



GULL WINGS NEWSLETTER – FEBRUARY 2020

Torrey Pines Gulls Radio Control Soaring Society (TPG)

AMA Charter Club 129

Website: www.torreypinesgulls.org

Editor – Dale Gottdank

Message from the President

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Craig Hanson

February is going to be a busy month. We're having our 50th Anniversary kickoff Fun Fly on Feb 1st at Torrey, and an F5J contest at Poway on Feb 9th.

Sorry we had to move our Kickoff at Torrey to February 1st as we had a little "Golfing Problem" on January 25th.

This F5J looks Interesting. We can fly Radian type aircraft with motor assist timed to get you to altitude; then thermal. We'll start at 8:30am.

We also have Fly n' Swap at Torrey on February 22nd. Hope to see everybody there.

Don't forget to get dues in to help support our club.

Blue Skies,

Craig Hanson

TPG President

craighanson1256@gmail.com

Comments on FAA's Proposed Rule "Remote Identification of Unmanned Aircraft Systems" - Gary Fogel

The FAA recently released a proposed rule that if approved, would have high impact on the majority of model aviation. Their concept is to require all unmanned aircraft over 250g (0.55 lbs.), including both commercial and recreation, to fly with "remote ID" within 3 years, so as to help deconflict the airspace at lower altitudes for the introduction of commercial drones to the airspace in mass quantities and to help catch operators of drones (quadcopters) who operate in hazardous ways.

The FAA has a comment period where anyone can supply a comment on the rule. It is imperative that we comment, even if we feel the proposed rule is inappropriate. If you do not comment, your silence only makes it easier for the rule to be approved. Further, it is a good idea for you to also send your comments to your elected Federal representatives.

In order to read or comment on the proposed rule go here:

To **read the rule** go to <https://www.regulations.gov/docket?D=FAA-2019-1100> and click on "Remote Identification of Unmanned Aircraft Systems" under "Primary Documents."

To **comment on the rule** go to <https://www.regulations.gov/docket?D=FAA-2019-1100> and click on "comment now!" Each comment has a maximum 5000 character limit but you can supply as many comments as you wish.

To **view comments** that have been supplied so far go to <https://www.regulations.gov/docketBrowser?rpp=25&so=DESC&sb=commentDueDate&po=0&dct=PS&D=FAA-2019-1100> and you can click on the comments or search them. For instance, if you would like to read my 16 comments, you can search for "Gary Fogel" in the search bar.

It is best NOT to use a template for these comments! It is best to write the comments **in your own words** about how the proposed rule will affect you and offering any suggestions as to other approaches that may be better than their proposal.

In order to help you generate your own letters, I've distilled all 317 pages of the proposed rule into topic areas below so that you can more easily understand what it is they want to do, and how it affects you.

Please submit your comments early and often, the deadline is **March 2, 2020**.

The Proposed Rule is all about steps towards large-scale use of the national air space by commercial drones for delivery and other purposes.

- In their own words the FAA considers the proposed rule as a stepping-stone towards "routine expanded [drone] operations such as operations over people or beyond visual line of sight"
- The FAA feels that the proposed rule will enable "greater operational capabilities." But it does so at the expense of considerably reduced operational capabilities for recreational aeromodeling.
- On page 184 it seems that the FAA is looking forward to the time it can authorize UAS operations directly over open assemblies of people. Is that not precisely what the bad actors are doing currently at stadiums?
- Does the public at large understand that this proposed rule opens the door to having pizza drones flying over the houses at any time?
- As modelers are we OK with beyond line of sight operations?

Comments on FAA's Proposed Rule "Remote Identification of Unmanned Aircraft Systems" (continued)

- The FAA feels that this proposed rule will **not** have major impact. For instance on page 187, it does **not** have "impact on a substantial number of small entities". In actuality this rule has a tremendous impact on model aviation and the future of STEM education.
- The proposed rule requires remote ID across the board. But most commercial drone use will be in urban environments. Why not have different requirements in urban vs. rural environments?

FAA suggests that the Proposed Rule is about improving safety and enforcement, but actually it does neither!

- On pages 10,11,56,131,182 the FAA suggests that remote ID information "could" be used to find those operators who pose a safety or security risk, and that the sooner we can do this the sooner we can catch criminals.
- No systems are tamper proof (despite the FAA on page 132 wishing for 100% tamper resistance), nefarious operators can, have and will disable detection systems such as those represented by remote ID, or they will smartly choose to fly with homebrew equipment incapable of remote ID to avoid detection.
- The proposed regulations do far more harm to the "responsible operators" than these bad actors. Instead of a rule like this that punishes responsible operators, develop technologies that can improve safety by safely take down UASs in short time near critical infrastructure
- Safety = technology that stops an accident before it happens.
- Enforcement = catching bad actors who fly in an unsafe manner
- The proposed rule focuses on remote ID so that law enforcement can quickly know who is operating what model aircraft at what location – it therefore only helps enforcement at best and doesn't help safety because it remains possible to simply not fly with remote ID despite the requirement to do so.

The Proposed Rule discriminates against model aviation.

