



GULL WINGS NEWSLETTER – OCTOBER 2020

Torrey Pines Gulls Radio Control Soaring Society (TPG)

AMA Charter Club 129

Website: www.torreypinesgulls.org

Editor – Dale Gottdank

Inside This Issue

- 1 Message from President
- 2 Club Meetings, Contests and Activities
Newsletter This Month
- 3 Club Membership Update
- 5 RCGroups – Torrey Pines Gulls Forum
- 6 What do YOU think?
TPG Facebook page
- 7 Club Flying Site Panoramas
- 8 News from the Slope
- 11 Club Competition Activity
- 13 Thermal Duration/F5J Contest Report
- 15 F3K/DLG Contest Report
- 18 LSF (League of Silent Flight) Report
- 20 RC Paragliders
- 23 TPG at 50: Looking Back
- 24 TPG History – Modeler of the Year
- 32 Photo of the Month Contest
- 40 Club Officers and Contact Information
- 41 Quote of the Month
- 42 In Memoriam – Mike Ost



Ian Cummings

Message from the President

First, I want to thank Craig Hanson for his dedicated service to the club as President for two-plus terms. Craig recently resigned his position on the board, but we still look forward to his helping out at the field. Craig has worked diligently to improve our relations with the paragliding/hang-gliding community and that has paid off. Serving on the board can be a thankless job at times,

but also quite necessary. As the former VP, I now fill the position of TPG President. For those of you that don't already know me, I love building, flying and yes, sometimes repairing RC gliders, spending most of my time flying at Torrey. At some point, I hope to get back to the DLG side as well, and maybe even give winch launch a try. The love of silent flight is a common thread among all of us in the club.

I also want to thank the many members who have taken pride in our flying fields – Torrey, Poway and Encinitas. Maintenance of these fields is one of the benefits we all enjoy as members; but keep in mind this work is carried out on a voluntary basis. We will be having another workday at Torrey Saturday, October 10 at 8:00 AM, to complete artificial turf installation. Come out and join us if you can. The more people we have to share the work, the easier it will be. Volunteerism and participation are key to the success of a club.

Our membership is strong and on the rise, but we have also lost a few members that have lapsed or gone out of touch. I know life sometimes gets in the way of this sport and community, but please take a moment to reach out if you notice one of your regular buddies at the field hasn't been flying for a while. Sometimes all it takes to get them back is knowing they are missed. If you know someone interested in flying RC gliders, mentor them. We always have room for more.

I will do my best to embrace this new position with the club in a fair and reasonable fashion. Please drop me a line if you have questions, suggestions, or concerns.

Ian Cummings

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. 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

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!

September Issue highlights include:

- RC Paragliders from Jack Zabawa
- TPG at 50: Save Our Heritage Organization recognition
- Profile of 1994 Modeler of the Year Larry Fogel (Gary Fogel)

Please send in your articles or photos (submit@torreypinesgulls.org) 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>.



Dale Gottdank

Club Membership Update – Cliff Hunter



Cliff Hunter

Hello Gulls,

As of September 15, 2020 we have received (1) new membership, for a total of 125 total club members. The latest member is: **Ben Reeve**; we welcome you to Torrey Pines Gulls RC Soaring Society. My goal of membership is to have your membership card and key in the mail within one week of receiving your application and payment.

Now is the time to become a new club member by joining in July through September you pay half the applicable rate instead of \$60.00 you pay \$30.00.

Please contact me (cfhunter@att.net) if you have not received a 2020 membership card and a key. The key gives you access to the gates at our Encinitas and Poway flying sites. All flying sites (Torrey Pines, Encinitas and Poway) have recently been mowed and are in great condition.

Important Membership Changes:

Remember; this year you will receive your renewal notice via the new Google Group email process. If you have not signed up for the TPG Google Group, you will be sent an individual email. We hope to start the renewal notification process in November.



James VanWinkle photo

Your yearly membership allows TPG to continue to provide you with:

- Access to three Flying Fields in La Jolla (Torrey Pines Gliderport), Encinitas and Poway.
- Monthly (or thereabouts) fun-fly events held at the world famous Torrey Pines Gliderport, and events at our Poway and Encinitas Flight Centers, 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 RC soaring pilots 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 yearly holiday party to gather with flying buddies, friends and family.
- A website for current and past information www.torreypinesgulls.org
- A monthly newsletter with updated information, contest reports and interesting articles to help keep members informed.
- We are an AMA Chartered Club, #129, with benefits such as field Insurance, etc.

Club Membership Update (continued)

Our web based process for new and renewal membership is working well. Please use the following link when signing up. <http://www.torreypinesgulls.org/membership/>.

We ask both renewing and new members to pay online using PayPal. PayPal allows payment using PayPal, debit or credit card.

However, if you chose to pay by check or cash please email me at: cfhunter@att.net and I will mail you a membership application form. When the form is completed please mail your membership application and payment using the provided preaddressed return envelope to the TPG Treasurer, Don Lochhead.

Annual Membership Dues are as follows:

- Adult \$60
- Full-time Students \$30
- Flyers under 15 years old \$5
- Full-time students \$30 per year
- Receive a credit of up to \$20 on your annual dues. \$10.00 per each half-day working at any TPG flying field

New members joining in the first six months of the year pay the full rate. Those joining in July through September pay half the applicable rate. If you are a new member joining in October through December you pay the full rate but your membership is considered paid through the end of the following year.

If you haven't renewed yet, or would like to join the club for the first time, go to <http://www.torreypinesgulls.org/membership/> and click on the tab "Membership." We'll make it as simple as possible to continue your membership.

We request online payment via PayPal, which allows payment using PayPal, debit or credit card.

However, if you chose to pay by check or cash, please email me at: cfhunter@att.net and I will mail you a membership application form. When the form is completed, please mail your membership application and payment using the provided preaddressed return envelope to the TPG Treasurer, Don Lochhead.

