



GULL WINGS NEWSLETTER APRIL 2014

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

Web Site: www.torreypinesgulls.org

Editor – Dale Gottdank dgottdank@gmail.com

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It's almost time again for the Torrey Pines Gulls Premier Event
Sign up today for the 21st Annual

International Hand Launch Glider Festival

Sign up at www.ihlgf.com

For more details from CD Mike Smith see inside this issue!



See 2014 Club Meetings and
Activities on page 4



Marty Dine

Message from the President

And a few words
From the Slope!

WIND! There, I said it. We finally got some good breeze at the bluff this week, and after sitting in the office most of the day wishing I could escape to get some of it, I finally broke down and gathered up my gear and snuck over to Torrey for a late afternoon session.

When I arrived, I was greeted by the sight of a full-size Katana motor glider cruising up and down the cliff with its prop folded back. Sweet! This is gonna be good! Ray Pili was packing up to leave after having been flying for most of the day, and Ian Cummings was just getting set up, so I quickly got my plane together and got over to the deck where Arthur was tearing up the sky with his scalie Salto. He was flying the most graceful aerobatics passes -- it was fun to see. Ian tossed out his Fred Sage Compulsion, and Ray tossed out my bird and we quickly got into the mix as well. The Katana stayed around for quite awhile, and made lots of passes back and forth through the window, prompting Ian to say "Hey! That guy needs a whistle!" At any rate, the wind stayed up and even freshened later, just before sunset so we hung out and flew 'til dark. Just what the doctor ordered -- a great day at one of my favorite places on Earth, Torrey Pines Gliderport!

Welcome to the April Newsletter. I hope you enjoy all of the hard work Dale is putting in to generate this for us! And, remember, if you have any cool pictures or stories of your exploits from the slope or the flatlands, be sure to take some pictures and write something up to share!

Best,
Marty



Join the Yahoo Forum! (reprinted as a reminder to club members)

By Lenny Brzezinski -TPG Moderator

The Yahoo forum was formed Oct. 18th, 1999. There are over 200 members in the Yahoo Group. This group has many things to offer for the club. It is a way of communicating with each other. If you have any concerns you can post them here. Other questions about almost anything having to do with flying, building, finding another person, and so on.

If you are new to the club, the website will give you a lot of information about the club. On the website there is a link that you can use to join the group. This group is moderated. Please use this group for flying related items. You can post on the Yahoo group files, photos, polls, members, and calendar. All of these sections are available to any member. I hope that your experience with this group will be great. Click the link below for more information: <http://www.torreypinesgulls.org/forum.htm>

Check out the TPG Facebook page, too.

From John Blaske:

If you haven't had a chance yet, check out our TPG Facebook page for more information, photos, videos, etc.

<http://www.facebook.com/TorreyPinesGulls>



Dale Gottdank (R)
Mark Wood (L)

Newsletter Update - Dale Gottdank

We had some great stuff in last month's newsletter. Thanks to Dan Cummins for his article about epoxy techniques. Keep the articles coming – Remember, I hope to have the newsletter published by the **first week of every month**.

To make the **usual** timely issue possible, I need the club members' support and help in providing me with pictures, articles and any upcoming events.

Please send in your articles (dgottdank@gmail.com) by the 20th of each month so they can be included in the monthly newsletter.

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

Dale Gottdank, Editor

Club Meetings and Activities

As previously announced, the schedule for general membership meetings has been changed from monthly to quarterly (or thereabouts) in an effort to get more attendance, and make the meetings a bit more "special." Consisting of a series of fun-fly clinic events to be held at our thermal soaring fields and at Torrey Pines Gliderport, members will have ample opportunities to take advantage of our trio of excellent flying sites. Be on the lookout for upcoming details and scheduling for all TPG and related events on the Torrey Pines Gulls web site at:

<http://www.torreypinesgulls.org> and
<http://www.torreypinesgulls.org/calendar.htm>

DLG at TPG is A-OK

Get your DLG's ready and don't miss another opportunity to hone your DLG skills as the DLG Clinic/Contest Series resurrected by Tim Traver, John McNeil and Gary Fogel continues this year with Tim Traver serving as DLG Coordinator. Next event is April 19!

