also use it to push wires into place. If you are doing the latter, make certain you dull the edge to the cut. See photo below:

If you have other ideas let me know and we can share them with everyone. If you have any questions regarding this tool please send me an email at: [a\\_corzo@sbcglobal.net](mailto:a_corzo@sbcglobal.net)



Photo by Alvaro Corzo



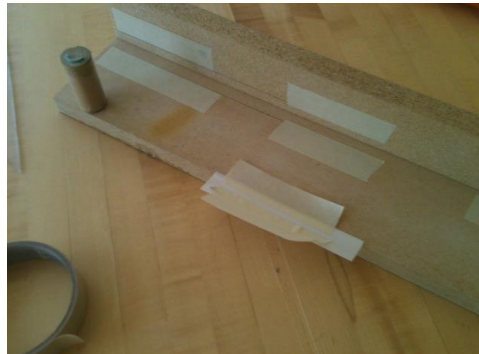
Alvaro Corzo

**Creating Fillets - The tools / materials:**

1. Packing tape
2. A section of dowel [wrap in packing tape]
3. Masking tape
4. A section of Mylar Film
5. The tool I introduced last month
6. Bondo or epoxy
7. An "L" shape in any material



**Mask both faces of the L at the tangent of the fillet to be created.  
Mix the compound.**



**Lay it in excess as long in the length where you need the fillet.**

**Press the different implements to  
Create the form.**





Alvaro Corzo

**Pull forms after curing.**



**The beauty of all is the minimum sanding required for the finished look**



**Give it a try and good luck building Fillets!**

**Alvaro Corzo**

Cliff Hunter



## **Newsletter Editor - Cliff Hunter**

We had great interest in the newsletter in February also. Keep the articles coming – Remember I hope to have the newsletter published by the **first of every month.**

Please send in your articles by the 20<sup>th</sup> of each month so they can be included in the monthly newsletter. Email to Cliff Hunter at [cfhunter@att.net](mailto:cfhunter@att.net)

The newsletter can be found on the Torrey Pines Gulls Web site at <http://www.torreypinesgulls.org>

Thanks,

Cliff Hunter

Cliff Hunter



Safety First!

## March Thermal Contest –CD Cliff Hunter

**March 10, 2013** - TPG Thermal Contest, Encinitas Field, Pilots meeting at 8:45 am first round 9:00 am done by noon?

Tasks:

Three hour Flight Window (9 am-12 am)

Must fly (4) rounds, one of each of the following tasks, in the following order

3 minute – 900 flight points, 5.0 points per second,  
100 Points on standard 25 foot tape.

7 minute – 900 flight points, 3.0 points per second  
100 Points on standard 25 foot tape.

5 minute - 900 flight points, 2.1428 points per second  
100 Points on standard 25 foot tape.

11 minute - 900 flight points, 1.667 points per second  
100 Points on standard 25 foot tape.

5-point penalty for every second over target time

### ***TPG QUOTE OF THE MONTH:***

**“He is richest who is content with the least, for content is the wealth of nature.”**



**Mike Smith**  
CD

## THE INTERNATIONAL



## 20TH ANNIVERSARY 1993-2013

The International Hand Launch Glider Festival is the Torrey Pines Gulls premier event. We have been hosting this prestigious contest for 19 years, and as the art work above states, this year it will be 20 years old! **April 26-28<sup>th</sup> 3 days of fun in the sun!** This event has by all rights been a pioneer of Hand Launch (now Discus Launch) Glider competition in the US, and the World. Much of the experience pilots had with the tasks that were flown here over the years have influenced and shaped the current set of FAI F3K rules for hand launch gliders. Today, the IHLGF incorporates the tasks of the current F3K rules, and most of the current operational rules as well. But we still are one of the lone holdouts on one big rule. At the IHLGF this year, all preliminary scores carry through to the final fly offs, and the winner is the pilot with the highest combined score. We do not start the scores from zero at the fly offs for the top ten as specified in the F3K rules. This awards consistency and down plays the luck factor. Crazy things can still happen in the fly offs, and someone that qualifies in 6<sup>th</sup> can and has won the contest. Fun stuff.

Registration is open, so please go to [www.ihlgf.com](http://www.ihlgf.com) and register yourself for 3 days of premier DLG competition at the Poway Flight Center. You will have fun guaranteed. Also, don't forget the Mexican food dinner Friday night as well as Pizza at the field on Saturday night. There will also be beer steins available for purchase on the website (link above) that will do triple duty serving as a very useful memento of the event, providing a nice donation to the US F3K team, as well as having the added benefit of free libation from one of the on-site hosted beverage tables that are planned for the event. This is not one to miss.