Cliff Hunter

Membership Chairman

cfhunter@att.net

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

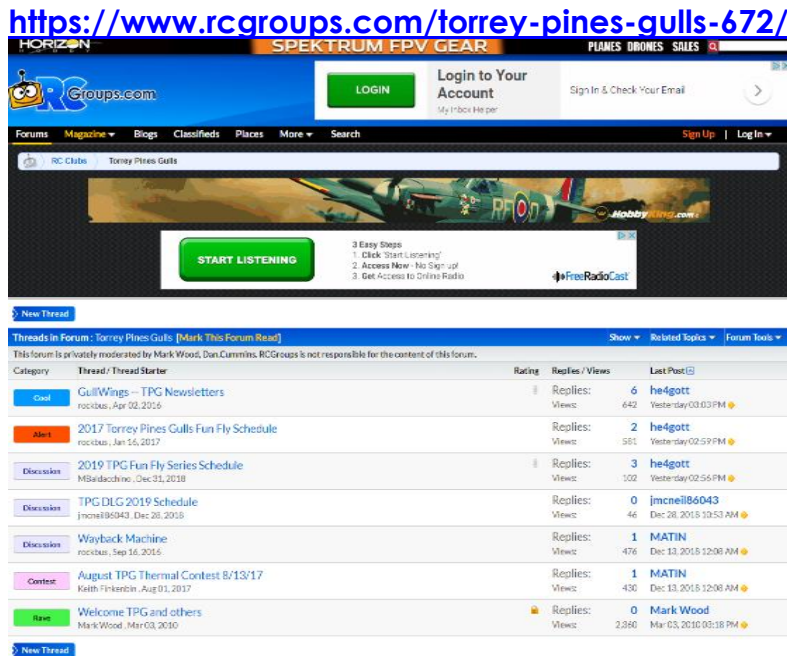
RCGroups – Torrey Pines Gulls Forum

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
Good	GullWings – TPG Newsletters roccas, Apr 02, 2016		Replies: 6 Views: 642	he4gott Yesterday 03:03 PM
Alert	2017 Torrey Pines Gulls Fun Fly Schedule roccas, Jan 16, 2017		Replies: 2 Views: 551	he4gott Yesterday 02:59 PM
Discussion	2019 TPG Fun Fly Series Schedule MBarbocchio, 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 10:53 AM
Discussion	Wayback Machine roccas, Sep 16, 2016		Replies: 1 Views: 476	MATIN Dec 13, 2018 12:08 AM
Contest	August TPG Thermal Contest 8/13/17 Keith Fikarich, Aug 01, 2017		Replies: 1 Views: 430	MATIN Dec 13, 2018 12:08 AM
None	Welcome TPG and others MarkWood, Mar 03, 2010		Replies: 0 Views: 2,860	Mark Wood Mar 03, 2010 02:18 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 for new content posted by club members and friends.

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

The screenshot displays the Facebook page for Torrey Pines Gulls. At the top, the page name and navigation icons are visible. The main content area features a large photograph of two individuals working on a large, white and red RC glider in an open field. Below the photo are interaction buttons for 'Liked', 'Following', 'Share', and 'Add a Button'. A 'Create' section offers options for 'Live', 'Event', 'Offer', and 'Job'. A post from 'Torrey Pines Gulls' is visible, dated February 2, 2020, with text about a newsletter and FAA's proposed rule. A 'Visitor Posts' section shows posts from Dale Gottdank and Jack Zabawa. The left sidebar contains the page's profile picture, name, and navigation links like Home, About, Photos, Videos, Events, Posts, Services, Shop, Notes, Offers, Jobs, and Community.

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 October, TP Gulls!

Not a whole lot to report out for this newsletter, other than we have a BIG event set for October 10th. We will be installing the remaining four (4) Astoturf rolls at the Gliderport. Different from last time, we'll have a small tractor to assist pulling these



rolls around this time. We're in hopes that we'll be able to move the rolls into place without having to dump all of the rubber infill onto tarps, then reapply the infill after placement. If this tractor doesn't work, we'll need plenty of hands with shovels, rakes, buckets, wheelbarrows, gloves and masks to get this done. The plan, too, is to create a landing strip with a couple of these rolls – right where the old carpet was up at the top of the hill. Come on out and please help – many hands make light work. See you out these at 8:00AM.

Someone who's been getting their money's worth of the yearly Gliderport fees is Bob Hirsch. He's been out to the cliff almost daily, and has been consistently improving his flight skills. Here he is after maidenizing his newly acquired Zenith. This plane belonged to Gary Fogel and is now able to see the Blue Pacific and enjoy the sea breeze once again.



Another happy day for Bob! (Craig Hansen photo)

News from the Slope (continued)

Here's a plane that I acquired from an old RC sailing buddy of mine about two and a half years ago. I finally got the courage to maiden it in September, as well. It's a Thermal Duration plane, made in the Czech Republic, and is built well. I thought I'd use this plane to help me to the next step of one of my favorites – BIG Scalies! Notice the Astoturf rolls behind me that need our help – wink-wink. ☺



Bob Hirsch photo

Okay – just a heads up on some business and control out there at Torrey Pines Gliderport:

We've seemed to have become lax in our ability to control who is safely checked-out to fly at the cliff. What I mean is that we are seeing people pop up out of nowhere claiming that they're able to fly, but are not a TPG or Torrey Pines Scale Soaring Society, (TPSSS) member, and sometimes they don't even have an AMA membership. **Way No Bueno!!**

If there's an accident and the RC pilot is at fault, not only is that person held responsible, but we as a club risk getting kicked out from flying there forever.

What we've decide as a TPG Counsel Board is that **EVERYONE** flying at the Gliderport is to have their club cards visible at all times. We've decided to purchase lanyards that will have

News from the Slope (continued)

TPG TPSSS on them with a J-hook. Just punch a hole in your club membership card and wear it proudly.

In a nutshell, **“No Card = No Fly!” Also, don’t forget to check-in at the shack by signing in.** I’ve just ordered these lanyards as of this writing, and will be passing a few of these out to those I see at the Gliderport this year. Some of these lanyards will go to the TPSSS club; and for those of you I don’t see out there, you’ll be receiving your lanyards through Cliff Hunter, our Membership Chair, along with your new 2021 membership cards.