For more information, including format, cost, schedule (and why this is such a great idea), check out the full announcement on the Torrey Pines Gulls web site at

<http://www.torreypinesgulls.org/handlaunch.htm>



Tim Traver



John McNeil



Gary Fogel



Steve Condon

April TD Contest – Steve Condon -CD

Sunday, April 13, 2014 - TPG Thermal Contest, Encinitas Field; Pilots meeting at 8:45 am; first round 9:00 am

Thermal Duration Soaring Contest, Sanctioned Contest – AMA Cards

Tasks

7 minute, 8 minute, 9 minute and 10 minute flights
In any order

900/100m with normal AMA landings **except**,
You can stand anywhere you want (just don't hit yourself).
Winches will be strung with half braided, half mono.

Contact Steve at **760-295-8250** or steve@brandedmg.com with any questions.

From Keith Finkenbiner: We have replaced the 4 year old winch batteries with new heavy duty Interstate series 27 batteries. Also we have replaced half of the winch line with Mono that Tim supplied us. This should give better launches and help save the winch motors from stalling all the time.



Cliff Hunter

March TD Contest Results – Cliff Hunter - CD

March 9, 2014 – TPG Thermal Contest, Encinitas Field

Thermal Duration Soaring Contest, Sanctioned Contest – AMA Cards

Tasks

1 ST Round	7 Min. Precision Duration
2 ND Round	7 Min. Precision Duration
3 RD Round	8 Min. Precision Duration
4 TH Round	10 Min. Precision Duration

Landings: 5-foot tape, graduated from 50 to 0 points
in 10 point sections

All contestant scores are posted on the Web Site
www.torreypinesgulls.org under "Competition Results."

We had 16 pilots and a beautiful sunny day, however, due to safety reasons, and wind sustained at 25 mile per hour and gusts up to 40 miles per hour and downwind launches. I cancelled the contest at 10:30 am.

We had new winch batteries and mono added to the winch lines for better launches. We all were disappointed with the extreme wind condition. We all went home with our planes in one piece. No damage, no injuries!

Contest is not to be rescheduled.



Waiting for the wind to stop



Gary Fogel

April DLG Contest – Gary Fogel -CD

April 19, 2014 – TPG DLG Clinic/Contest, Poway Glider Field Sanctioned AMA Contest/F3K Team Selection Qualification Pilot's meeting 8:45, fly at 9:00

Tasks -We will fly 6 rounds and drop the lowest round score

- 1 F3K Task D - Ladder
- 2 F3K Task H - 1,2,3,4 Minute
- 3 F3K Task J - Last Three (3:00 Max)
- 4 F3K Task C - All Up Last Down (3:00 Max) x3
- 5 F3K Task G - Five Longest (2:00 Max)
- 6 F3K Task E - Poker (Pilot Nominated)

Here's the link to the event registration:

http://www.f3xvault.com/?action=event&function=event_view&event_id=270

This is the last monthly DLG contest prior to the IHLGF 2014 in May

Contact Gary Fogel at 858-455-6449 or garyfogel@gmail.com with any questions. Looking forward to a solid local turnout! Come enjoy fun in the sun and get some pointers from the pros.



Tim Traver

March DLG Contest Results – Tim Traver - CD

March 15, 2014 – TPG DLG Contest, Poway Glider Field

Poway is always an interesting place to fly. We had 11 pilots turn out for the second contest, and it made for really great fun! **See Tim's complete write-up on the next page.**

I hope to see more of you guys out there on the field for the next one (see above).