- Requires modelers without remote ID to fly at specific pre-approved sites only ("FAA-recognized identification areas")
- No guarantee that current flying sites will be approved
- No ability for new sites to be added after the first year of this rule going into effect
- Modelers must now separately register **each model** (at a significant cost; and with repeated licensing every three years) rather than have one registration for all of their models.
- Pre-approved sites have a 400 foot ceiling and 400 foot radius for all forms of RC model aviation. A requirement that actually will generate a greater safety hazard for many types of larger and faster model aircraft.
- All pre-approved sites are possible only under a community-based organization (despite that no CBOs have yet to be named)
- No longer able to fly from your own property – you must fly from a pre-approved site
- No ability to fly from sensible locations that aren't controlled by clubs FAA can choose to not approve sites that are proposed, for any reason, and then once not approved there is no way to have those sites re-reviewed.

Comments on FAA’s Proposed Rule “Remote Identification of Unmanned Aircraft Systems” (continued)

- All “FAA-recognized identification areas” will disappear in 3 years in favor of remote-ID across the board where every model aircraft must be able to provide its location and operator location to authorities. So in effect, in three years after the rule is approved, the government will know where every model aircraft is operating at all times (except for those who choose to ignore the rules). The punishment for ignoring the rules and getting caught will be high.
- No more ability to fly from parks, schools, for STEM instruction unless those sites are with a club and approved by FAA
- Page 153 – FAA uses the term “amateur-built” to mean model aircraft that are more than 50% built from scratch. Nice that they try to define a term for this but why are modelers considered mere “amateurs”?
- The proposed rule places over burdensome regulation at high cost on a low cost hobby, and requires traditional operators only to fly within pre-approved small zones/cages that will only disappear with time.
- **The proposed rule is so discriminatory to model aviation that it is a perfect example of why it is that model aircraft should be exempted from further legislation in the first place.** The FAA even recognizes the exemplary safety record of modelers on Page 194 but fails to exclude members of the AMA from the proposed rule.

The Proposed Rule “incorporates” model aviation in the airspace through exclusion rather than inclusion.

- We are required to fly in small boxes called FAA-recognized identification areas.
- However, manned aircraft can transit through these spaces at any time, even drones with remote ID can transit through them at any time. A better solution would be for model aircraft to have separate areas for their use, specific to the type of flying at that location, where manned and drone operations need to steer clear.

The Proposed Rule includes a 400 foot ceiling and 400 foot radius to the operator.

- Effectively ends RC thermal soaring in the national air space except for models <0.55 lbs.
- Effectively ends large scale modeling, and turbine operations.
- Requires model aircraft to fly at lower than expected altitudes, decreasing safety for persons on the ground.
- Requires model aircraft to have geofencing so that they do not fly beyond the 400-foot range.
- The “one size fits all” approach by FAA demonstrates that it has no understanding of the diversity of model aircraft.
- The fact that FAA lumps traditional “model aircraft” together with “quadcopters/drones” further indicates that FAA truly doesn’t understand the large differences.
- See and avoid has worked well for decades yet they wish to put us in boxes or have us provide our coordinate data to them so that they can monitor that we remain under 400 feet. This is the equivalent of forcing every car to be equipped with data telemetry so that if/when you happen to speed on the freeway they can automatically send you a ticket in the mail.
- A much more sensible minimum altitude and radius would be 1 mile for these zones, and the zones should be marked on all aviation maps/sectionals, and should be avoided by any manned aircraft as well as autonomous drones with remote ID. 1 mile is sensible as it provides a reaction time buffer for operators of manned aircraft to avoid these zones, and it provides ample time for RC modelers to see and avoid manned aircraft that do not follow the rules.

Comments on FAA's Proposed Rule "Remote Identification of Unmanned Aircraft Systems" (continued)

The Proposed Rule is poorly written and includes many false assumptions.

- A great example of poor writing from page 148: "The main consequence of the rescission of the FAA's acceptance of a means of compliance is that the FAA's acceptance of any declaration of compliance that relies on the no longer accepted means of compliance may be rescinded."
- The proposed rule requires remote ID technology that perhaps exists for some high end quadcopters (at high cost) but certainly doesn't exist in the marketplace for traditional recreational model aviation. FAA expects us to comply with rules that require technology that doesn't exist.
- On page 135 the FAA suggests that it does not yet even know which radio frequencies would be used for radio control, and that there would be future compliance regulations.
- On page 249 the FAA admits that Remote ID USS does not yet exist. How then can it be adopted in a rule before it exists.
- The FAA seriously underestimates the number of models in the US.
- The FAA seriously underestimates the costs to implement this rule for the average modeler.
- The FAA seriously overestimates the risk posed by traditional recreational model aircraft to the national air space. We are not the problem. In fact, we are the safest form of flight currently operating in the national air space.

The Proposed Rule lacks a scientific basis.

- They use a 0.55 pound (250 gram) threshold below which model aircraft are exempt, but they fail to provide supporting evidence for why that threshold is useful over 0.56 pounds, 1 pound, 5 pounds or even 55 pounds.
- On page 10, the FAA states that remote ID is necessary to "ensure public safety and the safety and efficiency of the airspace of the United States" but the FAA provides no evidence to support this view when just the opposite is true: Recreational model aircraft have existed in the NAS prior to even the very existence of the FAA with a tremendous safety record and no remote ID whatsoever.