Please stay tuned to the TPG email group for announcements for volunteers to help preparations for the event, and help during and after the event. Please contact myself, David Klein, or Marty Dine if you'd like to make yourself available to help out. Thank you in advance.

See you there.  
Mike Smith

In case you were wondering what the tasks will be this year, take a look. This is what will be flown and in the exact order shown:

**20<sup>th</sup> Annual IHLGF Task list**

3 days, up to 16 rounds with 4 Fly off rounds, and only two total drop rounds (not following f3k rules here)

**Friday, April 26<sup>th</sup>:**

Round 1. Task D (Increasing time by 15 seconds-Ladder)

Round 2. Task G (Five longest flights, 2 minute max.)

Round 3. Task F (3 out of 6, 3 minute max.)

Round 4. Task H (One, two, three and four minute flights, any order)

Round 5. Task E (Poker – variable target time)

**Saturday, April 27<sup>th</sup>:**

Round 6. Task B (Next to last and last flight, 4 minute max.) –could shift to Friday

Round 7. Task I (Three longest flights, 3:20 max.)

Round 8. Task C (All up, last down, 3 flights, 3 minute max.)

Round 9. Task J (Three last flights, 3 minute max.)

Round 10. Task A (Last flight, 5 minute max):

**Sunday, April 28<sup>th</sup>:**

Round 11. Task H (One, two, three and four minute flights, any order) – could shift to Saturday

Round 12. Task F (3 out of 6, 3 minute max.): - could shift to Saturday

Round 13. Task C (All up, last down, 3 flights, 3 minute max.):

Provisional Round 14. Task G (Five longest flights, 2 minute max.)

Provisional Round 15. Task B (Next to last and last flight, 4 minute max.)

Provisional Round 16. Task D (Increasing time by 15 seconds):

Jim Scott - Slope  
Coordinator



## From the Slope!

Hi all,

The Torrey fun fly happened on the February 16th even if the wind didn't cooperate. Even without the normal good Torrey winds I think it's safe to say a good time was had by all those in attendance. We even got a few people checked out and several filled out their paper work so they'll be ready to go when the winds are back. There was a good turnout of items for the swap meet too and some great bargains to be had.

Big thanks to Don and Marty for picking up sandwiches, snacks, drinks, ice and such and, to the club for hosting this event! It really was a beautiful day capped off by another Torrey sunset.

If you'd like to see some pictures and video check out these links:

<http://www.rcgroups.com/forums/showpost.php?p=24157373&postcount=96>

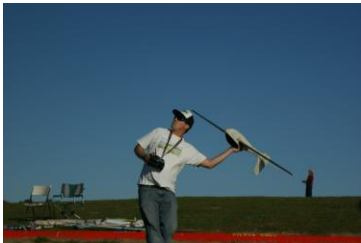
<http://www.rcgroups.com/forums/showpost.php?p=24162073&postcount=104>

<http://www.rcgroups.com/forums/showpost.php?p=24180627&postcount=113>

Next month I hope to do a show and tell on the Zero Power Scale Slope planes that a group of about 49 of us slope heads are building for the 2013 PSS Fest this May at Cajon pass.

**Happy flying,**

**Jim "Pismo" Scott**



Torrey Pines  
San Diego, CA  
2013

## Articles of Interest

### A GOOD TIMER PERSON IS? - By Lenny Brzezinski

Lenny  
Brzezinski



Many of us don't realize how big a roll the timer plays in a contest pilot's flight. The pilots who have flown in competition know just how important the timer's job is. Let's have a look at some specific qualities found in a good contest timer person. As you read through this, think of your fellow club members, you will chuckle to yourself as you remember which timers are good or bad at the following: The beginning of the contest round, during the flight, Ready for landing, after the flight  
Note: Most of these examples are centered on the Duration-style contest piloting. However, many of these same issues are applicable to your average day of sport flying, or even a fun day on the slope.

#### WHAT MAKES A GOOD TIMER?

When the contest's round starts, a good timer should make sure that his or her pilot has the frequency pin for his or her radio. During a large contest where a radio impound is used, the frequency pins can become mixed up. Your pilot will be worried about his or her upcoming flight, so you must check to make certain that the needed frequency is clear before your pilot turns on his or her radio.

