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GULL WINGS NEWSLETTER

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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Chuck Norris

Hi everyone!

Today I'm writing about something a little different. After many years of maintaining our club annual dues at \$60, we're increasing the dues to \$65 for next year. It's not something we do lightly – our club has always operated very frugally – but this year we're finding that costs for essentials have risen to the point where it's become necessary.

It's been at least 16 years since the last time we've made an adjustment, so I think we've done a great job managing club operations to that budget. But maybe you're not aware of all the things your dues go to support – most of the work just gets done with no fuss, so it's easy to overlook.

So, what are the costs that your dues cover? Most important are the costs for maintaining our three flying locations. We pay for insurance through the AMA; maintenance for our mower and trailers; protection for the methane pipes at Encinitas; our storage container, and additional SD County fees associated with our lease at Encinitas. We also supply and maintain the stuff necessary to run contests, like timing and audio gear, Hi-Starts (even winches occasionally), landing tapes and shade tents. Website costs and the holiday party, including award plaques and trophies round out our typical annual costs.

(continued)

Photo above:

TPG Members gathered for an exciting session of slope combat at the Poway Slope (Bob Hirsch photo)

Message from the President (continued)

We also have to budget for irregular costs that come up, like replacing our aging storage container (done this year), or unexpected maintenance for the mower or fields.

In short, your dues help keep one of the most active and vibrant soaring clubs in the nation running, all for less than a tank of gas. I think that's excellent value for my money.

Chuck

TPG August/September Events

DATE	EVENT	COMMENTS
August 8 th	Fly 'n Swap Again! – A day to fly and swap meet. Clean out your garages and make room for more birds	Torrey Pines Gliderport No Contest Registration Required Fun Fly!
August 8 th	11:30 am: AMA Model Aviation Hall of Fame induction ceremony for Dr. Don Edberg	In conjunction with the Fly 'n Swap event.
August 15 th	DLG Contest	Poway Flight Center Register on F3X Vault
August 25 th	Club Virtual Meeting	Zoom link: TPG Virtual Meeting Zoom Link
August 29 th – 30 th	TPG Coastal Cooler – Two-Day Tow Hook Series Contest F3L/F3RES – 2m & 1.5m	Encinitas Flight Center Register on F3X Vault
September 5 th	Old School Vintage Classic Woodies Again! – Balsa BOTs, Olys, Sagittas – whatever is built-up wood	Torrey Pines Gliderport No Contest Registration Required Fun Fly!
September 6 th	F5J Contest	Poway Flight Center Register on F3X Vault when open
September 19 th	DLG Contest – Poway Invitational	Poway Flight Center Register on F3X Vault
September 20 th	Team DLG Contest	Poway Flight Center Register on F3X Vault when open

Club Meetings

The Torrey Pines Gulls hosts bi-monthly club meetings virtually via Zoom. It's easy to use Zoom, join in the fun, chat with others; and we typically have a presentation about a topic in RC soaring or something aviation related and a **chance to win a great raffle prize (see below)**.

At our last virtual meeting, on June 23rd, we were joined by Aerospace Engineer Dr. Jeffrey Sinsay, who discussed his activities involving eVTOL (Electric Vertical Takeoff and Landing) flight; i.e., human-carrying drones, air taxis, etc. Dr. Sinsay is Chief Engineer and Co-Founder of Aeronautic Concepts, LLC; Aerospace Engineer for U.S. Army DEVCOM Aviation & Missile Center; as well as a lecturer at Stanford University. Thank you Dr. Sinsay!

About 16 TPG members attended the meeting and Dale Gottdank was the lucky winner of the raffle prize, a Dream-Flight Ahi, EPO foam aerobatic sloper kit. Congrats Dale!

Our next club meeting is scheduled for Tuesday, August 25th, 2026, at 7:00pm PDT. You can be sure we'll have a fascinating presentation (**see following page**) and as always, a time to touch base with flying buddies and friends. The Zoom link will be shared with the club via discord and Google Groups prior to each meeting. It also appears on the Upcoming TPG Events list in the Newsletter.

...from Raffle Chairman, Michael Gillen

The Torrey Pines Gulls is happy to announce the return of raffles at the bi-monthly Club Meeting.

Because the meetings are not in-person, we will be using the F3X Vault to coordinate selling raffle tickets, with the winner drawn at the end of the Club Meeting.

YOU DO NOT NEED TO BE PRESENT TO WIN.

A link to the meeting is on the F3X Vault; look for:

[“TPG Club Virtual Meeting Via Zoom”](#)

When you register for the meeting, you will have the opportunity to make a “Donation,” which will buy you raffle tickets. One \$5 donation will buy two raffle tickets; there is no limit.

The cutoff for raffle sales will occur just before the guest speaker begins. We will draw the raffle winner at the end of the meeting. You do not need to be present to win.

The raffle prize for the upcoming August 25th meeting is:

E-Flite UMX Radian + Spektrum DXS transmitter!

Good luck!



Club Meetings (continued)

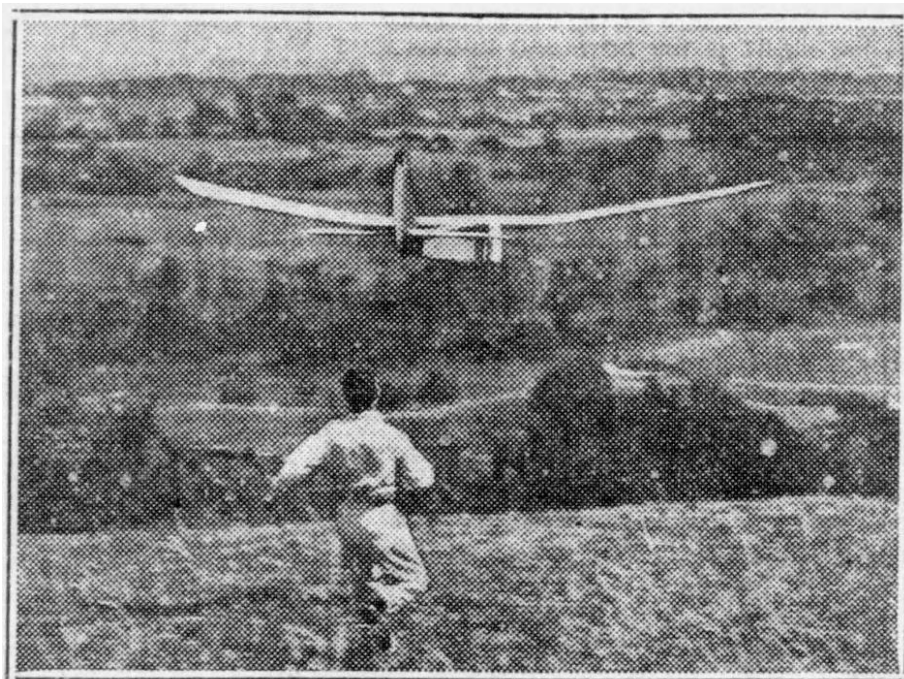
TPG Virtual Meeting – August 25, 2026, 7:00pm PDT – This Month's Presentation

Title: The Origin of Radio-Controlled Soaring in the United States

Speaker: Gary Fogel

Description: Modern unmanned aircraft systems have considerable diversity, scale, and missions. The technological puzzle of outfitting full-sized aircraft with radio control was solved in the early 1930s largely for military purposes. However, during that same decade, amateur radio operators and aeromodelling enthusiasts miniaturized the onboard equipment and control systems to such a degree that it was possible to control large model planes for the purpose of recreation. While many people engaged in this effort, three efforts in the United States during 1937-1939 were central in helping introduce others to the art and challenge of radio-controlled sailplanes. This lecture will review these approaches with photos and descriptions of efforts made – some very inventive and early techniques that launched the fun we enjoy today.

Bio: Gary Fogel is Chief Executive Officer of Natural Selection, Inc. in San Diego focusing on broad applications of machine learning. He serves TPG as Vice President and Historian and has authored several books on the history of gliding and helped preserve the Torrey Pines Gliderport as a historic site. As Adjunct Faculty at San Diego State University, he teaches a freshman introductory course on aerospace engineering in the Fall semester. The material presented in this lecture was published recently as a conference paper at AIAA AVIATION 2026.