The Proposed Rule is itself a risk to National Security.

- Most quadcopters are produced by non-US companies. While those companies might comply with remote ID regulation, they will 1) get to know where the majority of the unmanned systems are flying in the US at any time, 2) they could possibly disable those same systems if they or their governments chose to do so. The Department of Defense already understands these issues and has ordered a ban on the use of DJI equipment in the US military. Yet, through this proposed rule the FAA would seek to fill our skies with DJI drones carrying packages.
- On page 167 the FAA will use a third party to acquire and store position and operator information for all model aircraft using remote ID. How can the federal government ensure that this data remains secure?

Comments on FAA’s Proposed Rule “Remote Identification of Unmanned Aircraft Systems” (continued)

The Proposed Rules is an attack on privacy.

- On page 11 the FAA seeks to collect data about all UASs being flown in the United States.
- The time, manner, and place that we fly model aircraft is private data. It is not for the government to monitor, keep, or use against us. It seems unconstitutional to monitor private citizens in this way as it assumes we are guilty rather than innocent, and restricts our pursuit of happiness.
- The FAA cites no law/statue that allows it to collect and hold such data.
- The FAA will make use of third party to capture the location and operator information. Why does the FAA consider the message elements between a private citizen and a telecom provider to be public information? Under the Electronic Communications Privacy Act of 1986, can the FAA legally obtain this transmission of information via computer?

The proposed rule is an affront to STEM education.

- The USA is falling behind in engineering and we have a shortage of trained pilots for both manned and unmanned systems
- STEM education often makes use of model aircraft, and organizations like the AMA have 57,000 youth members.
- Yet the federal government is now proposing more roadblocks to make it increasingly difficult to fly models, unnecessary barriers towards careers in engineering. We can do better than killing STEM education for the sake of additional commercial use of the airspace by drones.

Club Meetings, Contests and Activities

The Torrey Pines Gulls hosts monthly contests, fun-fly events, LSF (League of Silent Flight)) Soaring Accomplishment Program and onsite clinics. General meetings have morphed into competitive and non-competitive events throughout the year. Be on the lookout for upcoming details and scheduling for all TPG and related events in the Newsletter and on the Torrey Pines Gulls website at:

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



Newsletter This Month - Dale Gottdank



Dale Gottdank

Please contribute to our **GULL WINGS NEWSLETTER**

Send pictures, or maybe even an article! It could be just a paragraph with some photos from a great soaring day ...even something interesting you've seen on the internet. I'd like to have the newsletter published by the first week of every month. If there's a project you're working on, don't just post it on RCGroups...share it with your club!

Be sure to read Gary Fogel's Comments on the FAA's Proposed Rule "Remote Identification of Unmanned Aircraft Systems" starting on page 2. This could severely and negatively affect RC Soaring.

Please send in your articles or photos (dgottdank@gmail.com) by the **25th** of each month so they can be included in the monthly newsletter. If there are too many, we'll save them for the next issue. The newsletter can be found on the Torrey Pines Gulls website at <http://www.torreypinesgulls.org>.

Club Membership Update – Bill Eckles



Bill Eckles

We're trying to breathe a little new life into the membership process. You might have noticed an invitation to renew your membership in your email inbox late in December...at least some of you did because about twenty took advantage of the simple process and used PayPal to pay your dues and a form to update your contact information. A few more came in during early January, too.

Our traditional mailing of a registration form went out in the second week of January. We got an immediate response to it and so several more came in there. Things have kept moving so far and we now have 72 members with new membership cards and shiny keys to open the gates at our Encinitas and Poway flying sites.

Keep the renewals coming and we'll keep the flow of flying buddies coming out. We're very happy with the progress our upgraded attention to you folks out there has made and are ready for even more activity.

With the new forms, we're collecting some more information from you about what you do and don't do and don't like. We'll keep this information for the club's directors to help plan even more and better events and activities during the year.

Things so far are working fine. I sense a new activity among the board members carrying out their assigned duties. The meetings are also more animated. We are confronting lots of pressure from the recent fervent interest in air space for commercial functions...drones to deliver packages, personal transportation, increasing opportunities to use the space and also interest in r/c flying activities. Dale puts out a great newsletter and our active member leaders get excited planning new events to be enjoyed by not only themselves, but you, too! Thanks for the support all of you members have been giving and we'll all do our best to raise the caliber of our club. We're setting our sights on getting to 125 or more active members.

Looking forward to a great 2020...

Bill Eckles

Membership Chairman

tunabiker1@hotmail.com



January 2019 Fun Fly (Dale Gottdank photo)

Club Membership Update (continued)

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 website for current and past information www.torreypinesgulls.org
- ✓ An interesting monthly newsletter with current information to help keep members informed
- ✓ We are an AMA Chartered Club, #129, with benefits such as field Insurance, etc.