Before your pilot launches the model, get the timer watch set, take a look at the sky over the launch zone to make certain it is clear, and look around. Also, plan your pilot's exit from the launch area. Make sure that you see your pilot do a control check on the model. Make sure his or her radio's transmitter antenna is up. After your pilot's model has come off the towline, you should only be worrying about one thing: getting your pilot out of the immediate launching area. In a regional-level contest, the launch zone might be full of pilots and timer waiting to launch. Additionally, the launch area will likely be cluttered with generators, extra winch batteries, tools, wires, retriever line, etc. Your pilot will be very unhappy if he or she should trip or fall over and obstacle trying to get to a clear patch of ground. So, guide your pilot to a safe spot, out of the launch area, where he or she has an unobstructed view of the entire field. You can then gently guide your pilot by clinging to the back of his or her shirt or belt loops, or by holding inside the upper left or right arm. Whatever method you use, make sure your pilot is expecting it. Importantly, the timers' eyes should be focused on the terrain, so make sure to watch for holes, wires, or other tripping hazards.

Lenny  
Brzezinski



### **DURING THE FLIGHT – Continued from page 6**

During the main portion of the flight, your job, as the timer, is to do the following:

- \* Be an extra set of eyes
- \* Have awareness
- \* Help make decisions
- \* Reduce your pilot's LOAD

As a timer person, don't just stare at your pilot's model as it glides around the sky. You are your pilot's extra set of eyes. Scan the sky for signs of rising air. Lift. Look for other models or birds that may be flying in a thermal, and keep an eye on the ground signs, too. Your eyes can cover the air that the pilot's eyes cannot. Speak with a calm voice: don't sound panicked or worried. Then, provide your pilot with clear, concise communication of what the lift conditions are. Don't give your pilot useless information. As an example, if your pilot's sailplane is way downwind and totally committed to the only thermal in the area, telling him/her about the huge thermal sucking the competition into the clouds ½ mile upwind is useless! In fact, it hurts the pilot more that it helps. If, however, you should see a promising chunk of air within reach of your pilot's airplane, position yourself in front of the pilot and use your arm to point at the area where the lift lives. Use your arm to draw a line in the sky, one that the pilot can see with only peripheral vision. While steering the pilot into lift with instructions, say things like "airplane right, keep coming right, okay roll out, fly that heading." Remember that there will likely be sinking air in the path that the sailplane must fly on the way to the lift, so don't let your pilot fly his or her sailplane away from the lift. Tell the pilot, "Push your airplane through the sink." Also, the pilot will occasionally find that his or her model's flight has flown into trouble. For example, the model might have gotten very low to the ground 2 minutes into a 10 minute flight. Then, if your pilot should find a small patch of lift, he or she must stay committed to the new thermal the model is now flying in. This is a time when, as a timer, you may watch only the pilot's model. Let the pilot concentrate. Do not overload him or her with too much information. It is helpful, however, to occasionally say things like, "That looks good, keep flying smooth," or "Stay with the thermal's drift. If you know for certain where the thermal has moved you might want to tell the pilot where it is in relation to his/her sailplane. Again, use an easy voice, and don't give too much information. Keep the pilot calm and focused. Sometimes, all you need to do is confirm what your pilot is seeing his or her model do, or how he or she feels about the situation. The pilot might say something like, "Hmm...What do you think of that turn, is my model climbing?" or "Are those models above me still going up?" Sometimes, just hearing the timer confirm what the pilot thinks is happening is worth a lot to the pilot's confidence.

Lenny  
Brzezinski



## Landings - Continued from page 7

Landing a model sailplane on a tiny target, at a precise moment in time, is the single most difficult task a pilot must perform during a contest's flight. This is especially true in U.S. Thermal Duration (TD) contests, but is just as important in other types of timed duration flight tasks. As a timer, your job is very important during this phase of the flight. Some of the timer's tasks during the pilot's landing phase should have already been taken care of before the flight. You and the pilot should agree on the countdown (or count up) that he or she wishes to hear. Next, as you approach the landing zone, walk your pilot into position so that he or she can see the landing target as the model will turn onto its final approach. Now, with the pilot in position, make sure you are standing behind the pilot so that you won't block his or her view when he or she turns to follow the sailplane through its approach. Next, read the stopwatch carefully. Do not look at the model all the time during the last minute of its flight. Make sure you are calling out the seconds remaining in the flight accurately to the pilot, not the crowd. Ensure that you make your pilot aware of the strange conditions in the landing zone- for example, has a big thermal just blown through the area, which may cause a momentary downwind for the sailplane during its final approach? Or, has another model just landed short in front of your pilot's landing zone? Also, make sure the landing area is clear. Finally, as the model turns onto final approach, raise the watch and look over the pilot's shoulder, while keeping the watch, in the landing zone, and the model all in the same field of view. Use this technique to ensure that you stop the watch at the proper time when the flight ends. Also, this method will help you to be aware of an errant over flight of the landing zone by your pilot's aircraft.