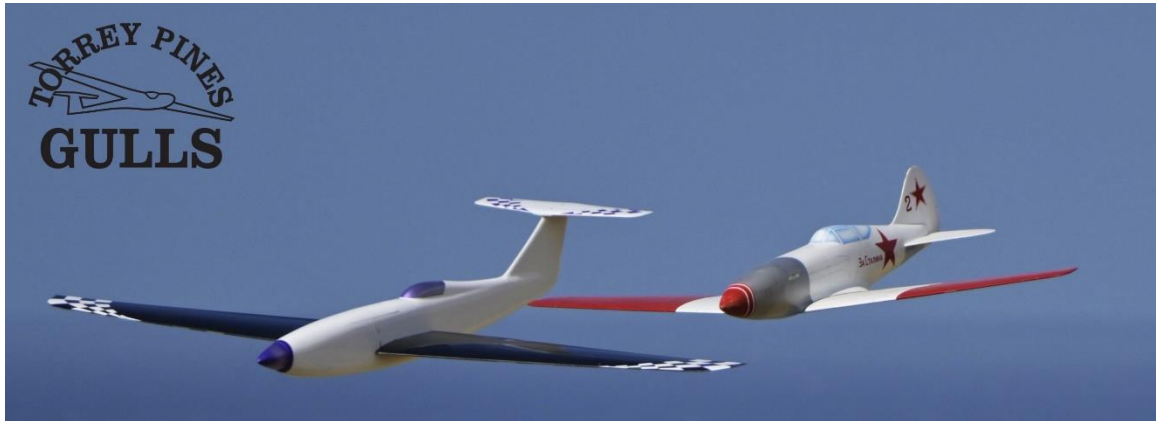


An early RC glider being launched off the slope in 1938 in Connecticut.

News from the Slope – Bret Locke, Slope Coordinator



Bret Locke



Use a Nice Breeze to Cool Down

Although it has been warm and muggy, there continues to be slope worthy conditions in and around San Diego County. Coastal sites are providing some relief from the heat with a very comfortable cool breeze. The RC landing zone at Torrey Pines Gliderport is in fair condition and providing adequate area for long soft landings; while The Torrey Pines RC pit area is maintaining a manicured look.

July 25th, was the Poway Combat Fiesta. Conditions were light with thermals passing through to keep things interesting. Not much combat, but there was plenty of flight-related activity with the non-combatives. A couple of new members came by and two aerospace SDSU students joined in on the festivities. We also got the buddy box setup for initial chevron flights by one of our new young members.



Glider retrieval at the Poway Slope (Gowdham Murugan photo)



Plane magnet at Poway Slope (Gowdham Murugan photo)

News from the Slope (continued)

Upcoming Events

August 8th, the Gliderport Slope Fly and Swap is scheduled to be at Torrey Pines Gliderport. The treasures will start arriving at 9:00 am and sloping activities will begin as the wind picks up. If you need to thin out the hanger, bring it all down to Torrey.

In conjunction with the Fly and Swap, we'll be hosting Don Edberg's induction into the AMA Model Aviation Hall of Fame at 11:30am. Don Edberg was awarded TPG Modeler of the Year back in 1976, so fifty years on, come celebrate this new achievement with Don!

The warm weather has finally found us, take a break from it all on the slope!

Sincerely,

Bret Locke
TPG Slope Coordinator

SAFETY ALERT:

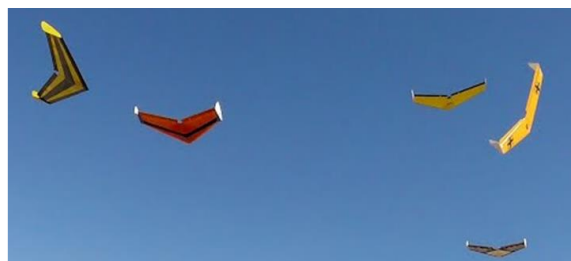
Our most effective safety practice is the Blue-Sky Rule; your depth perception cannot be trusted; Maintain Situational Awareness; and fly with a spotter if feeling overwhelmed by your plane or by paraglider traffic. In uncomfortable situations (i.e. numerous paragliders in the R/C window), landing is always a great option. If warranted, politely ask the Gliderport flight director to help clear the RC window.

TPG Gliderport Schedule for 2026

August 8 th	Fly 'n Swap Again! – A day to fly and swap meet. Clean out your garages and make room for more birds
August 8 th	11:30 am: AMA Model Aviation Hall of Fame induction ceremony for Dr. Don Edberg; In conjunction with the Fly 'n Swap event
September 5 th	Old School Vintage Classic Woodies Again! – Balsa BOTs, Olys, Sagittas – whatever is built-up wood
October 18 th	Redman Rules Contest – Ribbons for 1 st , 2 nd and 3 rd . For the uninitiated, Redman Rules involve beer can bowling and limbo line.
December 5 th	No Shopping Saturday – A week or so after Thanksgiving to get out of the house

Also, keep an eye out for details on our next Poway Slope Combat session.

The next event of 2026 is scheduled for October 17th, 2026



8-Hour LSF Level V Slope Duration...x2! – Gary Fogel

The League of Silent Flight (LSF) Soaring Achievement Program (SAP) is a fun way to improve skills throughout the course of one's relationship with RC soaring. The initial levels I and II present tasks that are appropriately difficult for beginner pilots such as spot landings and reasonably short thermal and slope duration requirements. However, as one progresses through Levels III, IV, and V the requirements are of increasing difficulty. To the modeler going through the process, the difficulty of the next level might appear exponentially harder than the last, but then over time, skills improve and what appeared difficult becomes "doable" and the accomplishment of doing things that were once perceived as impossible provides considerable satisfaction. The "founders" of LSF who designed the tasks really knew what they were doing and the SAP (and its electric Soaring Achievement Program equivalent for electric-launched sailplanes) have stood the test of time. If you are interested in trying it out, you can download the task sheet here: <https://www.silentflight.org/data/LSF-BLUE-SHEET-DEC-2018.pdf>

Level V has many seemingly daunting requirements; a thermal duration flight of 2 hours or more, a goal and return flight of 10km (6.2 miles) out and 10km (6.2 miles) back. Three contest wins in contests with 20 or more entrants and a total of 12,000 points accrued through their scoring equation in a minimum of six contests. And of course, the famous 8-hour slope duration requirement, sometimes referred to as the "bladder test." Only 140 modelers have completed all five levels in the SAP since the foundation of the program in 1969. Only 1 modeler (TPG member and AMA Hall of Fame member Larry Jolly) has completed the eSAP Level V in its far shorter history.

The 8-hour slope task requires a good amount of planning. One must think about locations that would have 8 hours of continual wind, 8 hours of sunlight, a suitable landing zone, etc. One must think about what RC sailplanes are appropriate for each location, designs that also would not tax a weary brain after 8 hours of back-and-forth operation. One must think about the batteries both in the aircraft and on the ground for the transmitter that will be sufficient. And the LSF requires that any pilot flying for Level V tasks must have two witnesses each holding Level II or higher who are not related to the pilot. So, the pilot wanting to achieve Level V must have some very decent friends willing to sit and watch a plane go back and forth on a cliff for 8 hours. Very dedicated friends. One must also think about sun protection, and of course liquid intake and the resulting pressure that results from that liquid intake...and what to do about it how and when.

Several TPGers have completed their Level V 8 hour at Torrey Pines. These include Don Edberg, George Joy, Patrick Dionisio, and Keith Finkenbiner. And it turns out that the most consistent winds at Torrey are in May/June as during that time the winds start early in the day when the "gloom" burns off and continue all the way to sunset. And thanks to the Earth's tilt, June also happens to be the month with the longest daily sunlight. For these reasons, most TPGers have attempted longer flights at Torrey in June – even Dr. Bob Chase's 8.5-hour world record RC soaring flight in 1956 was made at Torrey in June.