Let’s keep this place safe and secure it for our future – I’d go nuts if we lost our privilege to fly at the world’s best soaring site. In the meantime...

Stay safe, and Blue Skies!

Best Regards,

Mark Baldacchino

Slope Coordinator

mbaldacchino@san.rr.com

From the TPG Board

Several weeks ago, a scale glider with swastika markings on the tail was brought to the Gliderport by a non-TPG, non-TPSSS member. A passerby took offense and sent a photo of it to the media, which in turn caught the attention of additional news outlets, Jewish organizations, and an attorney who contacted us directly. The story rapidly gained momentum and was broadcast through at least three media outlets, but as of this writing, the issue is essentially resolved. The pilot has since been identified, he was apprised of the situation and removed the symbol from his aircraft.

The TPG Board provided a formal response to the attorney, and we pledged to make our members aware of the situation. Even though the aircraft and insignia may have been historically correct, the Board agreed that covering or removing possibly offensive markings is a simple and equitable solution. We recognize some members may consider this an affront to First Amendment rights, but remember we are flying at a public park and can have our privilege to fly there taken away. It has happened before.

Club Competition Activity

Thermal Duration / F5J

TD Coordinator – Tom Watson



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 tewatson60@outlook.com

Hand Launch / DLG / F3K

DLG Coordinator – Chuck Norris



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 Explained



Mike Smith

CD Mike Smith

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>

Mike Smith, CD

September F5J Contest Report – Steve Condon

Interest and participation in F5J is growing, as a number of pilots try it and see how much fun and challenge it is. We had 16 participants in this month's contest out at the Poway field! Because we had such a nice round number, we set the matrix up with 4 groups of 4 pilots and had 4 landing spots out (instead of 5) which gave a little more elbow room. Once again, we followed social distancing and mask protocols and it worked well - thank you to everyone for their compliance and good sportsmanship.

Conditions were soft in the early rounds but got a bit better as the day went on but were never "all you can eat" so people had to work at making their times and be careful with the risk of launching too low. Chuck Norris showed everyone how it's done with a Radian by hooking up more than once and even won his last flight group for 1000 points - well done, Chuck!!



September F5J Contest Report (continued)

This contest saw several first-time F5J participation from Doug Cronkhite, Cliff Hunter, Arthur Markiewicz and Ed Stewart who came down with the group from the LA/OC area. They unanimously expressed that they had a lot of fun flying the task and would be back. Woohoo! We also welcomed back Mike Verzuh who recently relocated to San Diego and is now a TPG club member. There was a hotly contested battle among Mike V, Mike S and me with only about 50 points separating the group. Somehow I managed to hang on to take top honors which Doug pointed out is a party foul when you are the CD, so I humbly apologize. I'll try not to let that happen again :-)

Thank you to everyone that came out to join the fun. Hopefully we will see even more people at the November contest.



Contest Results

Rounds (1-4)

#	Pilot Name	Total	Diff	Completed Rounds			
				Round 1	Round 2	Round 3	Round 4
1	3 Steve Condon	4000.00		1000	1000	1000	1000
2	1 Mike Verzuh	3989.46	-10.54	1000	989.46	1000	1000
3	2 Mike Smith	3947.72	-41.74	1000	982.43	1000	965.29
4	9 Doug Cronkhite	3863.29	-84.43	942.29	972.22	1000	948.78
5	16 Arthur Markiewicz	3787.25	-76.04	787.25	1000	1000	1000
6	14 Chuck Norris	3655.92	-131.33	823.43	973.31	859.18	1000
7	11 Clifford Hunter	3440.35	-215.57	910.42	624.02	990.63	915.28
8	18 Sean Summers	3375.59	-64.76	784.29	808.53	829.88	952.89
9	5 Mike Lonnecker	3373.80	-1.79	978.35	565.97	871.37	958.11
10	6 Les Ward	3264.13	-109.67	916.50	571.18	900.34	876.11
11	15 Ed Stewart Jr.	3222.09	-42.04	1000	1000	343.23	878.86
12	12 Paul Smith	3099.46	-122.63	731.29	898.58	610.79	858.80
13	7 Manny Tau	3098.35	-1.11	982.28	1000	615.26	500.81
14	10 Gary Fogel	2100.41	-997.94	410.28	563.10	949.67	177.36
15	17 Dale Osborn	1901.38	-199.03	337.97	498.26	767.81	297.34
16	8 William Malvey	0.00	-1901.38	0.00	0.00	0.00	0.00

F3K/DLG Hand Launch Gliders September Contest Report – Mengchen Li, CD

On September 19, we had our monthly DLG contest at Poway. This was my first time serving as CD. Thanks Chuck and Gary for offering me a lot of help. I also appreciate everyone who came to the contest. All of you were indispensable in this wonderful experience of mine. The photos below were taken by my friend, Peter Zhang.

The contest day was another typical summer day, but it was a little bit cooler than the contest in August. We had 13 pilots registered in Vaults, but only 11 pilots showed up. Joseph Dougherty flew here from Seattle for our contest, and he did a really great job. Marc Maher from Orange County and Ron Rossetti from Riverside also made the trip. Other pilots were Jun Catacutan, Gary Fogel, Ray Pili, Chuck Norris, Dale Osborn, Scott Mccurdy, Clifford Hunter, and me, Mengchen Li. One thing is, I've never flown with Jun before, although he has already participated in lots of contests here. This is also the first time for me to fly with him besides being the CD.

Chuck and Gary taught me how to set up the speaker and timing board during the set-up time, and I feel confident doing it by myself next time I'm CD. We planned to have 6 rounds and 2 heats for each, but we changed it to 4 rounds and 3 heats for each just before the pilot meeting. We then took a brief pilot meeting just as before.

We began with F3K Task G (Five Longest, 2:00 max). The air was pretty calm with weak thermal in the downwind direction that can just hold the plane. Joseph only dropped 3.2 seconds in group C. How skillful! Jun dropped 9.6 seconds in group A, and I dropped 11 seconds in group B. We were the "K" in our respective group. Everyone else also did a great job, they all got several 2:00, which is the maximum time for each flight in this round.