## After the flight

A good timer will review the flight with his or her pilot. As a timer, you should ask how your pilot felt about the flight: was there something you could have done better? How can you better help the pilot during the next round? Note, too, that you should never clear the stopwatch until after the flight scores are turned in, just in case there is a question. Typically, the timer will help the pilot by turning the radio and score card back into the impound area. At this point, be certain that the radio is off before giving it to the impound person. It is worth mentioning that there have been many airplanes lost due to radios being left on when they were turned into the impound.

## Timers are Important

The timer person is very important member of a small competing team. This team's goal is to complete the competition's task. The timer cannot function as a brain dead idiot who just reads a watch. Rather, the timer has a very important job to do. He or she can make the difference between winning and losing the contest, having the pilot's airplane suffer an off-field crash, or alternately taking the model up to "speck" altitude. The final flight decisions made during any flight rest solely with the pilot. However, a skilled timer can and will significantly reduce the pilot's workload, thus helping to ensure competition success.



**Editor's Note:** Most of us who fly RC sailplanes all have an interesting history and varying back grounds, however we all have the love for silent flight. It is the goal to share with club members the history and back grounds of who we fly with. This hopefully will be monthly highlight of club members willing to share some insights as to who they are and some history and back ground.

## ***TPG Member Highlight - Did you Know, About?***

### **TPG Member – Arthur Markiewicz?**

Arthur Markiewicz, that's me, I was born to first generation parents Brunoslaf and Mildred a.k.a. Bruno and Mimi in Detroit 1951, you do the math. My father was a carpenter, and was very active in the free flight community. The club was the Detroit Balsa Bugs. So I grew up a balsa bug. My dad was into competition and so I was too. We traveled all around the Michigan, Ohio area mostly flying contests on weekends. I was lucky enough to attend 6 national competitions and win a few trophies, also receiving 2 national records for my efforts. It is funny now that I think of it but those records were in the glider categories.

Had a lot of fun with the models till you know what? So around 16 I kind of lost interest in one kind of model for another. I was too soon married at 21 and got an apprenticeship at Chrysler corporation in the design department to learn the trade of clay modeling. At this same time in my life I also discovered hang gliding, life was good. For the next 10 years I stopped flying model planes. Then after my divorce around 1980 I got back into flying, only this time I got into RC.

And I had moved from Detroit to Southern California mainly for the great hang gliding out here compared to what was going on in the Midwest. Now I was working for Nissan and had met my second wife at a gliding festival outside Ramona. It was between 1980 and 1990 that I got interested in cross country hang gliding, and spent 10 summers trying to fly far in the Owens valley with other like-minded individuals. I had pretty good success with 18 flights over 100 miles my longest being 168. Today's current record for longest straight line distance in a hang glider is 475 miles. Trust me that would be a long day. Anyway I started having back problems around 1990 and needed a break from that activity for a while and turned to the next best thing to being in the air yourself-----  
-----flying model sailplanes!



## TPG Member – Arthur Markiewicz? Continued from page 7

I joined the Gulls and got into the hobby big time. I was lucky to get into the beginning of the hand launch craze and really loved that event when one could build a better model in ones garage than money could buy. I had lots of fun building my own designs. One might remember the flamingo hand launch. That's my big claim to fame. But sadly or maybe it's for the better, now there is no way that I could build a better model than I can buy. At least the playing field is level. That is if one has the large sum of cash it takes to play. But I digress. I also got into the SC2 circuit and went to all the contests in and around LA. One year winning the whole enchilada.

This hobby has been very good to me in many ways. It has gotten me through bad times in my life choices and the good. I almost always fly something every day. Even if it's only in front of the house.

I have been retired now for 6 years. This gives me even more time for the flying that I love so much. I feel very lucky that my father showed me how to build things. It not only lead me into the car design business, they hired me cause I could work with my hands, but he also gave me the gift of flight. Priceless I say. Happy landings.