Dues are as follows:

For the membership (calendar) year, for submissions during:

- ✓ January through June \$60
- ✓ July through September \$30
- ✓ October through December \$60 (gives you a jump on next year)
- ✓ Full-time students \$30 per year
- ✓ Juniors under 15 years \$5 per year
- ✓ 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.torreypinesgulls.org and click on the tab "Membership." We'll make it as simple as possible to continue your membership.



Note: TPG membership information will not be shared or sold and will only be used to contact members for purposes of TPG business.


RCGroups – Torrey Pines Gulls Forum

Are you a member of ?

If you're not...**you should be!** RCGroups is the most widely used and active online Radio Control Community for everything RC, from planes to cars, to boats, drones, radios, power systems...pretty much anything RC! It includes forums, specific interest threads, blogs, discussions, etc....and, more importantly, The Torrey Pines Gulls Forum.

To get started, click on the link or web page below to get to the TPG Club forum. You can also get there from the **Clubs** link at the lower right of the RCGroups home page and scroll down to Torrey Pines Gulls.

<https://www.rcgroups.com/torrey-pines-gulls-672/>



Category	Thread / Thread Starter	Rating	Replies / Views	Last Post
Guid	GullWings – TPG Newsletters roccbas, Apr 02, 2016		Replies: 6 Views: 642	he4gott Yesterday 03:03 PM
Alert	2017 Torrey Pines Gulls Fun Fly Schedule roccbas, Jan 16, 2017		Replies: 2 Views: 551	he4gott Yesterday 02:59 PM
Discussion	2019 TPG Fun Fly Series Schedule MBaradachino, Dec 31, 2018		Replies: 3 Views: 102	he4gott Yesterday 02:56 PM
Discussion	TPG DLG 2019 Schedule jmcnel86043, Dec 28, 2018		Replies: 0 Views: 46	jmcnel86043 Dec 28, 2018 12:53 AM
Discussion	Wayback Machine roccbas, Sep 16, 2016		Replies: 1 Views: 476	MATIN Dec 13, 2018 12:08 AM
Contest	August TPG Thermal Contest 8/13/17 Keith Finkstein, Aug 01, 2017		Replies: 1 Views: 430	MATIN Dec 13, 2018 12:08 AM
New	Welcome TPG and others MarkWood, Mar 03, 2010		Replies: 0 Views: 2,860	Mark Wood Mar 03, 2010 03:18 PM

If you haven't yet joined RCGroups, click on the **Sign Up** link at the upper right and follow the instructions.

Once you've navigated to the Torrey Pines Gulls Forum, you can subscribe to the Forum or to any of the individual threads within the Forum.

To subscribe to the Forum, click the **Forum Tools** link and select "Subscribe to This Forum" from the dropdown menu. Then choose from the notification dropdown menu. If you want to subscribe to a specific thread, click to open the thread, and click the **Thread Tools** link. Select "Subscribe to This Thread" from the dropdown menu. Again, choose from the notification dropdown menu.

Unlike the old Yahoo Forum, RCGroups allows you to post photos and videos. By subscribing, you can keep up with the latest events, club activities and member postings.

What do **YOU** think?

You can express your opinion at: www.torreypinesgulls.org.

We have a **QUESTIONS AND SUGGESTIONS** link in the drop-down menu that appears when you scroll over **TORREY PINES GULLS** next to **LOCATIONS, CALENDAR, MEMBERSHIP...** If you have any questions, concerns, suggestions, etc. for the board, here's your chance.

Check out the TPG Facebook Page

If you haven't had a chance yet, check out our TPG Facebook page by clicking the links below. It's not as up-to-date as the RCGroups Forum, but there is occasionally new content worth checking out:

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



The screenshot shows the Facebook page for Torrey Pines Gulls. The page header includes the name "Torrey Pines Gulls" and navigation options like "Dale", "Home", and "Create". The profile picture is a circular logo with a gull and the text "TORREY PINES GULLS". The cover photo shows two people in a field with a large glider. The page has a "Write a post..." section with options for "Photo/Video", "Tag Friends", and "Check in". The "Community" section shows "668 people like this" and "700 people follow this". The "About" section lists "Typically replies within an hour", "www.torreypinesgulls.org", and "Organization". The "Page Transparency" section indicates the page was created in December 2013.

Club Flying Site Panoramas – Ian Cummings

Here are Ian Cummings' immersive panoramas of our world class flying sites; the world famous Torrey Pines Gliderport, Poway Flight Center, where each year the club sponsors the IHLGF (International Hand Launch Glider Festival) and the Encinitas Flight Center. Clicking on the pictures takes you to our sites:

Click on this photo to visit the Torrey Pines Gliderport.



Click on this photo to visit the TPG Poway Flight Center.



Click on this photo to visit the TPG Encinitas Flight Center.



News from the Slope – Mark Baldacchino, Slope Coordinator



Mark Baldacchino

Happy February, TP Gulls!



Here we are in the dead of winter, but where else would we rather be than America's Finest City with the world's best RC flying slope?

We've been under an unusual weather pattern, now, for about three months that's been providing us with more building time, rather than flying time. The wind at the slope has been sporadic at best, and frustrating to say it nicely. On that note, there's not a whole lot to report-out on this month, other than the landing zone is nice and green!