Peter Zhang photo



Peter Zhang photo

Then we continued with Task I (Three longest, 3:20 max). The pilots who pushed their DLG forward would be jealous of the pilots who sought the thermal downwind. Most pilots who went downwind could easily get a long-duration flight. Jun in group A only dropped 5.2 seconds. All the pilots in group B had a total time around 9 minutes, and Marc won this round. In group C, there were only two pilots, Dale and Ron. Finally, Ron got the "K" in that group.

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

In Round 3, we flew the most classic and interesting one; All up Last down. Almost all the pilots (doesn't include me) achieved one or more maximum time in this round, and the key to it was the same as last round: just flow downwind and make graceful circles.



We then took a break after Round 3. I gave a brief introduction to the DLG and F3K development in China, as well as some interesting facts related to other R/C aero sports in China. Everyone seemed recharged after the break, so we moved on to the last round.

The last round was Task A, a very rare one in the last few contests. All the pilots in group C reached the maximum time and they all had a "K". Jun and Joseph in group B also got the full score. On the other hand, pilots in group A all had a flight around 2 minutes, and Gary got the "K" with the last flight of 2:49. Noticeably, Gary had his first flight for 4 minutes, which would definitely make other pilots in the same group desperate, but he landed out, and coincidentally improved others' scores.

Finally, Jun, Marc, and Joseph were in the top 3. Congrats to travelers. You can also find the complete score here http://f3xvault.com/?action=event&function=event_view&event_id=1803

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

Again, thanks everyone for coming to the contest and making it a great day. The next monthly contest is on October 17, and the CD is Gary Fogel. Please don't forget to register for it. It will be nice to see you again in October.

Best regards,

Mengchen Li



Peter Zhang photo

LSF Report – Ray Pili



Hi Gulls,

Saturday Oct 24th is the next LSF Day at Poway.

If anyone is interested in a goal and return attempt LMK.

Blue Skies,

Ray Pili

LSF Coordinator

tpgslope@gmail.com

LSF Procedures for Poway

We will follow the COVID-19 rules outlined by Chuck Norris for the Poway DLG contests. I paraphrase:

- 1) Pilots must have a mask when arriving at the field.
- 2) Masks are required when you are within 6 feet of separation such as during pilots meeting.
- 3) Masks are optional when flying or timing, as long as the 6 feet separation is maintained.
- 4) Hand Sanitizers/disinfectant wipes will be provided for users of high starts and winches and any measuring devices used.
- 5) Everyone is encouraged to bring their own writing utensils to record results and to sign as witness.
- 6) Maintain 6 feet separation between pilots and timers at all times.
- 7) Please stay home if you do not feel well or have any symptoms associated with Covid-19.

As a reminder, LSF is a 5 level program for RC Glider Pilots. Each level has increasingly more difficult tasks. LSF involves Slope flying, Thermal flying, Spot landings and Contest participation. Each level must be completed before proceeding to the next. Makes for a well-rounded RC Glider pilot.

The pure glider program is called SAP (Soaring Accomplishment Program).

The electric launched glider program is called Electric SAP (ESAP).

LSF Report (continued)

This table outlines the various tasks required for each level. (Source: <https://www.silentflight.org/index.php/lsf-program/lsf-tasks>)

Requirements	Primary	Intermediate			Advanced
Level	I	II	III	IV	V
Thermal Duration	5 min.	15 min.	30 min	1 hr	2 hrs.
Slope Duration	15 min.*	1 Hr.*	2 hrs.*	4 hrs.*	8 hrs.
Precision Spot Landing	5 landings 3m (9.84 ft) or less	10 landings 1.5m (4.92 ft. or less)	None	None	None
Goal and Return	None	None	1km (0.62 mi.)	2km (1.24 mi.)	10km(6.2 mi)
Competition	None	6 contests** w/ 1 place or 3,000 pts	6 contests** w/ 2 place or 4,500 pts	6 contests** w/ 2 places and 1 win or 6,000 pts	6 contests** with 12,000 points including 3 wins

As you can see, Level I is not that difficult if you are a thermal pilot. If you fly slope only, that 5 min. thermal will tear you down. With Poway and Torrey within fairly close proximity, I believe someone local can complete Level I in one day.

If you are interested in participating, bring your AMA card, a thermal plane or e-thermal glider such as the E-flite Radian and download a copy of the Accomplishment Vouchers (SAP or ESAP) from the LSF site (<https://www.silentflight.org/index.php/lsf-program/lsf-tasks>). The event is free, you don't have to be a Gulls member.

The Vouchers describe in more detail what each task involves and the credentials of your witnesses. Submittal of a completed voucher is as follows:

1. Email the LSF Secretary John Marien: john@ne-aero.com a clear photo, or PDF scan of your completed (and signed by witnesses) Voucher.

That's it. No more sending money or sending your original hard copy.

John will then review your voucher and email you your acceptance or rejection of the voucher submission. If for some reason your voucher is rejected, you will have to adjudicate rejections with John.

Another nice change is while you are waiting for a reply you can download a new voucher and start on the next level.

RC Paragliders – Jack Zabawa

On September 20, Jack Zabawa and his buddy Vahe met at the Torrey Pines Gliderport for some RC paraglider activity before the stronger breezes kicked in. Here's his narrative along with some photos:

Sunday 10:30 AM, I met up at Torrey Pines with a friend to soar our RC paragliders. It was a great day for RC paraglider pilots.

As an RC paramodel pilot, I am pretty happy with 4-5kts and tend to start flying either early or late. Sunday the two of us had the skies to ourselves for an hour or so before the crowd of real paraglider pilots showed up.

If anyone has interest in RC paramodels I've been flying almost nothing but paramodels since 2007. I've been a TPG member for a couple of years.

I was flying the smaller Opale Power 1.1 RS red and orange wing. My friend Vahe had a larger Opale Camo H2.6 green wing.

Thanks
Jack Zabawa



RC Paragliders (continued)



RC Paragliders (continued)



TPG at 50: Looking Back – SOHO Recognition

The Save Our Heritage Organisation, SOHO sent the letter below. From their website: SOHO works on a wide range of preservation issues throughout San Diego County. All our advocacy efforts share a common goal: to protect and preserve the historic architectural and cultural resources of our region.