8-Hour LSF Level V Slope Duration...x2! (continued)

TPGers John McNeil and Chuck Norris have been working on their LSF SAP for quite a while. They expressed an interest in attempting an 8-hour flight and convinced fellow TPGers Gary Fogel and David Hall to serve as witnesses. On June 25, the group convened at Torrey around 8:00am and the wind was already blowing! Crazy. We checked in, set up and soon John (flying an Aspire that he had purchased previously from Cliff Hunter) and Chuck (flying a first-generation AVA that he had purchased previously from Keith Finkenbiner) were airborne and the long countdown had begun. Dave and Gary flew other aircraft during the day and kept busy. But right away, the lift was super and they were able to climb to very nice heights. Once the paragliders began swarming (despite it being a weekday and not a weekend), both John and Chuck were well above the fray and continued on their merry way.

We brought sandwiches and plenty of snacks and enjoyed yapping about several topics just to pass the time. A few modelers stopped by to enjoy the afternoon breezes. Bob Moseley, Craig Hanson, and Arthur Markiewicz looked over at the four chairs in alignment and faces held high to the sky and “knew what was up.” But kindly refrained from too many reminders of “only four more hours to go!” Once the 8 hours had been achieved, both pilots made great landings and we signed forms, packed up, and headed to a nice celebratory dinner. They continue to work on other requirements in pursuit of completing their Level V.

Who is next? If you have any interest in having witnesses for your slope or thermal duration tasks just reach out and other TPG members will be there to help you achieve your LSF goals!



Chuck Norris relaxing in the middle of his 8-hour slope, perhaps needing a bit more sunscreen...(Gary Fogel photo)



John McNeil covered head-to-toe worried about his wings melting in the sun. (Gary Fogel photo)

8-Hour LSF Level V Slope Duration...x2! (continued)



Success! The rewards of success after the 8-hour flight - holding your aircraft while standing and no longer sitting in a chair – and knowing that you have accomplished something that seemed very daunting when you started Level I...(Gary Fogel photo)

Celebrating a Very Important RC Anniversary at the Torrey Pines Gliderport (Part II) – Gary Fogel

In the June, 2026 Gull Wings issue, I provided some background on the world record established on July 7, 1956 by Dr. Bob Chase at Torrey Pines – the first RC soaring flight of greater than 8 hours – a flight of 8 hours, 34 minutes, 21 seconds; truly quite an amazing achievement with an RC glider that had one channel (rudder) and bang-bang control (full surface deflection) only.

Sometimes the best way to truly appreciate the past is to re-create it. And given 60 years between 1956 and 2026, it was time to do so at Torrey with a replica of the plane that Chase used for his achievement. Expert modeler Larry Jolly took on the task of making a replica based on a simple three-view from a book of the period, a couple of photos, some solid descriptions, and his own knowledge of free flight and RC history. It was all we had to go on.

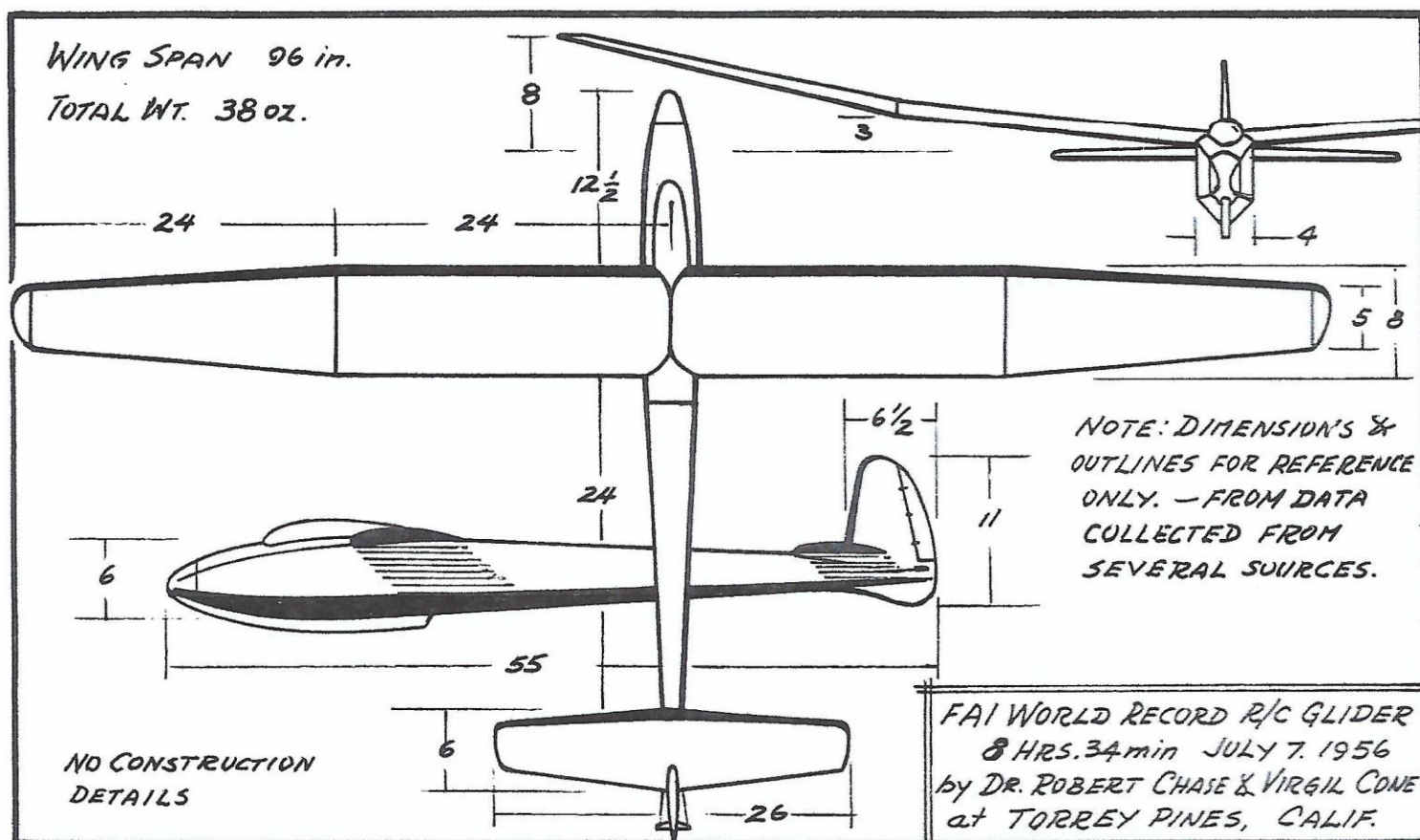


Figure 1. A three-view of the "Jenny Mae" glider used by Dr. Bob Chase in 1956 from one of Frank Zaic's Yearbooks.

Larry produced the replica over the period of about 2-3 weeks. Only minor modifications were made: The replica was made to have 2 channels (rudder and elevator) for improved safety, and rudder area was increased. In the day of bang-bang control systems, the small rudder in the 3-view would have deflected full to the right or left, but the same small rudder would have remedial effect under proportional control. Through additional research, Larry Jolly and Gary Fogel determined that the aircraft was named "Jenny Mae" and based very loosely on a full-scale post WWII Laister-Kauffman LK-10 (TG-4) trainer glider that had been "flat topped" as was common in the late 1940s and early 1950s. Hence the model has a small "canopy." Larry built that into the replica and his wife Carolyn added the "Jenny Mae" name to the side of the fuselage.

Celebrating a Very Important RC Anniversary (Part II) (continued)



Figure 2. The resulting replica looks surprisingly similar in flight to in-flight photos from 1956. (Gary Fogel photo)

While Larry was working on the plane, Gary helped round up a team of pilots willing to fly the replica in shifts at Torrey for the required 8.5 hours to re-create the 1956 record and worked on marketing of the event to local press. The resulting team consisted of Chuck Norris and John McNeil (who had just completed their own 8-hour LSF Level V requirement the week before – oh joy! ANOTHER 8-hour flight!), David Hall, Bret Locke, Gary Fogel, and Larry Jolly. The team chose to make the flight on July 1 as it was before the holiday rush of traffic and obligations and close enough to the July 7, 1956 date that it worked. We met at Torrey at 8:00am and just as was the case when Chuck and John made their 8-hour LSF flight, the winds were already up! We worked quickly to set things up and were met by a TV crew from KUSI/FOX who filmed the takeoff.