Place

First Place

Paul Anderson

Second Place

Amardeep Dugal

Third Place

Sean Porter

All contestant scores are posted at the F3X Vault:

http://www.f3xvault.com/?action=event&function=event_view&event_id=269

March DLG Contest Results – Tim Traver – CD (continued)

So, I arrived early to get everything set up. I got a new shade E-Z up for myself (cause I've needed one), and got the PA system all set up and working, internet wifi going, audio playback for the announcing all set up...sheesh, this is a lot of work! And then I had to go fly...I got a couple tosses before we had to start. We had an odd number of pilots this time (11), and no other personal timers, so running two groups with 6 and 5 in it wasn't going to work because we'd be short one timer. Luckily I had brought my son Jet with me, and he was about to get a crash course on how to be a timer, and he did great! I was a little worried, so I changed around the group draw so that I was always in the group of 6 and he would just time for me. Once Seid figured out which group he was in, it all worked out great.

On to the contest...I thought it would be interesting to do some all ups this time, and what better time to do them than first thing in the morning...a float off...the air was actually kind of active, which meant if you floated around in the sink, you did just that...sink. Next round was the ladder. I think people like this task, and lord knows that we need to practice it, because if you make a mistake on that one, it can cost you big points. Miss one flight, and there goes 228.57 points down the drain...Luckily, in our case, the air was active enough where 8 out of the 11 pilots all made them all. Then came our one and only turnaround task...the standard 5 2's. This is the one that I was worried about for Jet timing me. I think its one of the highest workloads on a timer. We practiced during the other group, and he was scared, but I walked him through it, and he ended up doing great (and so did I)...dropped 7 seconds! Round 4 was the dreaded poker. I hate poker, but its something that you have to force yourself to practice. In the first group, no one was confident enough to go all in, so most started with 1:30, or 2:00 flights. I started with a 2, and missed it!!! I hate that...got the 2 the next time and figured to salvage any time, I should call a big one and risk it...called a 5 cause I didn't know what the window was (that would be too much workload on my cool little timer), and thought it was going well, but fell out of my air and couldn't reacquire...4:30, and my round was done. Did I already say that I hated that task? Group B was much more interesting, as Paul and Amardeep decided on an all in call of 9:58. Paul went one direction and Amardeep took a B line to a bird that he saw, which ended up making his flight VERY interesting. He had Seid in his ear the whole time, milking it at tree height for everything it was worth. Seid was nursing him like a homesick puppy. And he made it. I think Seid lost all of his hydration on that one flight. "Down the tree line...down the tree line, not IN the tree line..." Paul eased in to his 9:58 like it was nothin.'

Nice little break for everyone to shoot the breeze. Unfortunately, I didn't have anything planned this time for clinic topics, but I could tell that info was floating from the experienced pilots to those that had questions, so that was good.

On to the last two rounds. I figured that when it starts to get active in the late morning, trying for a longer flight would be cool, but it proved to be uneventful, as there appeared to be thermals everywhere, and almost everyone made it. The last round was a last two 4 minute flights which proved to be the last separator of the contest, as half the field ended up dropping it in the end...I had a bad second flight, and ended up missing it. That coupled with the bad poker round, and I was toast.

So, with the drops, it turns out that the real deciding factor was the 5x2's. One second separated Amardeep from Paul for the top spot, although if he would have tied him, Paul would have gotten it based on his PERFECT contest. Thanks Paul. 1.6 points to second place. Then another 1.6 points to third place (Sean Porter). Then another 1.6 points to fourth place (Mike Seid). I guess we know now exactly how many points one second is in a turnaround. That's 5.06 points from 1st-4th...man that's tight...who chose these tasks anyways? Sheesh!

Notables were a solid 5th place and Sportsman win for Chris Brooksby, who will have a solid 30 days or so to rub Gregg and my noses in the fact that he beat us. This will be his swan song performance as a sportsman, because that's two in a row now. John Blaske and Doug Cronkhite were welcome additions to the new crew. Hope to see you guys at the next one and the International. You guys are doing great for being new! And Doug has the serious addiction started. I'm pullin' up the rear of the podium...