## Contest Results February 10, 2013

Contest Director – Mark Canfield [mcanfield5@roadrunner.com](mailto:mcanfield5@roadrunner.com)

February 10, 2013 Encinitas Field - 0800 to 1200 TPG Contest Tasks

**Second Contest of the year** - Thermal Duration. The tasks were 5, 8, 10, and 10 minute.

We had a great turnout for today's Thermal Duration contest! Under cloudy conditions, 18 pilots braved the elements for what turned out to be a great day of flying. One small break in the action to let a passing squall by and we still go four 4 rounds in by noon. Thank you to all who came. Next month's contest will be on Sunday, March 10<sup>th</sup>, 2013. All the scores are published on the club web site. [www.torreypinesgulls.gov](http://www.torreypinesgulls.gov)

Place	Master	Expert	Sportsman	Novice
First Place	Kyle Paulson	Warren Day	Alvaro Corzo	
Second Place	Larry Jolly	Mike Murphy	Amandeep Dugal	
Third Place	Mark Canfield	Cliff Hunter		

# Thermal Duration Contest Results February 10 , 2013



**Kyle Paulson 1<sup>st</sup> place  
Master 2-10-2013  
Encinitas TD Contest**



**Larry Jolly 2<sup>nd</sup> Place Master  
2-10-2013  
Encinitas TD Contest**



**Mark Canfield 3<sup>rd</sup> Place  
Master 2-10-2013  
Encinitas TD Contest**



**Warren Day 1<sup>st</sup> Place  
Expert 2-10-2013  
Encinitas TD Contest**



**Mike Murphy 2<sup>st</sup> Place  
Expert 2-10-2013  
Encinitas TD Contest**



**Cliff Hunter 3<sup>rd</sup> Place  
Expert 2-10-2013  
Encinitas TD Contest**



**Alvaro Corzo 1<sup>st</sup> Place  
Sportsman 2-10-2013  
Encinitas TD Contest**



**Amandeep Dugal  
2<sup>st</sup> Place Sportsman  
2-10-2013  
Encinitas TD Contest**

## Former TPG Flying Sites: Hourglass Field

By Gary Fogel



In the 1970s, the TPG primarily maintained two club fields – slope flying at the Torrey Pines Gliderport and thermal flying at Hourglass Field in Mira Mesa. Hourglass Field had its own unique history in aviation prior to the Gulls. Formerly known as “Linda Vista Mesa Field,” it was used for manned aviation way back in the early 1930s by the Navy as an auxiliary field to support flight training at the nearby Camp Kearney (now MCAS Miramar). The field itself had a rough rectangular shape, and was used for bombing practice during WWII. The field had three runways, a SW-NE runway, a NW-SE runway, and an N-S runway, which together created an “hourglass” shape, and the name stuck – “Hourglass Field.” In the early 1950s the field was relinquished by the Navy and other uses (in addition to aviation) started to occur on the site. The first of which was a series of road races in the late 1950s on the hard asphalt surface. But not long thereafter the City no longer tolerated racing on the field, and a series of ditches were plowed into the asphalt to make it impossible to drive at high speed over the entire surface. This was fine for model airplanes, however and the earliest use of the site for RC model airplanes was in the 1963-1967 timeframe when powered enthusiasts used the site. In 1967, a portion of the field was used for the construction of the Miramar Campus of San Diego Community College. An elementary school was built on the west end of the field, with Black Mountain Road bisecting the field north to south. Highway 395 (now Interstate 15) was built just to the east of the field and suddenly the community of Mira Mesa sprung up all around. It was at about this time that the TPG adopted the field and started flying there in the early 1970s using sport winches every weekend. There was roughly 500' of winch line to the west, with a nice landing area to the east. The surface of the field was both a plus and a minus. A minus, because landing gliders on hard asphalt (i.e., the same runway surface used in the 1940s) was very hard on the bottom surface of the planes in the days before skegs. A plus, however, because that big blacktop heated up nicely and generated some boomer thermals. TPG members enjoyed many hours soaring here. Lots of good club events and contests. Over time however into the 1990s the San Diego Police Dept. began using the site for police driving instruction, and pressure from the neighboring Miramar College campus for parking made it infeasible to continue the flight operations. The TPG moved to the Poway Flight Center location thereafter.