Larry Jolly and Jenny Mae before the launch (Gary Fogel photo)

Celebrating a Very Important RC Anniversary (Part II) (continued)



Figure 3. Larry Jolly doing the honors of launching the replica flight on July 1 for the TV camera. (Gary Fogel photo)

Larry then flew the first 1 hour or so of the flight and handed the transmitter off to the next pilot, and the team rotated control every 1-1.5 hours or so. This made the flight much more enjoyable and easy. The plane flew GREAT! It was really exceptionally easy to fly, and very stable with plenty of rudder authority. Interestingly, it could be flown easily without much elevator input at all and still make reasonable turns. We flew and flew and flew. At around 10:30am there was a lull in the wind. Ironically this same type of lull was experienced by the world record setting team in 1956 and nearly ended the attempt! The controls were handed back to Larry Jolly and he carefully conserved energy long enough for the winds to come back up and they remained that way for good.

We weren't sure how long we were going to fly. The hope of course was to complete the entire 8.5 hours but if we landed early, it would still be a success. In the meantime, we conversed with curious onlookers who wondered what we were doing. Gary Fogel distributed some flyers generated by Carolyn Jolly to the public near the concession office. This worked and generated a lot of interest and enthusiasm from both members of the public and the local paraglider pilots who were flying that day. Some PGers took the time to visit with us at the pit area and learn more. It was a good bridge building exercise.

Celebrating a Very Important RC Anniversary (Part II) (continued)



David Hall on the sticks (Gary Fogel photo)



Bret Locke takes a shift (Gary Fogel photo)



Gary Fogel takes over (John McNeil photo)



Chuck Norris taking a turn (Gary Fogel photo)



John McNeil back for more (Gary Fogel photo)



Larry Jolly taking the final shift before landing (Gary Fogel photo)

As we neared the 7-hour mark, Larry was given the transmitter for the remainder of the mission. The winds were still solid all the way until the very end when it was just barely enough for PGers to scrape along the edge. But even that was still plenty of lift for the Jenny Mae to continue on. To our happiness, Gary received a text from the local TV news who had returned to film the landing and interview us afterward. It was nice that they were so inclined to return. We waited for them to set up, passed the 8.5-hour mark, and then it was time for Larry to make a pass for the cameras and his approach for landing. The landing could not have been more perfect, as the plane skidded up to the camera and came to rest. We all bust out into whoops and cheers for a fun mission accomplished.



Figure 4. The Jenny Mae replica just about to complete its long flight at Torrey. (Gary Fogel photo)

Celebrating a Very Important RC Anniversary (Part II) (continued)



Perfect landing! (Jon McNeil photo)



KUSI/FOX cameraman captures the final moments (John McNeil photo)



Post-flight Interview with KUSI/FOX reporter (Gary Fogel photo)



Figure 5. Left to right John McNeil, Larry Jolly, David Hall, Gary Fogel, Chuck Norris standing in front of the Jenny Mae after the completion of the flight. Not pictured is team member Bret Locke who had to leave early. (Carolyn Jolly photo)

Celebrating a Very Important RC Anniversary (Part II) (continued)

Throughout the mission we were pleased to provide hourly updates to TPG via discord and the positive vibes in return helped keep us going. Some informed us that they could see our activities through the Torrey webcam. After the landing we had a long interview with the TV crew and other members of the public came to congratulate us. The resulting spot on the evening news was really well done and conveyed not only the enthusiasm we had for honoring Dr. Bob Chase's accomplishment but reminded the public of the importance of the gliderport, its history, and our association to that as members of the Torrey Pines Gulls and Academy of Model Aeronautics. You can replay their TV spot here - <https://fox5sandiego.com/news/local-news/torrey-pines-gulls-glider-club/>

Upon providing the TV spot to AMA HQ, word quickly spread to AMA management. Congratulatory notes arrived from AMA President Greg Stone, our AMA District X representative JR Schiager, AMA museum director Michael Smith, AMA museum archivist Jackie Shalberg, and others. I received congratulatory emails from others in the broader aviation community in San Diego. The concept of re-creating historic model aircraft flights is now a topic of discussion – something that can visually tie the public to the importance of the history of aeromodelling – something that can help bring the history of important sites like Torrey Pines alive to others. Discussions on these topics remain ongoing at a national level, all because of the effort made to honor and re-create an important part of RC soaring history.

I'd like to personally thank Larry and CJ Jolly for their time and effort in making the replica possible and getting behind this with 120% enthusiasm. The team of TPG pilots did a great job and it all came together in a very easy and fun way. I'm on the hook now to write an article for Model Aviation about the flight, and we're in discussion with the AMA Museum about other similar recreations that could be made. All in all – a way better experience than ever expected that now serves as a model for other possible replica flights to come.

Lastly for those of you who are interested in the history of this particular category of RC soaring slope duration world records – here is what I believe is the complete list of world records, starting with Frank Bethwaite's flight in 1953. In Part I of this article (June, 2026 issue) I mistakenly suggested that Walt Good set the first record in this category but after further research his flight was with an RC powered aircraft.

- 1953 - Unknown pilot (USSR)- 1 hour 30 minutes
- 1953 – Unknown pilot (UK) – 1 hour, 35 minutes
- May 10, 1954 – Frank Bethwaite (NZ) – 2 hours, 00 min, 5 seconds
- April 17, 1955 – Frank Bethwaite (NZ) – 3 hours, 28 minutes
- April 2, 1956 – Frank Bethwaite (NZ) – 7 hours, 37 minutes
- **July 7, 1956 – Bob Chase (USA) – 8 hours, 34 minutes, 21 seconds**
- 1972 - Einar Myr (NOR) – 19 hours, 19 minutes

(continued next page)

Celebrating a Very Important RC Anniversary (Part II) (continued)

- Jan 10, 1973 – E. Miakinine (USSR) – 25 hours, 44 minutes, 8 seconds
- Sept 30, 1978 – B. Laging (AUS) – 28 hours, 00 minutes, 28 seconds
- August 23, 1980 – E. Svoboda (CZE) – 32 hours, 7 minutes, 30 seconds
- Sept. 4, 1983 – A. Smolentsev (USSR) – 33 hours, 32 minutes, 30 seconds
- Sept. 8, 2001 – Nicholas Shaw (GBR) – 36 hours, 3 minutes, 19 seconds
- Sept. 11, 2009 – Valery Myakinin (RUS) + Team/Crew – 39 hours, 3 minutes, 9 seconds*

*Team/crew was allowed by changes of the sporting code in the late 2000's and this remains the current record.



Larry Jolly piloting Jenny Mae (Gary Fogel photo)

July DLG Contest Report – Justin Tolman, CD

The July DLG contest/clinic was held on Saturday, July 11th with 10 pilots in attendance. The day started with thick overcast conditions which soon broke, bringing the heat and partly cloudy afternoon skies.



DLG pilots on an overcast Saturday morning (Bob Hirsch photo)

In Round 1 (Task H, 1234) the lift was bountiful and most pilots were able to get a majority of their time. In Group A, Milan Bregman took the K over William Lalla by less than one second. In Group B, Mengchen Li took the K by 6 seconds over Justin Tolman.

As the morning marine layer began to break up, the air quickly became more dynamic in Round 2 (Task K, Big Ladder). William Lalla took the K in Group A by nearly a full minute over Chuck Norris. In Group B, Milan Bregman edged out Justin Tolman and Gary Fogel to earn the K.

By Round 3 (Task I, 3 Longest) the early afternoon sun was heating up and conditions started to become more challenging. In Group A, Gary Fogel was the only pilot to put together 3 consistent flights to earn the K. In Group B, some very efficient quick turns, paired with some excellent flying, earned William Lalla the K over Milan Bregman.

Next up in Round 4 was the crowd favorite: Poker. In Group A, Gary Fogel, Arthur Markiewicz, William Lalla and Mengchen Li all called All-In. Only Gary was able to link together several thermals and make his call and take the K. In Group B, John McNeil and Justin Tolman took a more conservative approach after witnessing the carnage of the previous group. Both John and Justin flew 1:30 test flights to scout for lift before launching confidently into "Window" calls. John got in the air shortly before Justin to accumulate more flight time and take the K.