Save Our Heritage Organisation
 ————— Protecting San Diego's architectural and cultural heritage since 1969

Thursday, August 13, 2020

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

President Hanson and Torrey Pines Gulls,

Happy 50th anniversary! Save Our Heritage Organisation (SOHO) is excited to recognize this important milestone! The Torrey Pines Gliderport is a historically significant and special place for motorless flight. Listed as a historic site at the City, State, and Federal levels, Torrey Pines is unique for its geography, wind, beauty, and as a shared resource for different forms of soaring.

Of these forms of flight, radio-controlled soaring has its own lengthy history. We remember the flights made by amateur radio operators in the 1950s, with their homebuilt model airplanes and radio equipment. These pioneering aircraft typically had only one control surface, but Dr. Bob Chase demonstrated that long endurance was possible at Torrey, with his 8+ hour flight in 1956 - a world record for RC soaring at the time.

We also remember the spirit of modelers in the 1960s, that eventually led to the Torrey Pines Gulls (TPG) RC soaring club in the 1970s. The TPG has helped pave the way in RC soaring with many achievements. These include designs such as the model seagulls used in the movie *Jonathan Livingston Seagull*, the pitcheron aircraft of Harris Nelson, the models that help recreate soaring history, and the many club members who have gone on to successfully represent RC soaring at national and international contests.

Also of great importance, TPG members were instrumental in the preservation of the site and its unique history, and have helped maintain a safe and fun flying atmosphere at the cliff. SOHO is pleased to have been part of that successful effort, preserving Torrey Pines for RC and all other motorless flight enthusiasts. Due to your long efforts as a club, the gliderport is also recognized by the Academy of Model Aeronautics as the nation's first AMA Model Aviation Landmark.

We wish you all the best on the occasion of the 50th anniversary of your club, and look forward to continued efforts to preserve safe operations at this historic resource.

Sincerely,

Bruce Coons
 Executive Director
 Save Our Heritage Organisation

TPG History: The Trophy – Gary Fogel



This Month: Larry Fogel, 1994 Modeler of the Year

The Torrey Pines Gliderport is a complex environment both in the air and on the ground. It also has a lengthy and important history in the development of gliding as a sport in the United States. The TPG is very fortunate to call it home.

The gliderport property itself is owned by two land owners. The portion of the gliderport closest to the cliff is owned by the City of San Diego and operated as Torrey Pines City Park with a portion of that park leased to a lessee for the purpose of gliding. The other portion of the gliderport, a large dirt area to the east, is owned by the UC Regents and operated by the administration of UC San Diego. Prior to the 1960s, both of these portions were owned by the City of San Diego and operated as a cohesive gliderport. However in the late 1950s the citizens of San Diego deeded half of the gliderport to the UC Regents via a city-wide vote as a part of attracting UC to establish a campus in La Jolla. Of course most citizens did not know at the time that they were deeding away half of the gliderport as the property was described as "Pueblo Lot 1234" followed by various coordinates designating the boundary of what would become UCSD. And while the full-scale glider club (the Associated Glider Clubs of Southern California) went to the City Council prior to the vote to ask that the gliderport not be included as a part of this deed, the City was less than eager to do anything that would negatively affect the very positive outcome of having UCSD established in the region.



TPG History: The Trophy (continued)

After the positive vote, UCSD Chancellor Roger Revelle recognized the unique beauty and importance of the gliderport. He was quoted in the newspapers as suggesting that the gliderport activities should be incorporated into the athletic programs of the university, wanting flying to continue there as a benefit for student learning. For a time there was even an active UCSD Glider Club with their own manned sailplanes, operating together with the Associated Glider Clubs of Southern California at Torrey Pines. This arrangement lasted for more than 20 years.

However in 1989, UCSD produced a Long Range Development Plan. It's common for UC campuses to do this every 10 years or so as a way of working with the community and staying true to the original vision of the campus. For decades the gliderport was shown as a continued resource for athletics. But the 1989 plan changed this to having the eastern portion of the UC property slated for development while the western portion of the UC property continuing for gliding. This concept would reduce the manned sailplane runway in half with the effect of rendering the runway useless for soaring. Moreover it was a great departure from the previous good community relations to retain gliding for future generations and replaced the gliderport with the possibility of large multistory buildings.

At the time, I was finishing my bachelor's degree at UC Santa Cruz. I came to learn about the plan and voiced concern about it to my father Larry. We agreed that someone needed to raise a voice in opposition and we set out to do something about it. At the time neither of us knew much about the history of Torrey, other than that people had been soaring there for a long time. We contacted UCSD to learn more and they confirmed the plans. We contacted the City and they basically said there wasn't much they could do about UC plans as it's their property not City property. What to do?

I learned of a program – the National Soaring Landmark program – offered by the National Soaring Museum. Through this program it was possible to designate soaring sites as being historic to soaring. A stamp of approval that a national organization agreed this place was important might help in our cause. I wrote to the National Soaring Museum and was told that Torrey Pines would be great to designate but there was a large proposal process, documentation of the history, a plaque, even as we later learned the need to have specially flown glider mail – mail that would arrive on site via glider as a part of a ceremony if approved. Armed with this knowledge, dad and I agreed that I would start boning up on the history and writing the documentation if he would carry forth and obtain letters of support. This process took much of 1990-1991.

I graduated from UC Santa Cruz and began my Ph.D. program at UC Los Angeles during that same period. I guess I chose the right school because UCLA happened to have a fantastic library system which I used to my benefit to catalog and explore everything I could find on the history of soaring at Torrey. This included a complete set of Soaring magazines at my disposal. Soon we had a proper application package put together and voila, it was approved. But now the effort really began – all of the organization for a dedication ceremony, speakers, audio equipment, arranging the glider mail, getting word out to early soaring pioneers, the media, ordering a plaque, etc. That was daunting. Larry spearheaded it all and

TPG History: The Trophy (continued)

basically as a family operation of Larry, wife Eva, sons Gary and David, it was all pulled together. The entire gliderport (both City and UC properties) was dedicated as National Soaring Landmark No. 5 on June 6, 1992, the first such designation west of the Mississippi. In attendance at the dedication were soaring notables such as Dr. Paul MacCready, Johnny Robinson, Woody Brown (who in the late 1930s was the first to launch and land a sailplane from the top of the cliffs), Bud Perl (who at age 16 had helped Hawley Bowlus train Charles and Anne Lindbergh in gliding at San Diego), and many others. This effort also brought together all four forms of motorless flight – RC, hang gliders, paragliders, and full-scale sailplanes in unison to say with a very loud voice that this place is hallowed ground for soaring. This unification was very heartwarming.