Thanks guys, and we'll see you in April!!!

Tim

Articles of Interest



Mike Smith

21st Annual International Hand Launch Glider Festival

TPG'ers,

The 21st annual International Hand Launch Glider festival is fast approaching. The dates this year are **May 3rd and 4th** with practice at the field open at all times before the weekend.

There are already more than 40 entries, and I expect at least 10 more before the cutoff date. If you have never been to a large DLG contest you are missing a very well orchestrated event, with lots of drama, strategy, and most importantly, fun. Please come out and have a look at what is one of the longest running and most successful contests in the country.

We have competitors arriving from China, Germany, Taiwan, New Zealand and Switzerland (via Texas). Add to that the formidable competitors from around the US and the insane talent here in Southern California and Arizona; this will be one hard fought DLG comp.

As in previous years, we raise money through our "not so silent" auction. Merchandise is donated by some of the most popular vendors such as Horizon Hobby, Soaring USA, and Hitec. This stuff is then auctioned off to the highest bidder in a silent auction format, with announcements made by volunteers on the microphone alerting everyone that a nice top end radio is about to get snatched and to get your bids in...That's the "not so silent" part. We have a high end brand new Stobel from Soaring USA and a couple of radios and fun toys from Horizon Hobby. The auction is open to anyone and everyone, not just competitors. In fact, it is really more for the spectators than the pilots, so be sure to come out and take a shot at some really good deals.

Finally, I would like to get word out to all of our members that we could really use your help. Help in the form of shade. If you have an E-Z UP or similar shade tent that you could lend TPG for the weekend we really need about 4 additional E-Z Ups to provide shade for our out-of-towners. Please contact myself or any TPG board member to let us know if you have one we can use for the weekend. We will even make arrangements to pick it up if that is easiest for you.

For information on the IHLGF go to www.ihlgef.com and surf around a bit. Please, if you are at all interested in attending a DLG contest and you don't have much or even any experience, don't be frightened off. This is a great chance to cut your teeth in a big but relaxed event. Go ahead and enter. You will have a great time.

Mike Smith

mike@themapsmith.com



Dan Cummins

***PLEASE HOLD ME OR RELEASE ME...Modeler's
Guide to Making Epoxy Resin Stick...Not Stick to Stuff
by Dan Cummins***

So, last month we talked about different kinds of epoxy resin, how to use additives to maximize the epoxy performance for your particular application. This month, I want to continue the discussion and talk about how surface preparation can optimize the epoxy resins' ability to adhere **OR not** adhere to a surface.

When you think of epoxy, you normally think of gluing things together. To achieve a successful glue joint, you need to prepare (activate) the gluing surface(s). A good epoxy glue joint requires that the bonding surfaces first be free of wax, grease, oil, silicone, wood resin, skin oils, etc. To clean the surface(s), you need to wipe down the surface(s) with a solvent like denatured (rubbing alcohol), acetone, or wax & grease remover. Additionally, for a good bond, the surfaces should **NOT** be highly polished.....so to double down on your bet for a successful bond, you should rough up or at least dull your bonding surface with sand paper etc. I personally go back over the surface with a solvent after sanding/dulling before I make my glue joint.....but I'm a little O.C.D.

CAUTION: Be sure you know/understand the surface you are cleaning. Acetone is a great solvent for surface preparation, but it will melt/dull/remove many type of paint.

One last note on surface prep.....your bond to the surface is only as strong as the surface you are gluing to. So if you are gluing directly to a painted surface, your glue joint is only as strong as the bond between the paint and the surface.