July DLG Contest Report (continued)



Mike Green enjoyed participating in his first DLG contest! (Bob Hirsch photo)

Round 5 (Task G, Five Longest) was supposed to be quick turn practice, but the challenging air of the afternoon didn't make 2-minute flights very easy. In Group A, Gary Fogel dropped 15 seconds to take the K over John McNeil. In Group B, Justin Tolman and Milan Bregman flew neck and neck through each flight, only for Justin to eke out a slightly longer flight than Milan on their 4th launch to earn the K.

For Round 6 (Task C, AULD) it was time to let the timers rest in the shade. In Group A, Justin Tolman, Mengchen Li, Milan Bregman, and John McNeil all made each of their 3 flights to share the top score. In Group B, Gary Fogel persevered through much more challenging conditions to take the K over William Lalla.

After 6 rounds in the hot July sun, it was Gary Fogel taking top honors, followed by Milan Bregman and then Justin Tolman.



Contest winners Gary Fogel (1st, middle) Milan Bregman (2nd, left), and Justin Tolman (3rd, right) (Bob Hirsch photo)

July DLG Contest Report (continued)

F3X Vault Scores

#	Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)					
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	6 Gary Fogel  	5962.7		985.6	977.1	1000	1000	1000	1000
2	8 Milan Bregman  	5911.1	-51.6	1000	1000	998.8	930.1	982.2	1000
3	2 Justin Tolman  	5781.1	-130.0	992.0	983.3	860.7	945.1	1000	1000
4	5 John McNeil  	5411.6	-369.5	985.6	849.0	592.9	1000	984.1	1000
5	3 Chuck Norris  	4999.2	-412.4	986.7	889.7	852.9	519.1	955.6	795.2
6	1 William Lalla  	4857.3	-141.9	998.8	1000	1000	0.0	950.1	908.4
7	4 Mengchen Li 	4621.8	-235.5	1000	847.4	881.7	0.0	892.7	1000
8	9 Malick Hernandez  	4092.3	-529.5	832.0	762.3	708.5	450.8	802.4	536.3
9	7 Arthur Markiewicz  	3405.2	-687.1	800.9	958.8	0.0	0.0	836.4	809.1
10	10 Mike Greene  	1378.4	-2026.8	280.3	296.3	272.8	0.0	307.5	221.5

Our next DLG contest/clinic is scheduled for August 15th. Out of town guests Markus Kellerer (Germany) and John Graham (Nevada) are already on the roster.

Sign up for August 15th here:

https://f3xvault.com/?action=event&function=event_view&event_id=4121

Hope to see you there!

Justin Tolman
TPG DLG Coordinator

July F5J Foamy Fun Fly Report – Don Lochhead, CD

Six of us kicked off the July contest. The July heat wave had settled in with temp's quickly rising into the high 80's and eventually hitting the low 90's. A gentle breeze from the west made it a little more bearable, but led to short and sometimes out landings.

This was Bret Locke's first time to join the fun-fly and he celebrated his maiden experience by dominating the field for first place. Don limped in with a 77% second place finish with Tom just behind in third.

F3X Vault Scores

#	Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)					
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	7 Bret Locke  	5702.69		1000	1000	964.29	1000	1000	738.40
2	1 Don Lochhead  	4406.49	-1296.20	402.84	565.92	1000	804.84	632.89	1000
3	6 Tom Farley  	4345.72	-60.77	1000	421.22	1000	1000	586.84	337.66
4	4 Arthur Markiewicz  	3429.57	-916.15	668.25	0.00	761.32	NE	1000	1000
5	9 Dave MacNeil  	3037.75	-391.82	246.45	384.04	847.74	121.03	970.34	468.15
6	8 Steve Hurd  	1795.06	-1242.69	251.41	1000	543.65	NE	NE	NE
7	3 Bob Hirsch  	0.00	-1795.06	NE	NE	NE	NE	NE	NE

July Tow Hook Contest Report – John McNeil, CD

Sunday, July 19th, we had a fun Tow Hook contest at Encinitas. The weather was pleasant, and as usual, the lift before the start of the contest was better than the lift during the contest. Twelve pilots joined us, including a new-to-us pilot, Gary Nichols, and our DLG coordinator, Justin Tolman. Arthur was kind enough to bring a yellow jacket ready to fly, complete with transmitter, for Justin. I needed to dial-in a brand new Purito that I was taking to the AMA Nats the following Tuesday. My fellow contestants were kind enough to let me make some check flights to set the tow hook position.

We set up three lanes, and people flew pretty quickly. The last flight was before noon even though we had a window till 1:00. Even though we don't do anything to prevent it, we just don't seem to have sandbaggers in this event. We had a couple of periods with a pretty serious sink, including at the start of the contest where Arthur and Steve couldn't make it back to their landing tapes. They flew side by side through the same sink, both hoping to make it. Kellan flew consistently, earning himself a fourth-place finish. Justin showed that thermalling is thermalling, no matter how you throw your plane, and got third place. Chuck had good flights except for one off-field landing, earning him second. I took first with my new plane, which made me feel ready for the Nats.

#	Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)					
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	2 John McNeil  	3995.00		818.00	612.00	589.00	349.00	811.00	816.00
2	4 Chuck Norris  	2898.00	-1097.00	808.00	810.00	0.00	155.00	802.00	323.00
3	10 Justin Tolman  	2706.00	-192.00	362.00	641.00	311.00	144.00	465.00	783.00
4	11 Kellen LeBlanc  	2611.00	-95.00	511.00	756.00	412.00	188.00	552.00	192.00
5	5 Steve Condon  	2500.00	-111.00	0.00	807.00	0.00	617.00	808.00	268.00
6	6 Arthur Markiewicz  	2482.00	-18.00	458.00	0.00	806.00	492.00	473.00	253.00
7	1 David Hall  	2366.00	-116.00	210.00	162.00	815.00	381.00	466.00	332.00
8	9 Bret Locke  	1657.00	-709.00	234.00	327.00	215.00	172.00	188.00	521.00
9	12 Steve Hurd  	1602.00	-55.00	210.00	104.00	688.00	0.00	350.00	250.00
10	7 Don Lochhead  	1552.00	-50.00	534.00	0.00	339.00	256.00	239.00	184.00
11	3 Jake Olefsky  	1067.00	-485.00	270.00	217.00	0.00	0.00	302.00	278.00
12	8 Gary Nichols  	0.00	-1067.00	0.00	0.00	0.00	0.00	0.00	0.00

Club Membership Update – Christoph Efstathiou



Christoph
Efstathiou

Hello Gulls,

This month we welcomed 4 new members to the club, bringing us to a total of 100 members for the year. Welcome to our new members, and thanks for joining us. If you are an existing member who has not yet renewed, please consider doing so!

If you have not yet received your card and key, please let me know and I will get that to you as soon as possible.

Renewing or new members must fill out the registration on our web site.

Please use the link below when joining as a new member or renewing an existing membership. Fill out the registration form completely and pay using PayPal, credit card or check. If you have not signed up for the TPG Google Group, you will be sent an individual email when becoming a member.

<http://www.torreypinesgulls.org/membership.html>

Membership Processing

Please use the link below when joining as a new member or renewing an existing membership. Fill out the registration form completely and pay using PayPal, credit card or check. Current members will receive a renewal notice using the TPG Google Group email process. If you have not signed up for the TPG Google Group, you will be sent an individual email.

<http://www.torreypinesgulls.org/membership.html>

All new and renewing members will receive a membership card and key (if requested, for Encinitas and Poway). The key provides access to the gates at our Encinitas and Poway flying sites. Members who fly at the Torrey Pines Gliderport and are Gliderport rated will receive a club lanyard from a club representative at the Gliderport. Members must wear the lanyard with the membership card attached when flying at the Gliderport, for safety reasons. Remember, you must have a current AMA membership to join TPG. To join AMA, follow this link:

<https://join.modelaircraft.org/torreypinesgulls/>

Please contact us at: membership@torreypinesgulls.org if you have not received your membership materials or have any membership-related questions.

Club Membership Update (continued)

Annual Membership

TPG's membership period is January 1st through December 31st. Renewals begin November 1st of each year.