I did learn a valuable lesson in scheduling our fun-fly's, though. After coordinating with the DLG and TD parts of the club to not overlap the event dates, I totally forgot about one of the busiest days at Torrey Pines – the Farmers Open Golf Tournament. Due to the ridiculous amount of traffic and parking issues, I moved the January 50th Anniversary fun-fly to Feb 1st. By the time you're reading this, the event should be in the books, but this article is due before then. Anyway, our January Fun-Fly's will be coordinated with the golf tournament in mind from now on.



Torrey, January 10, 2020 (Matin Taraz photo)

News from the Slope (continued)

Put these dates in your phone, your Outlook calendar, wall calendar, or just print it out, and put in on your fridge.

TPG Glider Port Schedule for 2020:

- Feb 1st – TPG 50th Anniversary Kickoff Event. Bring what you have
- Feb 22nd – Fly 'n Swap – A day to fly + Swap Meet. Clean out your garages and make room for more birds.
- Mar 28th – Scale Planes – Both TPG & TPSSS Fun Fly Day
- Apr 5th Sunday/April 12th Backup day – **This date is tentative, and subject to change:** Torrey Pines Classic F3F Race. Open to all, register on the Vault.
- May 9th – Foamies
- June 6th – Katie Martin Int'l Tribute – Not a Gulls Only Fun Fly event, but an International Event!
- July 25th – Aerobatics Day - TWF/ PNF – Jesters, Ahis, Shrikes; whatever turns on a dime.
- Aug 22nd – TPG 50th Anniversary Again. Run-What-You-Brung.
- Sept 26st – Old School Vintage/Woodies
- Nov 28th – No Shopping Saturday

Best Regards,

Mark Baldacchino

Slope Coordinator

mbaldacchino@san.rr.com



Club Competition Activity

Thermal Duration



Tom Watson

TD Coordinator – Tom Watson

For Thermal Duration and F5J contest dates, check the calendar on the Torrey Pines Gulls website:

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

For contest rules, check the following link on the Torrey Pines Gulls website:

<http://www.torreypinesgulls.org/torrey-pines-gulls-thermal-competition-rules/>

Also, be sure to subscribe to the RCGroups 2020 TPG TD contest schedule thread for the latest contest news:

<https://www.rcgroups.com/forums/showthread.php?3479943-2020-TPG-TD-contest-schedule>

or contact Tom Watson at tewatson@sbcglobal.net

Hand Launch / DLG / F3K



Chuck Norris

DLG Coordinator – Chuck Norris

For DLG contest dates, check the calendar on the Torrey Pines Gulls website: <http://www.torreypinesgulls.org/calendar/>

For information, contacts, rules, etc. for past and upcoming Hand Launch/DLG contests, check the following link on the Torrey Pines Gulls website: <http://www.torreypinesgulls.org/discus-launch-glider-series/>

Additional information will be shown in the F3X Vault site (https://www.f3xvault.com/?action=location&function=location_view&location_id=2002) as TPG coordinates with the Vault for contest sign-ups, tasks, results, etc.

Also, be sure to subscribe to the RCGroups 2020 Torrey Pines Gulls DLG Contest/Clinic Series thread for the latest contest news:

<https://www.rcgroups.com/forums/showthread.php?3475065-2020-Torrey-Pines-Gulls-DLG-Contest-Clinic-Series>

or contact Chuck Norris at chuck@clnorris.com

Club Competition Activity (continued)

F5J - Thermal Duration with Electric Motor and Altimeter/Motor Run Timer



Steve Condon

CD – Steve Condon

This event is open to all electric sailplanes, so anyone that with an electric model (Radian, Sport model, etc.) can give it a try. However, it is important to state that all airplanes must be equipped with an approved F5J Competition Altimeter.

If you don't have one, SoaringUSA sells several for around \$60. Click here to check out the Altis Nano:

<https://www.soaringusa.com/Altis-Competition-Altimeter-NANO.html>

Entry Fee is \$5 for members, \$10 for non-members. Two pilot classes will be flown: *Sportsman and Expert*.

To learn more about F5J, follow this link:

<http://www.f5j-usa.com/f5j-primer/>

For F5J and Thermal Duration contest dates, check the calendar on the Torrey Pines Gulls website: <http://www.torreypinesgulls.org/calendar/>

Also, be sure to subscribe to the RCGroups 2020 TPG F5J contest schedule thread for the latest contest news:

<https://www.rcgroups.com/forums/showthread.php?3479945-2020-TPG-F5J-contest-schedule>

Steve Condon, CD

Thermal Duration/F5J Contest Report – Tom Watson

Nine pilots braved the clear weather at Encinitas on January 12th to fly in our first thermal contest of 2020. We flew four rounds with task times of 5-7-8-10 minutes and a standard tape landing. There was some lift to be had, although it often required one to range far and wide to find it.

The cool ocean breeze arrived a bit earlier than usual and made finding air even more challenging, resulting in only one pilot making all of his times. Despite this, everyone had fun and it was a nice day for flying. Mario Scolari took the win, Cliff Hunter was second, and Arthur Markiewicz was third.

If you have been watching, you know our thermal contest series this year will alternate each month between TD and F5J formats. Our next contest is F5J at the Poway Flight Center, on February 9th, with Mike Smith as CD. We hope to see you there!