While the National Soaring Landmark status was wonderful, it was largely honorific with no teeth that would preclude UCSD from following through on the plans for possible development. By this time, Larry Fogel was on a mission. We would use the landmark status as the basis to receive proper recognition and preserve the gliderport for future generations to enjoy. He reached out to the City of San Diego Historical Resources Board to determine what it would take to list the property as a city historic site. We learned a great deal and also befriended the Save Our Heritage Organization (SOHO), a local non-profit whose life mission is the preservation of San Diego's historic resources. Larry went to meeting after meeting, speaking on behalf of the history of the gliderport, to the City Council, District representatives, Mayor, anyone important in the process. Pulling from an extensive rolodex he received letters of support from aerospace notables such as Burt Rutan, Buzz Aldrin, organizations such as the Smithsonian, and a thick set of letters from soaring pioneers all telling the City why the gliderport was so important to preserve. I had the pleasure of helping by pulling together a very detailed chronology on the history of the gliderport which at 205 pages and roughly the thickness of a small phone book, could not be denied by any politician. This effort culminated in 1993 with a vote of the San Diego City Council in favor of historic designation. However at the meeting UC San Diego Chancellor Atkinson spoke in opposition of the vote as he reminded the City that they have no jurisdiction over state property. The City Council agreed, and their vote was to list the gliderport as historic, but only the City-owned portion. Once again Larry arranged for a dedication ceremony at the gliderport, this time with politicians providing speeches. While the first ceremony felt like a reunion of long time soaring friends at Torrey Pines, the second ceremony felt very much like another step in the right direction but lacking as it didn't preserve the entire gliderport. The gliderport was officially added to the City Historic Site register as site #315 on August 26, 1992.

After this, the Fogels circled the wagons. It was clear that we could continue to pursue this to the State level or even Federal level of historic importance. But it was also clear that if we did so it was going to be a considerable battle against UC San Diego as they rather vehemently didn't want anyone telling them what to do with their property. This was, of course, a very different attitude than Chancellor Revelle's kind appreciation of the resource from the inception of UC San Diego. We agreed that all of the previous effort was for naught if the UC portion wasn't yet preserved for gliding, and so much effort had already been expended that we might as well continue. But the level of effort moving forward was going to be

TPG History: The Trophy (continued)

really considerable. Rather akin to David and Goliath. Upon this decision, I have to say I have never seen my father so firmly dedicated to a cause. He was going to lead and there would be no result other than a win.



Larry Fogel at Torrey Pines Gliderport with a ¼ scale ASW-24

TPG History: The Trophy (continued)

Preparing documentation for an official proposal to the State Office of Historic Preservation is its own considerable challenge. This was now in late 1992 going into early 1993. We managed to prepare the documents but with the expert help of Vonn Marie May, Bruce Coons, and others from SOHO. Their guidance was reassuring as wrong steps could easily derail everything. The battle began taking shape in the local press between UCSD and glider preservation advocates. This effort culminated at a hearing in Riverside in front of the State Historic Resources Board who had come down from Sacramento. On one side were glider advocates led by Larry Fogel with star witness and glider pioneer Bud Perl and others present. On the other side were UC San Diego administrators largely represented by Milton Phegley of the UCSD Real Estate Development Office. Passionate arguments for and against the nomination were heard. And of course there was a lot of pressure on this state agency to adhere to the wishes of another state body (UCSD). However, in the end, the State Historic Resources Board voted to approve the entire site as historic at the state level, making it official on May 24, 1993. A huge win for all glider fans! We had a nice celebratory dinner that evening in Sacramento. And we were tired.



However Larry the Energizer bunny wasn't finished. Given the nomination to the State was based on the importance of the gliderport to the nation, any state property approved with that importance automatically moves to consideration at the Federal level with the National Register of Historic Places. It was critical that the documentation to prove state-level importance would also prove national-level importance. That documentation worked. The entire gliderport was listed at the Federal level in 1993.

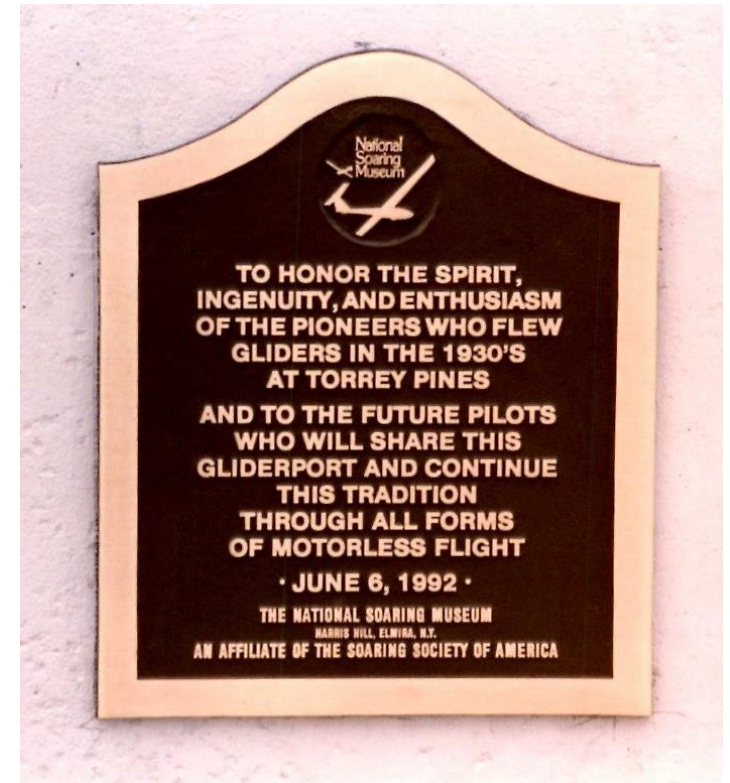
Larry Fogel addressing the crowd of onlookers at the 1992 National Soaring Landmark dedication at the Torrey Pines Gliderport. The Bowlus Baby Albatross owned by Wayne Spani parked nearby made a ceremonial flight and is the same plane that now hangs in the San Diego Air and Space Museum.