Club Dues are as follows:

- **Full Members** – \$65 per year
- **Youth Members** (19 years or younger) – \$5 per year
- **Student Members** (full-time) – \$20 per year
- **Work Credit** You will receive a credit of up to \$20 on your annual dues; \$10 per each half-day working at any TPG flying field during the past membership year. When filling out your registration form, there is a place to input your hours/credit.

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.

You can get more detailed information regarding your yearly membership benefits by using the following link: [Torrey Pines Gulls Membership Guide](#), which will provide answers to many of your questions regarding Torrey Pines Gulls activities. Also review the TPG Club Bylaws for more information at: [Club Bylaws](#)

Christoph Efsthathiou
Membership Chairman
membership@torreypinesgulls.org



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

Where We Fly – 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.



How We Compete

F5J Contest Series



John McNeil

Thermal Coordinator – John McNeil

Thermal Duration (winch launch) contests have been moved into the Tow Hook Series (see the following pages). For F5J contest dates, check the following link on the Torrey Pines Gulls website:

<https://www.torreypinesgulls.org/f5j-competition.html>

Also, be sure to subscribe to the RCGroups 2026 TPG F5J contest schedule thread for contest news. In the meantime, check out what's been going on during 2025:

<https://www.rcgroups.com/forums/showthread.php?4662319-2025-TPG-F5J-contest-schedule>

or contact John McNeil at thermal@torreypinesgulls.org

DLG/Hand Launch/F3K Contest Series



Justin Tolman

DLG Coordinator – Justin Tolman

For DLG contest dates, check the calendar on the Torrey Pines Gulls website:

For information, contacts, rules, etc. for past and upcoming Hand Launch/DLG contests, check the following link on the Torrey Pines Gulls website:

<https://www.torreypinesgulls.org/discus-launch-glider-series.html>

Also, be sure to subscribe to the RCGroups 2026 TPG DLG Contest/Clinic Series thread for contest news:

<https://www.rcgroups.com/forums/showthread.php?4841707-2026-TPG-DLG-Contest-Clinic-Series-Information>

or contact Justin Tolman at dlg@torreypinesgulls.org

How We Compete (continued)

Team DLG Series



John McNeil

Thermal Coordinator – John McNeil

Following a successful and fun launch of this new contest format in 2024, we have expanded the team DLG schedule in 2025. Each event will be on a Sunday following a Saturday monthly DLG.

Also, be sure to subscribe to the RCGroups 2026 TPG Team DLG Contest/Clinic Series thread for contest news.

<https://www.rcgroups.com/forums/showthread.php?4861235-2026-TPG-Team-DLG-Series>

For more info, contact John McNeil at thermal@torreypinesgulls.org

Team DLG format:

- Teams consist of exactly four pilots.
- In each heat, three of the pilots fly while one pilot times and provides team direction.
- Each round, the timer is rotated. After four rounds, all team members will have timed once.
- Contest rounds follow F3K formats except:
 - Flight timing
 - Flight time starts when the last of three pilots releases the model.
 - Flight time ends when the first of three pilots time would end.
 - If any pilot lands out of bounds, then the flight scores zero.
 - (In other words, all three pilots fly each flight together for a single flight time)

For full details, check out this RCGroups Forum:

<https://www.rcgroups.com/forums/showthread.php?4617285-New-F3K-Team-Contest-Format>

How We Compete (continued)

2024 TPG Tow Hook Series - F3L/F3RES/TD/1.5m



John McNeil

Thermal Coordinator – John McNeil

The TPG Tow Hook Series was a great success in 2025; more contests, fun fly clinics and even a multi-club/multi state event, The Coastal Cooler, which was held in August.

For information, contacts, rules, etc. for past and upcoming Tow Hook Series contests, check the following link on the Torrey Pines Gulls website:

<https://www.torreypinesgulls.org/f3l-res-competitions.html>

Also, be sure to subscribe to the RCGroups 2026 TPG Tow Hook Contest/Clinic Series thread for contest news.

<https://www.rcgroups.com/forums/showthread.php?4861221-2026-TPG-Tow-Hook-Series-F3L-F3RES-TD-sub-250g>

For more info, contact John McNeil at thermal@torreypinesgulls.org

Aircraft Classes

- 1.5m RES bungee launch. Max flying weight is 250g. Construction materials and techniques must follow F3L rules.
Maximum flight time is 5 minutes.
- 2m RES bungee launch. Construction materials and techniques must follow F3L rules
Maximum flight time is 6 minutes.
- AMA thermal duration open class. Winch launch. Skegs are allowed
Maximum flight time is 10 minutes.

Equipment

At least three landing tapes will be provided, marked for F3L. AMA TD will use the same landing bonus formula as the other classes.

F3L compliant bungees will be provided by the club and set up at the CD's direction. At the CDs discretion, all bungees may be shortened from F3L standard to accommodate field conditions. Lighter 1.5m meter bungees will also be setup.

Winches:

A single winch will be on TD days. The winch shall be set up in parallel with, and at the same length as the stretched bungees. The winch will not have a retriever.

How We Compete (continued)

F5J Foamy Fun Fly and Contest/Clinic Series



Don Lochhead

TPG will continue our F5J style foamy fun fly contest (and clinic) Series in 2026 at our Poway field.

This is truly a fun-fly and a great way to get into F5J style flying. Any foamy or stick-built plane up to 2m (or so) is welcome. Night Radians are very popular but we also see Yellow Jackets (stick-built) and a variety of other vintage foamy and balsa stick-built aircraft.

We typically pause mid-contest for a quick clinic. Subjects generally focus on F5J topics of interest to pilots getting into the format. The events are free but we still ask all pilots to sign up on F3X Vault so we know how many to expect and can run the matrix ahead of time.

For information, contacts, rules, etc. for past and upcoming F5J Foamy Fun Fly and Contest/Clinic events, check the following link on the Torrey Pines Gulls website:

<https://www.torreypinesgulls.org/foamy-fun-fly.html>

Our next fun fly will be held on October 31st. Sign up and come join in on the fun.

https://www.f3xvault.com/?action=event&function=event_view&event_id=4153



Bob Hirsch photo

League of Silent Flight and TPG – Gary Fogel



Gary Fogel

The League of Silent Flight (LSF) <https://www.silentflight.org/> is the special interest group (SIG) representing RC soaring to the Academy of Model Aeronautics. LSF has its own lengthy and important history, having first been conceived of in Northern California in 1969, and helps arrange the annual RC soaring Nationals at Muncie, Indiana each summer. Additional info on its history can be found here: <http://www.silentflight.org/images/documents/lfsstory.pdf>

Mark Smith was the first local to sign up for the LSF program with LSF #19. His father Rod was not far behind with #28. They may have been flying more with Harbor Soaring Society at that time (1969/1970) than Torrey Pines Gulls but soon were enjoying membership in both clubs. Since then, over 10,000 people from around the world have signed up and received an LSF number.

Don Edberg was the first in the club to achieve LSF SAP Level III (February 2, 1974). Randy Warner was not far behind, completing the level on April 25, 1974.

Don Edberg was also first in the TPG to achieve LSF SAP Level IV (June 27, 1975). Keith Finkenbiner completed the level on July 8, 1975 but was likely living in Illinois at that time. Ben Clerx completed Level IV on September 30, 1975 but was perhaps living in Honolulu at the time.

Larry Jolly completed his SAP Level V on November 16, 1983 but may or may not have been a member of TPG at the time. TPG members Don Edberg completed his on July 8, 1989. Since then, George Joy (1992), Patrick Dionisio (2002) and Keith Finkenbiner (2002) have completed Level V:

- SAP Level III – 51 pilots
- SAP Level IV – 31 pilots
- SAP Level V – 5 pilots

Larry Jolly (1983), Don Edberg (1989), George Joy (1992), Patrick Dionisio (2002), Keith Finkenbiner (2002)

For LSF eSAP, only one pilot in the history of the program has completed Level V – Larry Jolly (September 2, 2015). We need more pilots signing up and completing eSAP levels especially given the popularity of F5J, our regular F5J fun flies, and the opportunity to use electric launch DLGs in our monthly F3K contests.