Tom

tewatson@sbcglobal.net

Thermal Duration/F5J Contest Report (continued)



The following is the TD contest format we use:

- Thermal Duration Spring Contest, may be AMA sanctioned, AMA cards required to fly.
- Pilots Meeting: 8:45 am
- Entry Fee: \$5.00 for members and \$10.00 non-members **Contest Director** does not pay the entry fee! All fees go to maintenance of the equipment and field.
- Contest Starts: 9:00 am; ends around noon.
- Field mowed grass or dirt depending on the time of year
- Three Classes: Masters, Experts and Sportsman
- Computer Scoring at the field

Tasks: normally are 4 rounds, time in the air soaring, in minutes.

Scoring: normally 900 flight points and 100 landing points.
The task and scoring are determined by the Contest Director (CD)

F3K/DLG Hand Launch Gliders**January Postal Report – Ray Pili**

I Shems on RCGroups is promoting DLG flying over the winter months from November through March. We TPGers usually suffer wearing long pants and maybe a sweatshirt when flying. But for I Shem, who is from Europe, and DLG pilots from the northern hemisphere, snow is an issue.

I Shem has a thread on RCGroups with details on the Winter Postal (WP) (<https://www.rcgroups.com/forums/showthread.php?2031476-F3K-Winter-postal-competition/page24>).

In a nutshell, I Shem posts monthly tasks, and you fly the task. You can keep improving your score until the month ends. I Shems provides a scorecard to record your results, along with weather information, 1 or 1.5 m, so you can compare with others in a friendly competition. The monthly tasks are not your typical FAI F3K tasks, by any means. The tasks are announced in the RCGroups thread, a link to the score sheet and the results can be found on the thread. People have been posting photos. It's fun to see who's flying and the conditions they have to work with.



Ryan (rdwoebke) from Indianapolis

Scoring is on your honor and there is no prize.

A TPG Winter Postal series was set up at the Poway field, starting in November 2019 and are all on Saturdays.

The remaining dates are:

Feb 8 and March 7. An F3K Vault registration will be set up for each event, with a couple of warmup tasks prior to the main event.

January Postal Report (continued)

We had 10 pilots and very foggy conditions in the morning. By 9:00am, the fog cleared and we started flying.

The warm up rounds were:

Huge Ladder, 2 flights 5 min max and 1,2,3,4, followed by 1, 2, 3, 4, 5 in 15.

We used Glider Score for the audio. Charles has been helping me with this program, since it has the new FAI F3K 2020 tasks and rules. After all 4 Rounds, the top three were John M, Gary F. and Austin G. Austin has been flying DLG since last summer and is really flying well. Nobody seemed to like the Huge Ladder first thing in the morning.

For the winter postal John dropped 9 seconds, Gary 20 seconds and Austin 2:07. I dropped 900 seconds.

Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)				Sub
			Round 1	Round 2	Round 3	Round 4	
John McNeil 🇺🇸 🇩🇪	3990		1000	1000	990	1000	3990
Gary Fogel 🇺🇸 🇩🇪	3929	-61	1000	929	1000	1000	3929
Austin Gossard 🇺🇸 🇩🇪	3244	-685	920	850	606	868	3244
Mengchen Li 🇨🇳	3123	-121	834	709	1000	580	3123
Clifford Hunter 🇺🇸 🇩🇪	2909	-214	657	922	545	785	2909
Ron Rossetti 🇺🇸 🇩🇪	2350	-559	380	345	849	776	2350
Dale Osborn 🇺🇸 🇩🇪	2267	-83	385	335	766	781	2267
Don Lochhead 🇺🇸 🇩🇪	2186	-81	315	674	754	443	2186
Ray Pili 🇺🇸 🇩🇪	2039	-147	717	1000	322	0	2039
Scott Mccurdy 🇺🇸 🇩🇪	1617	-422	321	283	624	389	1617



L to R, Ron, John (back again with vengeance), Scott (with a new DLG), Dale, Cliff, Austin, me kneeling, Mengchen, Gary and Don

January Postal Report (continued)



I had fun...even if I treed a plane (Ray Pili photo)

The next Winter Postal is Saturday, February 8. See you there!

Blue Skies,

Ray Pili

tpgslope@gmail.com

F3K/DLG Hand Launch Gliders January Contest Report – Chuck Norris

The 2020 Gulls DLG contest series got off to a good start with its January contest on January 18. It was a beautiful day with mostly sunny conditions and very light winds. The usual Poway wind did not show up.

One of the goals of this series is to encourage new pilots to get involved, and to help newer pilots develop their skills, so I was very happy to see some new faces visiting, and a couple of returning pilots who had been away from the sport for a while. Visitors were encouraged to take part by acting as timers, and to generally shadow pilots and timers throughout the contest.

After the pilots meeting, we began with the Ladder (F3K task D). It's a bit old-school, but I like it because it gives you a chance to get warmed up and find some air as you work up to the longer flight times.