TPG History: The Trophy (continued)

As things weren't already crazy enough, that same year Larry, Eva, and son David formed a new computer science company Natural Selection, Inc. with offices not far from the gliderport. Larry specifically chose the location so he could have a 5 min drive to fly at the gliderport at lunch on weekdays. And in that same year I somehow managed to pass my qualifying exam for the Ph.D., having done a good job of hiding many hours in the library researching glider history instead of biology.

Despite the effort and successes, the gliderport remains under continual threat of development. Designation on the National Register does not truly preclude UC San Diego from building on the property – but if they choose to do so, they must make accommodation for maintaining use of the site for gliding. For instance the Sanford Burnham Stem Cell Research facility at the east end of the gliderport is actually within the boundary of the National Registered property, and went through another protracted battle before its construction. But as a condition of that building, UC San Diego had to agree to runway realignment and allowing continued access for manned sailplane operations. Similarly, more recently the US Navy expressed interest in removing the historic Navy Tower which has been used by glider pilots since the 1930s as an indirect altitude indicator of when it's time to land. Upon learning of the tower's association with the National Register property, the Navy dropped its plans. And the other additional marker for the National Aviation Historic Landmark at the cliff came later and will be a topic of a future story.

But back in 1994, after the series of successful campaigns to preserve the gliderport for all forms of motorless flight, the TPG awarded the Modeler of the Year trophy to Larry Fogel. As such he became the first modeler to repeat as a TPG Modeler of the Year awardee.



The National Soaring Landmark plaque installed on a concrete stanchion from the former U.S. Army Camp Callan base at Torrey Pines. The City of San Diego Historic Site plaque also resides below this marker but was installed a year later. To date no markers for the State or National Register listing are at the site.

TPG History: The Trophy (continued)



A very proud Fogel family (left to right, Eva, Gary, Larry, David)

TPG History: The Trophy (continued)



Woody Brown, first sailplane pilot to launch and land from the tops of the cliffs at Torrey in the mid-1930s holding my Bowlus Baby Albatross. Woody enjoyed having a try at the controls when it was aloft and did quite well! It was quite a fun moment to have the first glider pilot at Torrey flying an RC scale model at Torrey some 60 years after his first flight there.

THE WHITE HOUSE
WASHINGTON

May 14, 1993

I am delighted that the Torrey Pines Gliderport has been designated a historic site by the City of San Diego.

Torrey Pines is part of a rich aviation tradition in Southern California. Since Professor John Montgomery's pioneer flight in 1884, thousands of Americans have enjoyed Torrey Pines' famous bluffs and stunning ocean views. Torrey Pines has played an important role in the development of new technology -- from the Robinson variometer to the Dead-man pulley take-off system -- and its natural beauty and serendipitous location have greatly advanced the sport of soaring.

As the only remaining gliderport in America that is directly adjacent to the Pacific Ocean, Torrey Pines serves as an extraordinary site for the enjoyment of all Americans who are interested in the wonders of human flight.

Bill Clinton

Throughout the process Larry Fogel secured letter after letter in favor of preserving Torrey Pines for silent flight. This letter from President Bill Clinton was among them.

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 submit@torreypinesgulls.org. Please provide your name, location of photo and photo description.