League of Silent Flight and TPG – (continued)



Who in the TPG is currently working on which levels? I have the following info; if you do not see your name listed and wish to be added please let me know. It's good for us to have a list of current aspirations so that we can help others team up along the way and get to their goals. Don't forget to use 2026 TPG events towards next levels!

First	Last	SAP Level next to achieve	eSAP Level next to achieve
Milan	Bregman	Level I	
Gary	Legerton	Level I	
Mengchen	Li	Level I	
Paul	Nibecker	Level I	
Scott	McCurdy	Level I	Level II
Justin	Tolman	Level II	
Christoph	Efstathiou	Level II	
Ed	LaCroix	Level II	
Jake	Olefsky	Level II	Level II
Eric	Metzdorf	Level II	
Daniel	McFarland	Level II	
Don	Lochhead	Level II	
Ian	Cummings	Level III	
Mike	Verzuh	Level III	
Ray	Pili	Level III	Level II
Tom	Kiesling	Level III	
Mike	Smith	Level IV	
Steve	Condon	Level IV	
Chuck	Norris	Level V	Level II
Gary	Fogel	Level V	Level III
John	McNeil	Level V	
Scott	Condon	Level V	
David	Hall	Level V	
Ben	Clerx	Level V	
Rick	Shelby	Level V	

How We Connect

Questions or concerns?

You can have your questions answered at: www.torreypinesgulls.org

We have a [Contact Us](#) link in the drop-down menu that appears when you click on [The Club](#) next to [Membership](#), [Locations](#), [Contests](#)...If you have any questions, concerns, suggestions, etc., here's your chance.

Don't forget to join

In order to maintain a line of communication among members, we have a TPG Google Group. Please make sure that our club Membership Chairman has your current email address. You can confirm this by contacting membership@torreypinesgulls.org. If you are not already a member of the TPG Google Group, you will be sent an invitation to join.

When you join as a member of the private TPG Google Group, the club will distribute notifications, newsletters, contest events and holiday party info, etc. This information will keep you informed of all club activities throughout the year. You don't need a Gmail address to participate in Google Groups, but you do need to be a member of TPG.

Google Groups provides a great way of communicating with one another. If you have any questions or concerns about almost anything having to do with flying, building, finding another club member, etc., you can post them on Google Groups. It also allows you to send links and attachments, just like regular email.

...and, very importantly, since all postings/emails are done through Google Groups, your actual email address is not visible when notifications are sent out to the club members. Also, only members of the group can post to the group, so joining the group does not add to your spam burden.

So, verify that the club has your correct email, make sure you receive an invitation to join Google Groups and sign up!

Procedure for Joining Google Groups

Here are the steps new club members need to take to be added to Google Groups if they don't have a Gmail account/address:

1. Go to the [Google Account Sign In page](#).
2. Click Create account.
3. Enter your name.
4. Click Use my current email address instead.
5. Enter your current email address.
6. Click Next.
7. Verify your email address with the code sent to your existing email.
8. Click Verify.
9. Confirm with TPG Membership Chairman the above steps have been completed, use the following email address: membership@torreypinesgulls.org

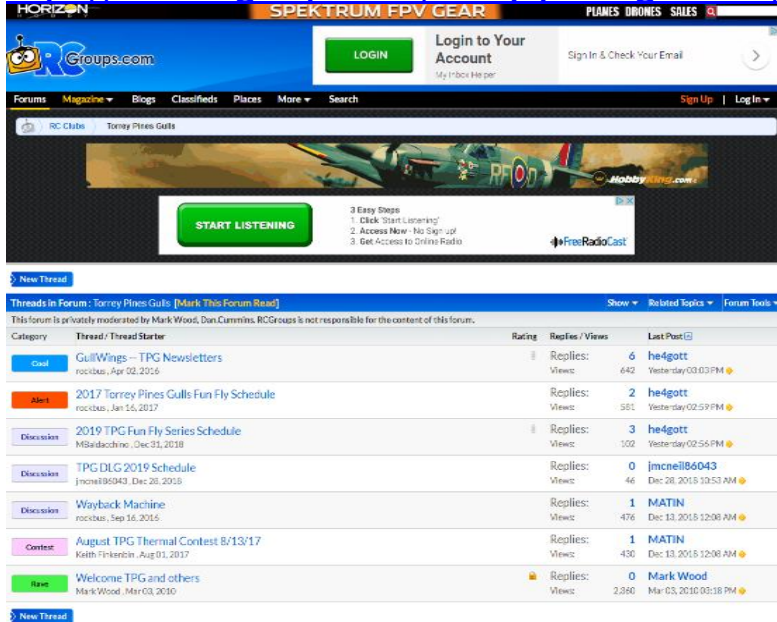
How We Connect (continued)

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
Gold	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 MSardachino, Dec 31, 2018		Replies: 3 Views: 102	he4gott Yesterday 02:56 PM
Discussion	TPG DLG 2019 Schedule jmcneil86043, Dec 28, 2018		Replies: 0 Views: 46	jmcneil86043 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 Finkstein, Aug 01, 2017		Replies: 1 Views: 430	MATIN Dec 13, 2018 12:08 AM
New	Welcome TPG and others Mark Wood, Mar 03, 2010		Replies: 0 Views: 2,840	Mark Wood Mar 03, 2010 05:18 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.

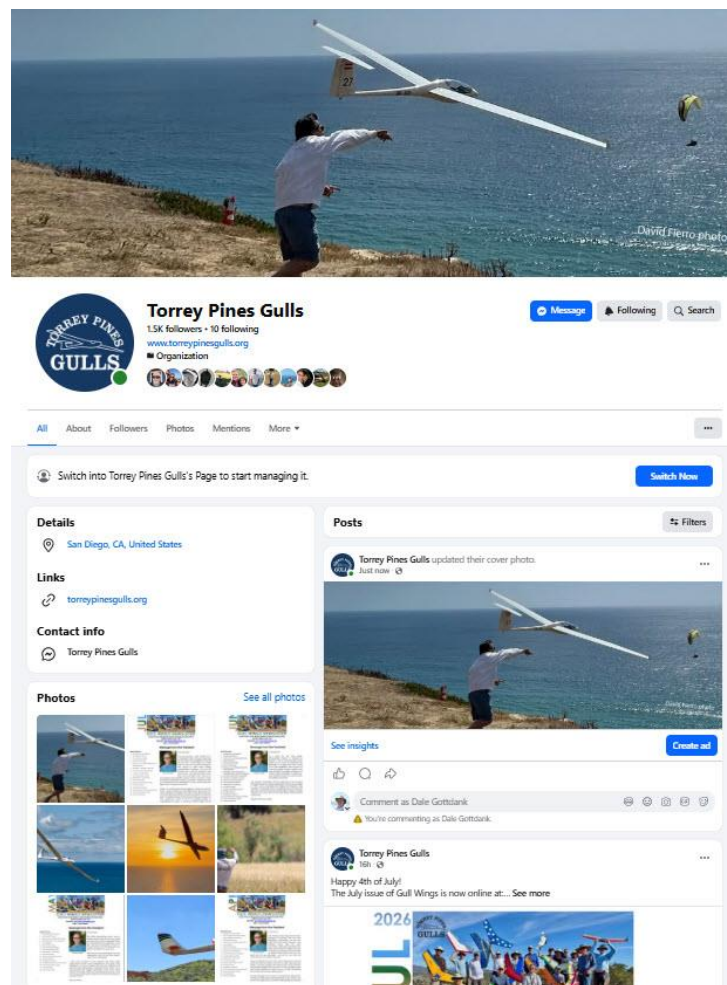
RCGroups allows you to post photos and videos. By subscribing, you can keep up with the latest events, club activities and member postings.

How We Connect (continued)

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/>



How We Connect (continued)

TPG is on



TPG's Media Coordinator, Mengchen Li, has created an Instagram account for the Torrey Pines Gulls. If you're already on Instagram, search for [torrey_pines_gulls](#) and click on follow. If you're not on Instagram, well, now's a great time to join!

Also, if you have any photos or videos of your RC soaring activities, contests, builds, fun flies, etc., send them along to Mengchen at media@torreypinesgulls.org and you might find your submittal on a TPG Instagram post.