Hourglass Field is still in existence, although the location we used to fly from (32° 54.586'N, 117° 7.373'W) is now a parking lot. A new Hourglass Park has also been incorporated into the old airport layout, and includes a large compass feature at the heart of Miramar College that commemorates the main runways of Hourglass Field. For more information:

[http://members.tripod.com/airfields\\_freeman/CA/Airfields\\_CA\\_SanDiego\\_N.htm](http://members.tripod.com/airfields_freeman/CA/Airfields_CA_SanDiego_N.htm)  
[http://en.wikipedia.org/wiki/Hourglass\\_Field](http://en.wikipedia.org/wiki/Hourglass_Field)

# Flying Field maintenance updates!

## Torrey Pines

Maintenance coordination should be scheduled with the slope coordinator Jim Scott at [sdpismo@gmail.com](mailto:sdpismo@gmail.com)

## Encinitas

The Club needs help at the Encinitas field doing maintenance and mowing . We are looking for members who can provide labor and time the first week of each month (or more as necessary) during the winter months. We need people to sign up to receive mower training and mowing . The following is the proposed schedule:

Scheduled Mowing	Primary person	Secondary Person
April 7-13, 2013	_____	_____
May 5-11, 2013	_____	_____
June 2-8, 2013	_____	_____
July 1-6, 2013	_____	_____

There may be a need to do extra mowing based upon the seasons conditions.

Please email the dates that will work for you to help mow to Cliff Hunter at [cfhunter@att.net](mailto:cfhunter@att.net) , or Keith Finkenbiner at [keithone@cox.net](mailto:keithone@cox.net)

## Poway

Field maintenacne and mowing will be necessary before the IHGF April 26-28, 2013. March 2013 would be a good date to start maintenance. Please contact Mike Smith at [mike@themapsmith.com](mailto:mike@themapsmith.com)

## Renew your 2013 Membership to TPG today!



### Memberships - By Bill Eckles

OK, you guys have gotten a reminder about memberships for 2013 and I'm pleased to say that we have over 75 members already. Thanks for that! We're well on our ways to a great new year. It seems the weather will cooperate soon as we're getting some rain to green the TD fields up and storms building in the Pacific to create those dynamite days down at the Torrey Gliderport.

For those of you, who haven't renewed your memberships, don't miss the great days. It's like the stock market: you may not get a great day when you sign up, but when they come, it's only those who are ready who get the rewards! Don't get caught short. The 2012 locks will go away in about a week and you'll need your new key to get into the TD fields and you'll need your new card to use the Gliderport.

Thanks for the support so far! Now, let's go for a new record membership. It's a great club!


- ✓ Access to three Flying Fields in La Jolla, Encinitas and Poway.
- ✓ Frequent meetings at Balboa Park to schmooze with each other and promote good friendships. Great speakers at club meetings, on all subjects
- ✓ A group of guys who can answer just about any question you might ask, and do it with a smile.
- ✓ Contests that bring out world class competitors from around the globe.
- ✓ Competition and help for you, regardless of your skill level.
- ✓ A holiday party that's the envy of most gourmands in Southern California.
- ✓ A web site for current and past information [www.torreypinesgulls.org](http://www.torreypinesgulls.org)
- ✓ An interesting monthly newsletter with current information to help keep members informed
- ✓ We are an AMA Chartered Club #129, with benefits - field Insurance etc.

The dues remain at \$60 for the year and you can even get credit as much as \$20 for two half day work sessions if you want to help at club events or field maintenance.

Dues are as follows:

- ✓ Dues for the membership (calendar) year are as follows for submissions during.
- ✓ January through June are \$60
- ✓ July through September are \$30
- ✓ October through December are \$60 (gives you a jump on next year)
- ✓ Juniors age 15 and under \$5
- ✓ Receive a *credit* of up to \$20, ten for each of up to two half-day work sessions helping the club.

We will send out renewal letters, consider them invoices, in the next weeks with all you need to know and even postage paid envelopes to send your information in with.

Also, if you don't want to do paper you can use  to speed your membership along. Go to [www.torreypinesgulls.org](http://www.torreypinesgulls.org) and click on the tab "Membership". We'll make it as simple as possible to continue your membership.

New ID cards and keys will be sent for the new locks at Poway field & Encinitas field as soon as you renew your membership. Don't miss a thermal!