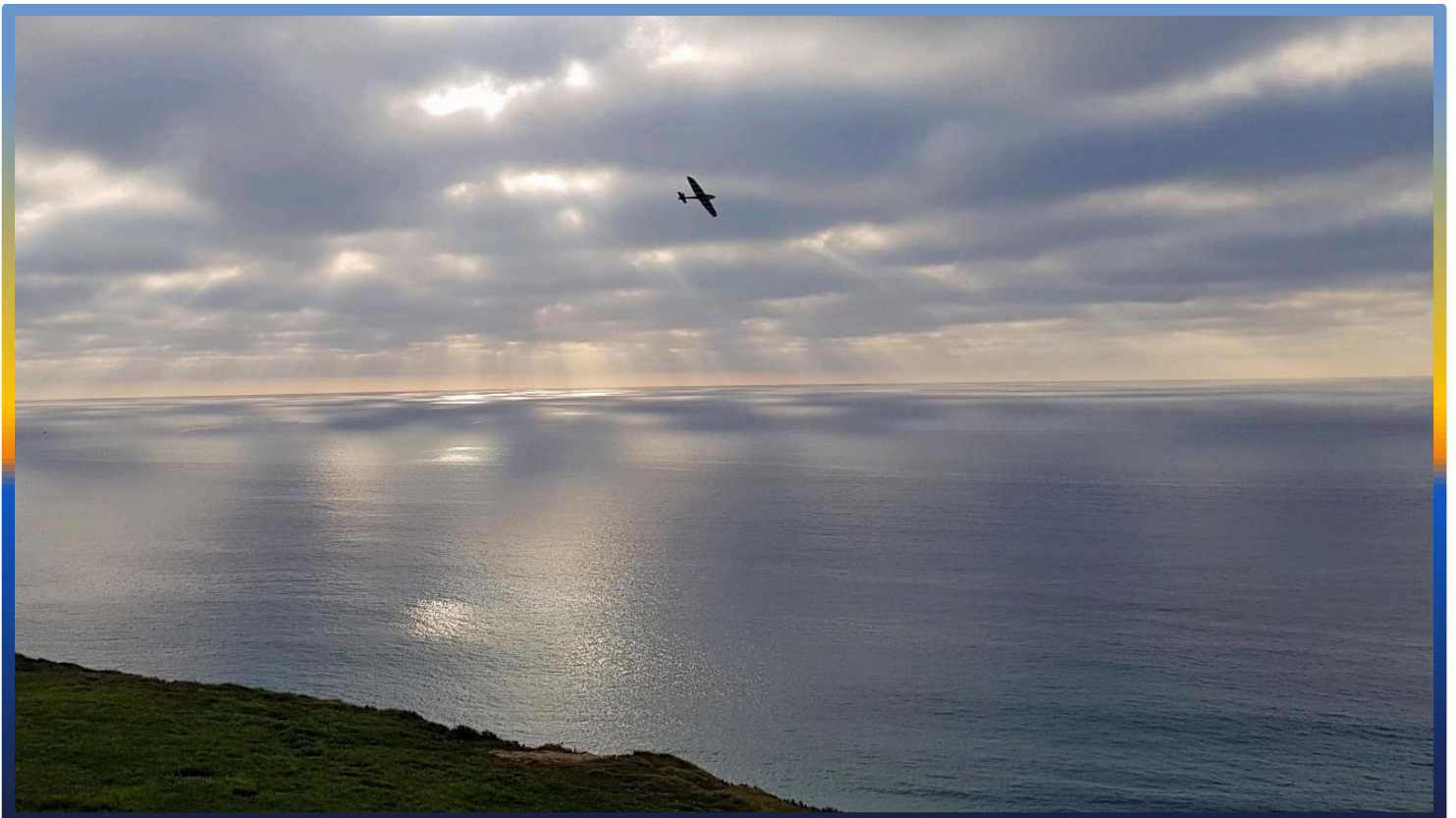


January Winner – Mark B. launching his Ka-8 at Torrey (Bob Hirsch photo)

Photo of the Month Contest (continued)



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



March Winner – Ahi late afternoon (Matin Taraz photo)

Photo of the Month Contest (continued)



April Co-Winner – Steffen Peters' LET Model DG 1000 landing (Thomas Moller photo)



April Co-Winner – Chuck Slopedaddy" Erdahl launching his 3m Ascot F3F at Bill's Hill (Ian Cummings photo)

Photo of the Month Contest (continued)



April Co-Winner – Ray Pili's Pitbull over Torrey (Greg Houck photo)



May Co-Winner – Veep Ian Cummings and his DLG on a calm Torrey day (David Fierro photo)

Photo of the Month Contest (continued)



May Co-Winner – Prez Craig Hanson landing his Shadow at Blossom (Roxy Hanson photo).



June Winner – BD-5 "landing" at Cajon (Dave Arnold photo)

Photo of the Month Contest (continued)



July/August (Summer) Winner – Tucano landing at Cajon Fake Fest (Greg Houck photo)



September Winner – Great detail of Brian Laird's Tucano at Cajon (Greg Houck photo)

Photo of the Month Contest (continued)



Nick Taraz launches dad Matin's Zephyr 46 at Cajon. (Greg Houck photo)



Bob Hirsch launching at Torrey (Jack Zabawa photo)

Photo of the Month Contest (continued)



F5J July contest landing at Poway (Bob Hirsch photo)



October Winner – F5J July contest launches at Poway (Bob Hirsch photo)

Club Officers and Contact Information

Acting President	Ian Cummings	icummings@earthlink.net
Vice-President	To be filled	
Past President	Craig Hanson	craighanson1256@gmail.com
Secretary	Dale Gottdank	dgottdank@gmail.com
Treasurer	Don Lochhead	donloch@sbcglobal.net
Thermal Coordinator	Tom Watson	tewatson60@outlook.com
Communications Officer	Dale Gottdank	dgottdank@gmail.com
Slope Coordinator	Mark Baldacchino	mbaldacchino@san.rr.com
Membership Chair	Cliff Hunter	cfhunter@att.net
Winchmaster	To be filled	
F3K Coordinator	Chuck Norris	chuck@cnorris.com
IHLGF Coordinator	Mike Smith	mike@themapsmith.com
Safety Officer	Mark Baldacchino	mbaldacchino@san.rr.com
Webmaster	Steve Hurd	steve@torreypinesgulls.org
Historian	Gary Fogel	garyfogel@gmail.com
TP Soaring Council (TPG)	Mark Baldacchino	mbaldacchino@san.rr.com

Executive Officers



Ian Cummings



Dale Gottdank



Don Lochhead



Tom Watson



Mark Baldacchino



Cliff Hunter



Quote of the Month:

“You know, it won't fly unless somebody pushes the button.”

~ Homer Hickam, October Sky (1999)



Torrey Sunset (Marty Dine photo)

In Memoriam



Michael Sheldon Ost

February 18, 1951 – September 7, 2020

Michael Sheldon Ost, age 69, passed away on Monday September 7th, 2020 in San Diego, CA. Born on February 18, 1951, Mike grew up in Van Nuys California alongside his older brother, Bill Ost. After serving in the Coast Guard, Mike settled down in Ocean Beach, CA and built a career around refrigeration. He was partially retired, but had his own company, Mike Ost Refrigeration. At an early age he enjoyed surfing, sailing, dirt bike riding and many other action sports. Although his true passion has always been RC cars and gliders.

Mike met Noel Myers in Ocean Beach and they married in 1983. He was a proud father and is survived by his two kids, son Philip Ost (31) and daughter, Michele Ost (26). Philip lives in Denver, Colorado and Michele lives in Ocean Beach, CA. He enjoyed coaching little league and never missed a game of either of his kids. Mike was an Uncle to his brother's kids, Gayle and Steve Ost.

Mike had a kind heart and loved to help others. His kids would often give him a hard time when he would stop and talk to random strangers just to see how their day was going. He enjoyed watching NASCAR, or anything on the Science Fiction channel. He had a large tool collection and loved to build things.

Aside from family, Mike spent most of his free time building, tinkering, and racing RC cars and planes. He has been flying gliders at the Torrey Pines Glider Port for over 20 years. And on Thursday September 17th, 2020 Mike's remains were laid to rest for a small ash spreading ceremony on the cliffside of the Gliderport. His kind-hearted soul and goofy humor will be missed by his loved ones and friends near and far.