One of the fun aspects of being a Contest Director is that you get to pick the tasks, and I've always enjoyed the Ladder. It's particularly good for new pilots, because it gives you a chance to feel some success even if the longer flights are still a struggle. Without the additional challenge of turnarounds, it lets you focus on the fundamentals in a lower-stress environment. The air was pretty decent at this point, and there were a lot of 2:00 flights completed. Lots of pilots shared the "K" for this round.

Next was the "last two fours" (Task B), where you can only keep your last two flights. As usual, this was an air-reading task, but the good conditions continued, and there were a lot of four minute flights achieved. In fact, every pilot got at least one four minute flight, with the second flight being the one that determined the pilot rankings. Both Gary Fogel and Dan Gebhardt managed to chalk up two solid 4s for the "K".

Round three was the "Five Twos" task (Task G). This was the first turnaround task of the day, and it's a favorite of mine for practicing quick turns. I've only recently gotten to the point where I can fairly reliably manage a QT, and this task provides a good workout.

The air was mostly there, and quite a few pilots managed to fill their cards with solid times. Unfortunately for me, I was not one of them, so although I did get in a lot of QTs, I was struggling with reading the air. Mengchen won the first group, dropping only 21 seconds, and Gary Fogel took round B with 39 seconds dropped.

Round four was One, Two, Three Four, any order (Task H). Many pilots got most of that one, and in round A all five pilots turned in solid times with Mengchen taking the K with only 5 seconds dropped! Awesome QTs, Mengchen! The air for round B was a little tougher, but Gary Fogel managed to win with only 19 seconds dropped.

F3K/DLG Hand Launch Gliders January Contest Report (continued)

After round four we took a breather while John McNeil gave a clinic on how to optimize your DLG performance (and development) by working on the "right" things for where you are as a pilot. The clinic is one of the best features of this contest series, I think, because it gives new pilots the chance to learn from more experienced fliers, and makes even experienced pilots think critically about the areas they personally find challenging. He talked about how your strategies can change as you develop your skills - for example how the field becomes effectively larger as you develop in launch height. It was a good clinic for pilots of all skill levels.

Round five was the dreaded Poker (Task E)! I always like to include this task in contests that I CD because it's the one task that gives me the most challenge. The pilot really has to fight the natural optimism we all have, or else risk a punishing score when you have to re-try missed flights. Unfortunately for me, this contest was a lesson in avoiding hubris, and I was among the worst scores for the task. John McNeil and Gary Fogel took their respective rounds by flying pretty conservatively. Still, the most anyone put on the board was 7:15 (Gary) so everyone was experiencing the frustration of missed calls. This is the life lesson of Poker.

The last round of the day was All Up (Task C). I love this task because it's man-on-man and you can visually see the competition develop. If you're higher than the next guy, then you're winning! Also, since you are on the field alone, it really forces you to think for yourself - I always hear the theme from *The Good, the Bad and the Ugly* in my head when I go out for that task. Conditions were pretty good, and there were a lot of 3:00 flights, but John McNeil, Mengchen Li and Gary Fogel managed to do it for all three flights.

We're off to a good start for 2020. I want to remind everyone that this is a contest series with points that add up for the year, so keep on coming out to rack up points! As the 2019 winner, I can say from personal experience that persistence counts! I am definitely not one of the top pilots on the field, but I did attend every contest last year, accumulating points steadily every month. And even more importantly, I can honestly say that I'm a better pilot as a result of the regular workouts and practice.

Also, we have one slot left for a CD to participate in 2020. The July 18 contest is waiting for you! If you have never CD'd a contest before, don't worry, you'll have a lot of help from more-experienced CDs and you'll find that it's a lot of fun.

The next contest is February 15, so block it off on your calendar, get the "honey-do" list done early, and come on out and join us!

Best,

Chuck Norris

F3K coordinator

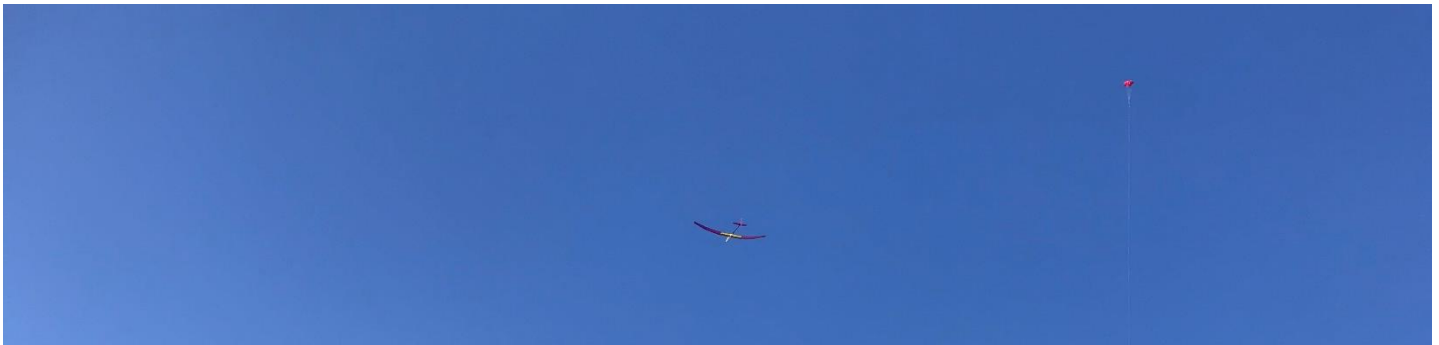
chuck@cnorris.com

LSF Report – Ray Pili



No LSF events planned until April.