**Steve Hurd and Garth Warner, wondering I am going to make it?  
Encinitas field 2-2013**

## What's new in Soaring etc.?

### New Soaring Talk Radio Show – San Diego, California

[TPGulls] **\*\*Alert\*\*** 8am - 9 on AM 1450 **\*\***

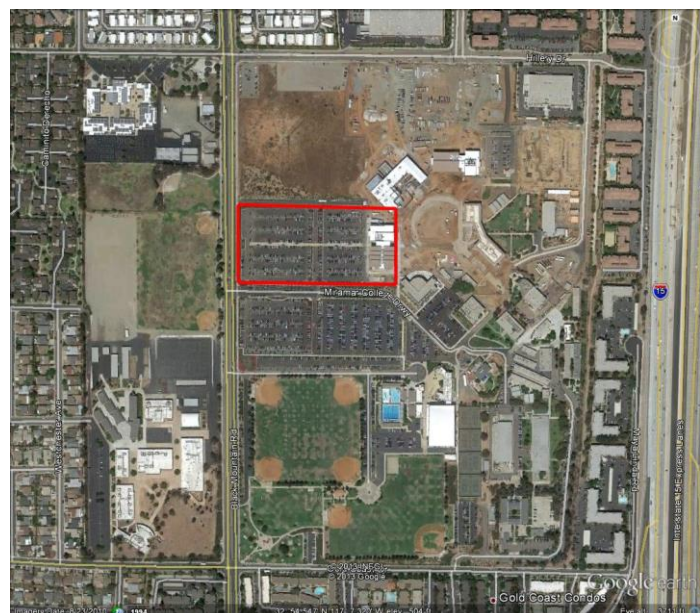
**\*\*** 8am - 9 today **\*\*** on AM 1450 transmitted from Carlsbad, CA

New Aviation talk radio hour every Saturday.



**Scott Condon Wiping down his plane after the Rain!  
Encinitas field 2-2013**

Torrey Pine Glider Port  
By Bill Eckles 2013



**Hourglass Field - 1970  
See page 14 for more!**

## Photos of the Month Contest March 2013

February pictures from club members! All members can submit photos of an activity related to soaring and the newsletter editor will post a winner. (The winners will receive a prize still to be determined) email your photos (.JPG format preferred) to Cliff Hunter at [cfhunter@att.net](mailto:cfhunter@att.net) . Please provide your name, location of photo and what we are looking at.

### WINNER JANUARY 2013

By Sandy Hunter



Visalia 2 day contest 2012 Sunset

### WINNER FEBRUARY 2013

by Marty Dine 2013



Torrey Pine Glider Port

### WINNER MARCH 2013

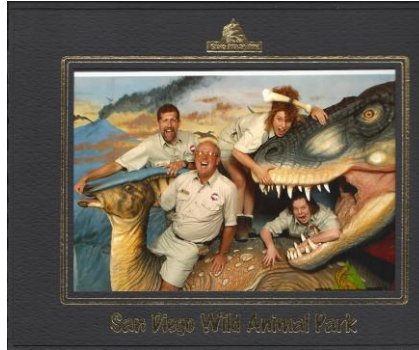
By Mark Canfield



Parvis and Mark struggling with the line



TPG Dan Cummins after a successful maiden of his F3J Trinity at Torrey Pines



Really Now, Sailplanes?



Cliff Hunter New/Old Sailplane



Competing Interest



Giant 6 Meter Swift at Torrey Pines. (This thing weighs about 50 pounds. No I'm not kidding!)



Yes, these things take a beating. Look how much the fuse is twisted on impact!

## 2013 Cub Officers and Contact Information

President	Marty Dine	619-665-9463	<a href="mailto:mdine@quattrogolf.com">mdine@quattrogolf.com</a>
Vice-President	Mark Canfield	619 247-4697	<a href="mailto:Macanfield5@roadrunner.com">Macanfield5@roadrunner.com</a>
Past President	Mark Canfield	619-247-4697	<a href="mailto:Macanfield5@roadrunner.com">Macanfield5@roadrunner.com</a>
Secretary	Dan Cummins	619-743-0602	<a href="mailto:dc812@cox.net">dc812@cox.net</a>
Treasurer	Don Lockhead	858-451-1455	<a href="mailto:donloch@sbcglobal.net">donloch@sbcglobal.net</a>
Membership	Bill Eckles	858-703-4521	<a href="mailto:tunabiker1@hotmail.com">tunabiker1@hotmail.com</a>
Newsletter	Cliff Hunter	760-744-6396	<a href="mailto:cfhunter@att.net">cfhunter@att.net</a>
Winch Master	Keith Finkenbinder	760-216-6349	<a href="mailto:keithone@cox.net">keithone@cox.net</a>
IHLGF Coordinators	Mike Smith David Klein	858-336-7827	<a href="mailto:d.james.klein@gmail.com">d.james.klein@gmail.com</a>
Thermal Coordinator	Mike Smith	760-822-8348	<a href="mailto:mike@themapsmith.com">mike@themapsmith.com</a>
Safety Officer, T/D fields	Parviz Kamiab	760-415-0374	<a href="mailto:flyboy0374@gmail.com">flyboy0374@gmail.com</a>
SC2 Representative	Keith Finkenbiner	760-216-6349	<a href="mailto:keithone@cox.net">keithone@cox.net</a>
Safety Officer, Slope	Marty Dine	619-665-9463	<a href="mailto:mdine@quattrogolf.com">mdine@quattrogolf.com</a>
Slope Coordinator	Jim Scott	619-339-6869	<a href="mailto:sdpismo@gmail.com">sdpismo@gmail.com</a>
Webmaster	Steve Hurd	760-943-8304	<a href="mailto:steve@torreypinesgulls.org">steve@torreypinesgulls.org</a>
TP Soaring Council (TPG)	Jim Scott	619-339-6869	<a href="mailto:sdpismo@gmail.com">sdpismo@gmail.com</a>
Raffle Chairman	John Bruner	858-278-3378	<a href="mailto:jjbruner@san.rr.com">jjbruner@san.rr.com</a>
TP Soaring Council (AMA)	Mark Canfield Marty Dine		
Historian	Gary Fogel	858-455-6449	<a href="mailto:gfogel@natural-selection.com">gfogel@natural-selection.com</a>