How about if you don't want epoxy to stick to a surface? You can use the inverse strategy to prepare surfaces so that epoxy won't stick to them. So the inverse of all the tricks used clean a surface to make epoxy stick can be used to ensure that cured epoxy won't stick. For example: Car wax, dry lube silicone, petroleum jelly, mylar, packing tape, plastic bag material, Saran wrap, wax paper, or even a high polish can applied to the surface to ensure that epoxy (once cured/hard) will "release" (i.e. not-stick). You can use this to your advantage for things like potting a joint to make a perfect seamed joint between two parts like a canopy/fuse or a removable wing; for potting a removable alignment pin; making your own ballast tube or wing joiner tube, or potting a servo into an EPP wing. Most of the time if I use packing tape or mylar, I will apply a couple coats of wax or petroleum jelly to ensure that the everything comes apart cleanly.

One more thing to remember: Un-cured or partially cured epoxy resin will stick to a waxed surface or bagging material. If you try to pull a part out of a mold or rip off a mylar before the epoxy has completely cured, it will stick and likely damage the part's surface, so make sure your epoxy has had time to get nice and crispy hard before you try to pull/release your parts. If you experience some resistance when pulling parts apart, wait another day, and they will probably come apart with no problems.



Gary Fogel

GARY FOGEL'S NEWEST AVIATION BOOK

Images of America

The Torrey Pines Gliderport

I wanted to relay the good news that my next aviation book will be released April 7, 2014. The book "The Torrey Pines Gliderport" is a photo-history book published by Arcadia Publications. 200 photos of the history of gliding in our region, focused on the gliderport itself. The concept of the book is to make sure that the public is aware of the importance of the history associated with that facility.

For more information and to order the book:

<http://www.arcadiapublishing.com/9781467131360/Torrey-Pines-Gliderport-The>

Also available at amazon.com:

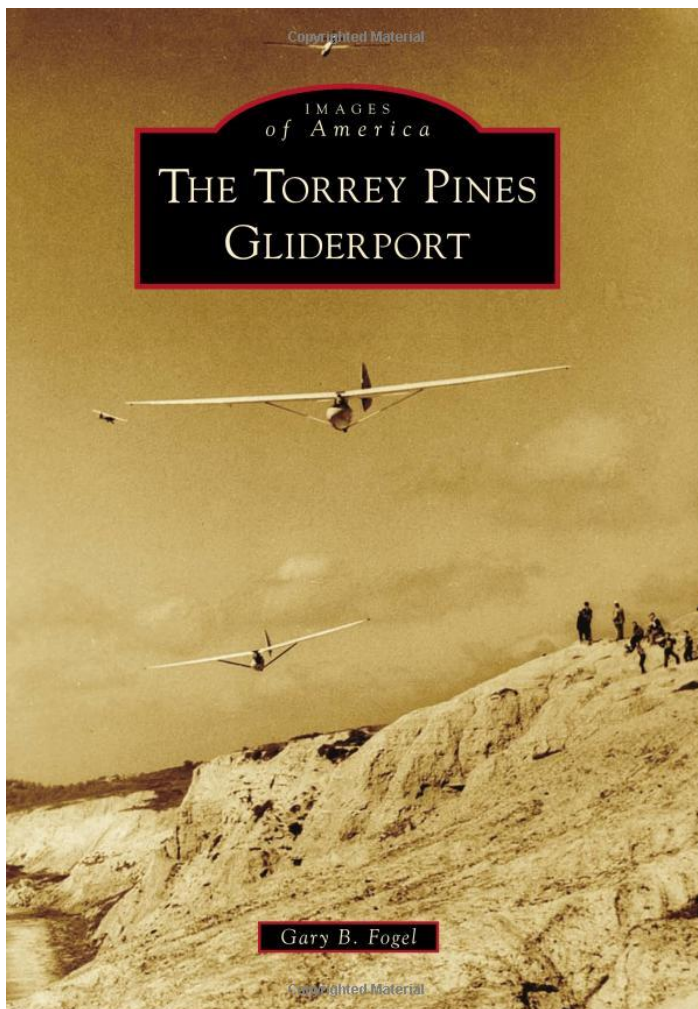
http://www.amazon.com/Torrey-Pines-Gliderport-Images-America/dp/1467131369/ref=sr_1_1?ie=UTF8&qid=1396289805&sr=8-1&keywords=gary+fogel

Also you can follow me on my author Facebook page as I will have regular updates there:

<https://www.facebook.com/GaryBFogel>

(the more "likes" the better!)