Check the TPG website, RCGroups and future newsletters for updates.



Ray Pili photo)

Blue Skies,

Ray Pili
LSF Coordinator
tpgslope@gmail.com

Photo of the Month Contest

Each month club members may submit photos of an activity related to soaring and the newsletter editor will post a **winner**.

A yearly winner will be selected from among the monthly winners and will receive a prize (their photo will be used as the website and newsletter masthead AND will appear on the following year's club membership card). **Needless to say, horizontal format photos are preferred.** Email your photos (.JPG format preferred) to Dale Gottdank at dgottdank@gmail.com. Please provide your name, location of photo and photo description.

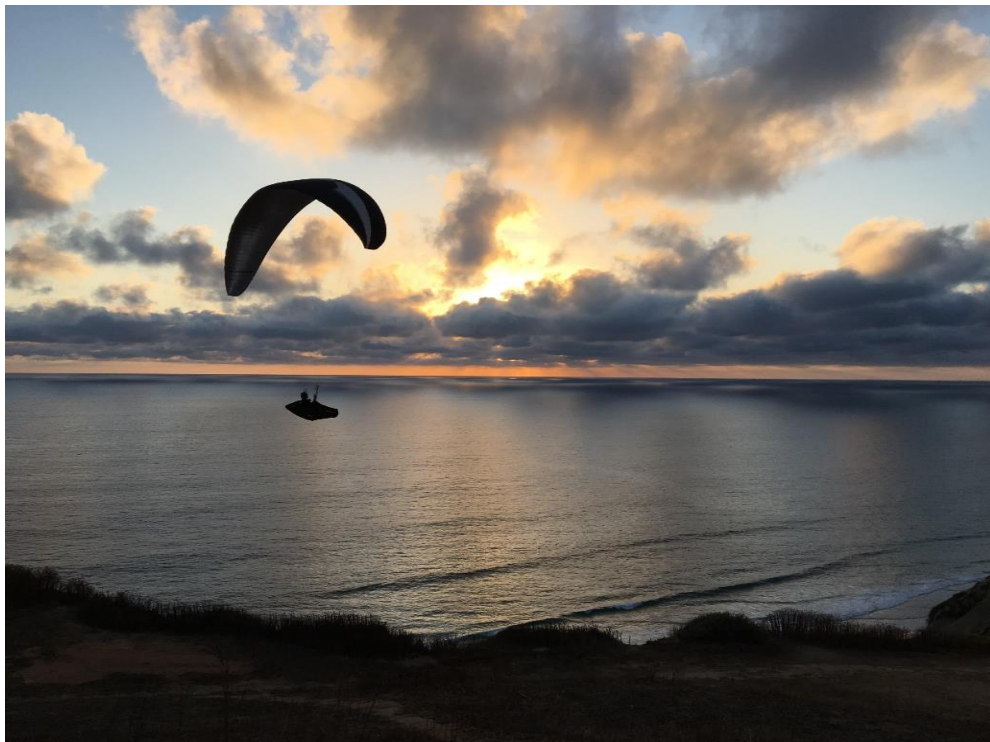


Solo Poway morning (Bob Hirsch photo)

Photo of the Month Contest (continued)



January Winner – Mark B. launching his Ka-8 at Torrey (Bob Hirsch photo)



Torrey Glass Off (Martin Zimmerman photo)

Photo of the Month Contest (continued)



Mustang launch at Manilla Slope Fest 2019 (from Steve Wenban)



Henschel launch at Manilla Slope Fest 2019 (Steve Wenban photo)

Photo of the Month Contest (continued)



Pitbull F3B 2x ST (Phil Davy photo)



February Winner – Phil Davy flying DS laps with his Pitbull F3B 2x ST (Chuck “Slopedaddy” Erdahl photo)

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Executive Officers



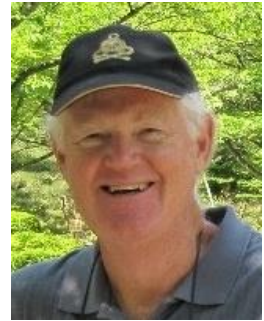
Craig Hanson



Ian Cummings



Dale Gottdank



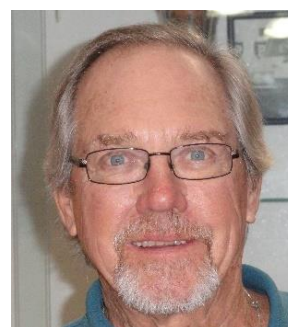
Don Lochhead



Tom Watson



Mark Baldacchino



Bill Eckles



Mark Canfield



Quote of the Month:

“February is always a bad month for TV sports. Football is gone, basketball is plodding along in the annual midseason doldrums, and baseball is not even mentioned.”

~ Hunter S. Thompson



Torrey Sunset (Marty Dine photo)