How We Connect (continued)

Join the Conversation:  **Discord**

Discord is a free website and app that you can download to your phone or computer that gives you access to the Torrey Pines Gulls group chat. This is an active discussion group with interesting conversations happening all the time. It's a great place to ask questions and learn from your fellow members. Event reminders and club news are posted to our Discord server so you can stay up to date with what's happening.

To get in:

1. Visit the Discord website and download the app to your computer or click the 'Open in Browser' link.
2. Or, search through your phone's app store for the Discord app and install it.
3. Create a free account inside the app or website.
4. Scan the QR code or click the link below it to join.



<http://www.discord.gg/vRdV6Fd9nP>

Newsletter Submissions - Dale Gottdank, Editor



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!

Please send in your articles or photos (communications@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. Photos should be in their original, high-resolution format. The newsletter can be found on the Torrey Pines Gulls website at <http://www.torreypinesgulls.org>.



Club Officers and Contact Information

President	Chuck Norris	president@torreypinesgulls.org
Vice-President	Gary Fogel	vp@torreypinesgulls.org
Past President	Ian Cummings	
Secretary	Dale Gottdank	secretary@torreypinesgulls.org
Treasurer	Don Lochhead	treasurer@torreypinesgulls.org
Communications Officer	Dale Gottdank	communications@torreypinesgulls.org
Thermal Coordinator	John McNeil	thermal@torreypinesgulls.org
Slope Coordinator	Bret Locke	slope@torreypinesgulls.org
DLG Coordinator	Justin Tolman	dlg@torreypinesgulls.org
Membership Chair	Christoph Efstathiou	membership@torreypinesgulls.org
IHLGF Coordinator	Chuck Norris	president@torreypinesgulls.org
LSF Coordinator	Gary Fogel	vp@torreypinesgulls.org
Webmaster	Jake Olefsky	tpg@foldnfly.com
Media Coordinator	Mengchen Li	media@torreypinesgulls.org
Historian	Gary Fogel	historian@torreypinesgulls.org
Raffle Chairman	Michael Gillen	Contact via TPG Discord server

Executive Officers



Chuck Norris



Gary Fogel



Dale Gottdank



Don Lochhead



John McNeil



Bret Locke



Justin Tolman



Christoph Efstathiou

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**.

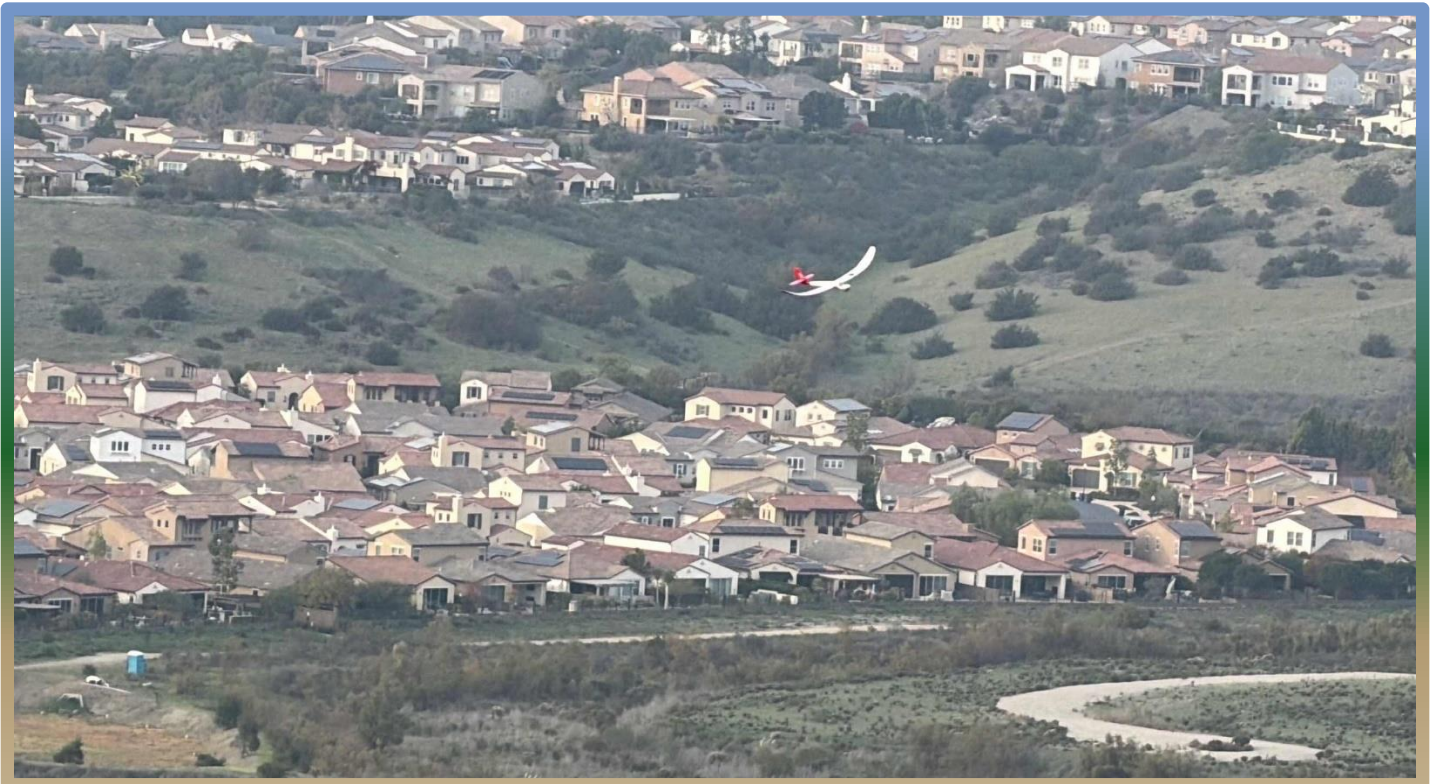
A Photo of the Year winner will be selected from among the monthly winners and will receive a prize (their photo will be used as the website and newsletter masthead AND will appear on the following year's club membership card); so **horizontal format photos are preferred**.

Email your photos (**JPG format and original high-resolution version, please**) to Dale Gottdank at submit@torreypinesgulls.org. Please provide your name, location of photo and photo description. Note: December photo of the month winner(s) will be included in the following year's Photo of the Year competition.



4th Quarter (Oct-Nov-Dec 2025) Winner – Steve Stanton lunching his self-designed Cayley at a TPG F5J contest (Bob Hirsch photo)

Photo of the Month Contest (continued)



January Winner – Lone glider near the Black Mountain Gliderport (Kevin Vu photo)



February Winner – Justin Tolman mid launch (Dave MacNeil photo))

Photo of the Month Contest (continued)



March Co-Winner – Kellen LeBlanc launching at the Tow Hook Contest (Bob Hirsch photo))



March Co-Winner – Group launch at the February Poway Slope (Combat) Fiesta (Bob Hirsch photo))

Photo of the Month Contest (continued)



April Co-Winner – John McNeil launching his open class ship at the March Tow Hook Series/TD Fun Fly (Ian Cummings photo)



April Co-winner – Jeff Sinsay launches a well-worn, but still well-flyin' Radian (Bob Hirsch photo)

Photo of the Month Contest (continued)



May Co-winner – Aaron Wallace's HKM ASW-27 (Thomas Moller photo)



May Co-winner – Scott McCurdy launching at the 2026 International Hand Launch Glider Festival (Ian Cummings photo)

Photo of the Month Contest (continued)



June Winner – Ray Pili's LET DG-1000 over Torrey (Ray Pili photo)



July Winner – Alvaro Corzo launching Aaron Wallace's ASW-27 (David Fierro photo)

Photo of the Month Contest (continued)



Poway slope plane catcher (Gowdham Murugan photo)



August Co Winner – Larry Jolly launches his replica "Jenny May" at the July 1st re-creation of Bob Chase's 1956 slope soaring record flight (Gary Fogel photo)

Photo of the Month Contest (continued)



August Co-Winner – Dale Osborn about to launch in the early morning mist at Poway (Bob Hirsch photo)



Quote of the Month:

*“Festina Lente!!!
(Make Haste, Slowly)!!”
~ Augustus*



April at the Gliderport. Aaron Wallace's HKM ASW-27 soars over the setting sun (Thomas Moller photo)