The first booksigning will be at the Gliderport on May 18 from 1-4pm.



As "Air Capital of the West," San Diego boasts a rich history in aviation that began with glider flights by John J. Montgomery in the 1880s. By the 1930s, gliding experienced a renaissance as an inexpensive means to take to the skies. Gliderports dotted the West Coast with pilots testing their designs in the prevailing sea breeze. Locations such as Torrey Pines attracted pilots from all over the nation for their idyllic conditions, where humans could soar with birds over the sea. These early pioneers helped define soaring as a sport and left an indelible mark on American aviation. Of the coastal gliderports of the 1930s, only one remains today--the Torrey Pines Gliderport--an aviation landmark that has become famous around the world with aviators who share this unique resource through multiple forms of motorless flight.

Katofest at Dave's Beach

On Saturday, March 22, 2014, Kevin Bagwell, designer of the Kato, a lightweight and highly maneuverable flying wing, hosted a little party for some fun flying, combat, a great raffle, excellent barbeque and camaraderie. A comment from Ray Pili (rockbus on RCGroups) "What a great inaugural Katofest!!! Kevin thanks for organizing the event, Fred and family for the great and plentiful food, Grilled sausage appetizer, BBQ and mac salad, beans, rice, bread for lunch and killer tacos for a mid afternoon snack, what more can you ask for (maybe some beer), much better than Phil's BBQ.

Thanks to Kevin, Oran, Jordan and others for donating planes and parts for the raffle.

Ron brought those great lo-cal chocolate chip bars/cookies that hit the spot.

Dave's beach never had so many planes in the air. That was great. Tom and Rubio brought out a couple of fantastic mini P-40 PSS planes that looked and flew great. Thanks Rick for letting me fly that full fuse P-40. That little PSS plane suffered some combat damage but shrugged it off and flew home. Those were great small slope PSS planes.

Good to see Dale, Chuck, Bobs, Keith, Mick, Kite boarding guy, Old Flip guy from Chula Vista, Mr. Kim, and the locals.

Here are some photos of the event:





Bill Eckles

Remember to renew your 2014 Membership

Club Membership - By Bill Eckles

Well, we have more memberships than last month, but not very many! The total now stands at 82, but vibes from the outer world are not penetrating the mailbox with much vigor!

I've asked several of the members who have responded negatively to the emails to "re-up" and, while not many, the responses are a bit humbling. I'm getting some mention that we, as a club, give off the airs of being "elitist." This doesn't surprise me in a hobby where technology is driving the higher caliber "toys" and the cost of this technology is pretty high. Similarly, even in the handcrafting of scale ships, time readily translates into money and the costs to buy an artisan's skills escalate quickly. To this, I offer that our shift to "fun flies" for our general meeting sites is right on target...perhaps we could make sure we reach out to some of the less gregarious new folks who may be silently seeking friendships more than flying experiences. I know that I really welcomed the helpful and friendly faces of the likes of Mike Smith, Aaron Valdez and Arthur Markiewicz (to name only a couple) a few years ago when we gathered at Poway. New faces are merely new vehicles to spread acceptance and knowledge, so let's all try to genuinely welcome newcomers to our club, helping wherever we can.

While we're at it, our Sunday competitions may be a little bit foreboding to new members. Let's make sure we publicize the "fun" in our fun flies and access to our more experienced members. We have world class competitors in our membership and I'm certain these guys are more willing to share their tips and knowledge to all. Perhaps groups can be taught at a fun fly. Or, at least, a member who demonstrates a lack of understanding can be comfortably and quietly made to understand the shortcomings of his actions.