Marty Dine  
President



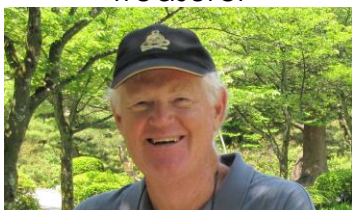
Mark Canfield  
Vice- President



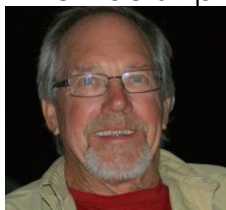
Dan Cummins  
Secretary



Don Lockhead  
Treasurer



Bill Eckles  
Membership



## 2013 Contest and Activity Calendar

Month	Dates	CD	SC2	Other Contest	Club Meeting & Board Meeting
January	13	Keith Finkenbiner	20 <sup>th</sup> Sula		8
February	10	Mark Canfield	17 <sup>th</sup> Swsa	21 <sup>st</sup> & 22 <sup>nd</sup> Phoenix	B-12
<b>March</b>	<b>10</b>	Cliff Hunter	<b>17<sup>th</sup> Vvrc</b>	<b>23<sup>rd</sup> &amp; 24<sup>th</sup> TPG Classic Glider Port</b>	<b>C&amp;B-12</b>
April	14	Scott Condon	21 <sup>st</sup> TPG	6 & 7 Fresno 26-28 IHGF	<b>B-9</b>
May	19	Parviz Kamiab	19 <sup>th</sup> Toss		<b>B-14</b>
June	9	Tom Watson	15 <sup>th</sup> & 16 <sup>th</sup> Sula MOM	8 <sup>th</sup> F3F TPG Glider Port	<b>B-11</b>
July	14	Cliff Hunter	21 <sup>st</sup> HSS@swsa		Summer Vacation
August	11	Scott Condon	18 <sup>th</sup> iSS		<b>B-13</b>
September	8	Keith Finkenbiner	15 <sup>th</sup> vvrc		<b>B-10</b>
October	13	Tom Watson	27 <sup>th</sup> Downy @ TPG	Visalia 5 <sup>th</sup> & 6 <sup>th</sup>	<b>B-8</b>
November	10	Mark Canfield	17 <sup>th</sup> Rain Day TBA		<b>B-12</b>
December	8	Mike Smith	1,8,15,22 No Points Sula & DSH @Sula		<b>Christmas Party 10</b>

Note: Calendar subject to change at any moment without warning or notice. Check the Calendar often at [www.torreypinesgulls.org](http://www.torreypinesgulls.org) for updates. The SC2 schedule could change on availability of club field's check website: <http://site.sc2soaring.com/>

### Upcoming Events

T.D. Clinic @ Encinitas Field  
 Thermal Duration Contest @ Encinitas  
 Club & Board Meeting Auto Museum  
 SC2 Thermal Contest @ SWSA  
 TPG Classic Torrey

March 2  
 March 10  
 March 12  
 March 17  
 March 23 & 24

32<sup>nd</sup> Annual Fresno Classic  
 Thermal Duration Contest @ Encinitas  
 SC2 Thermal Contest TPG  
 International Hand Launch Glider Festival

April 6-7  
 April 14  
 April 21  
 April 26-28

Thermal Duration Contest @ Encinitas  
 SC2 Thermal Contest @ TPG Encinitas

May 19  
 May 19