So, while our memberships are fewer than we expected, we still have a large group of participants. Let's all work to keep relationships good and assistance flowing both ways...to and fro! I promise, I'll let you all know if I discover some way to launch my recently maiden M-60 without jeopardizing the entire structure of the thing! (PS: Thanks to Ray Pili for some very valuable advice and assistance!) **Every year we need a good strong membership to continue to provide the services we offer:**

- ✓ Access to three Flying Fields in La Jolla, Encinitas and Poway.
- ✓ Quarterly (or thereabouts) fun-fly clinic events to be held at our thermal soaring fields and at Torrey Pines Gliderport, where members will have ample opportunities to take advantage of our trio of excellent flying sites. Be on the lookout for upcoming details and scheduling.
- ✓ 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.torreyпинesgulls.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.

If you haven't re-upped yet, or would like to join the club for the first time, go to www.torreyпинesgulls.org and click on the tab "Membership". We'll make it as simple as possible to continue your membership.

Club Sponsors

The Torrey Pines Gulls members would like to thank all the sponsors for their donations and supporting Torrey Pines Gulls Radio Control Soaring Society. Without the support of these fine companies, the success of many of the Club events would not have been possible.

To our members, when you are thinking of buying a hobby-related item, please consider these outstanding companies first. Please click on vendor's logo to go to their web site for more information.



Photo of the Month Contest

Each month club members (if they want to) can submit photos of an activity related to soaring and the newsletter editor will post a winner to be chosen by the Board of Directors. A yearly winner will be selected from among the monthly winners and will receive a prize (yet to be determined). Email your photos (.JPG format preferred) to Dale Gottdank at dgottdank@gmail.com. Please provide your name, location of photo and what we are looking at.



January/February 2014 Winner (Ian Cummings)



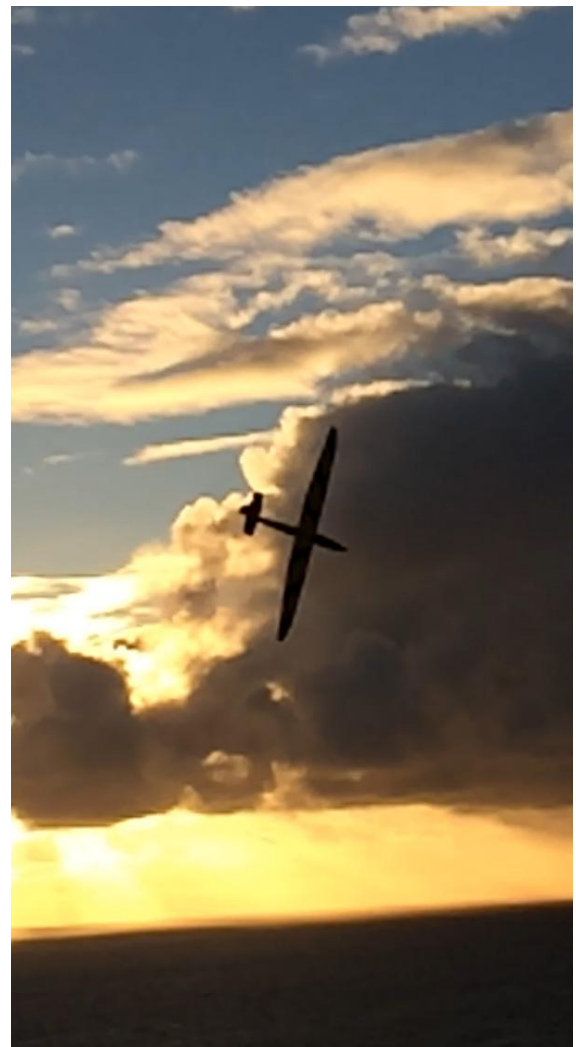
March 2014 Winner (Mark Canfield) F3J in the Desert



John Blaske – March DLG Contest



John Blaske – March DLG Contest



Scott Condon - 1/3 Scale L-213 at Torrey



Marty Dine – Aaron's Evolution at the Bluff



Marty Dine – Arthur's Salto in the Setting Sun



Marty Dine – Full Size Katana Over Torrey



Steve Condon – Steve's 1:375 Discus at Torrey



Steve Condon - Steve & Scott's 1:4 Fox at Torrey



Steve Condon – Mario Scolari's 42% DG1000 at the JR Aerotow

2014 Club Officers & Contact Information

President	Marty Dine	619-665-9463	mdine@quattroglolf.com
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Winch Master	Keith Finkenbinder	760-216-6349	keithone@cox.net
DLG Coordinator	Tim Traver	858-245-8468	timtraver@gmail.com
IHLGF Coordinator	Mike Smith	760-822-8348	mike@themapsmith.com
Thermal Coordinator	Mark Canfield	619-247-4697	macanfield5@roadrunner.com
Slope Coordinator	Marty Dine	619-665-9463	mdine@quattroglolf.com
Safety Officer	Marty Dine	619-665-9463	mdine@quattroglolf.com
SC2 Representative	Keith Finkenbiner	760-216-6349	keithone@cox.net
Webmaster	Steve Hurd	760-943-8304	steve@torreypinesgulls.org
Historian	Gary Fogel	858-455-6449	gfogel@gmail.com
TP Soaring Council (TPG)	To be filled		
TP Soaring Council (AMA)	To be filled		

Marty Dine
President



Dan Cummins
Vice- President



Dan Cummins
Secretary



Don Lockhead
Treasurer



2014 Contest & Activity Calendar (subject to change)

Month	RES/TD	CD	HLG	Slope Race	SC2
January	12	Keith		socalsooperacing.com	
February	9	Parviz	15	socalsooperacing.com	23 SWSA
March	9	Cliff	15	socalsooperacing.com	23 VVRC
April	13	Steve	19	socalsooperacing.com	27 SULA
May	11	Mark	17	socalsooperacing.com	18 DSH at TPG
June	8	Tom	21	socalsooperacing.com	22 ISS
July	13	TBD	19	socalsooperacing.com	27 HSS
August	10	TBD	16	socalsooperacing.com	17 SWSA
September	14	Scott	27	socalsooperacing.com	21 TOSS
October	12	Tom	25	socalsooperacing.com	Encinitas
November	9	Mark	22	socalsooperacing.com	17 Rain Date
December	14	Mike		socalsooperacing.com	Sula & DSH

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



Quote of the Month:

Anyone who's not interested in model airplanes must have a screw loose somewhere.

*—Paul MacCready
American Aeronautical Engineer*

R.I.P. HOBART “HOBIE” ALTER

October 31, 1933 – March 29, 2014

One of Surfing and Sailing's (and RC's) Greats Passes Away at 80

Hobie Alter, the man who probably did more than anyone else to help usher surfing from the balsa to the foam and fiberglass era, died Saturday, at the age of 80. A true waterman, Alter competed successfully in the Makaha International Surf Contest in 1958 and '59, won a trio of tandem surfing championships from 1961-'63, and was elected to both the Huntington Beach Surfing Walk of Fame (1997) and the National Sailing Hall of Fame (2011). But Alter's legacy will always be that of a pioneer of surfboard and sailboat production, called “the Henry Ford of the surfboard industry” by Steve Pezman, for his contribution to the large-scale manufacture of surfboards. (www.surfmag.com)

In March 1974 the Hobie Hawk was released by the Hobie Model Co. of San Juan Capistrano California. Designed by Hobart "Hobie" Alter of Hobie surf board and sailboat manufacturing fame. The Hobie Model Co. sold somewhere between 10,000 and 14,000 of these birds! Many of the early Hawks were sold through the Hobie Cat sailboat dealers not just hobby shops. This is probably part of where the Hobie Hawk "reputation" got started... many first time r/c flyers were buying these cool looking birds, not really knowing what they were purchasing - a high performance sailplane not a beginners trainer! (courtesy of www.hobiehawk.com – for more information go to <http://hobiehawk.com/hist.html>)

