



GULL WINGS NEWSLETTER - SUMMER 2016

Torrey Pines Gulls Radio Control Soaring Society (TPG)

AMA Charter Club 129

Website: www.torreypinesgulls.org

Editor – Dale Gottdank

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Dan Cummins

Message from the President

Howdy Gulls,

We are officially ready to start our summer break!

The summer heat has come to visit, and we are all recovering from blockbuster flying months in April and May. The international Hand Launch Glider

Festival was a smashing success this year due to an outstanding field of international pilots, generous contributions from our many sponsors, and the many volunteers that enabled the event to go off without a hitch. The silent auction and entry fee revenues enabled the club to make a record \$2500 donation to the USA F3K Team. We also able to earmark some of the proceeds to make F3K related capital improvements over the next year to enhance the monthly contest experience for club members and keep F3K sustainable in the years to come. Thanks to the DLG community for their generous participation that always make this a spectacular event!

Next up, was a foamy slope race at the Poway slope. A handful of brave pilots worked the course in very marginal south wind conditions. It was a ton of fun, and was a very low stress way to get our competitive juices flowing. We are hoping to have more foamy events throughout the year to show new pilots what the excitement of competition is all about.

(continued next page)

Message from the President (continued)

I want to thank John McNeil for CD'ing the event, and Ray Pili for leading this and other LSF events for the club. Without people stepping up, these events would never become a reality.

Well, that's all I have for now.....I gotta go fix some planes!

Be sure to check the TPGulls website calendar for upcoming events!

Till September, fly more, host a flying event, and think about joining the TPGulls board.....we always need some new ideas!

Cheers!

Dan Cummins
Torrey Pines Gulls
2016 President



From Ian Cummings: Here's Ryan Woebkenberg, visiting pilot from Indiana. He's sporting the "Torrey Grin". Ryan packed a wing for his trip to San Diego with hopes of getting in a flight at Torrey. Mission accomplished!

Club Meetings, Contests and Activities

As we did last year, TPG will continue to host monthly contests, fun-fly events, and onsite clinics. General meetings have morphed into competitive and non-competitive events throughout the year. Be on the lookout for upcoming details and scheduling for all TPG and related events in the Newsletter, Newsletter Calendar in this issue and on the Torrey Pines Gulls website at:

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



Dale Gottdank

Newsletter Update - Dale Gottdank

In the summertime when the weather is...

Please contribute to our **GULL WINGS NEWSLETTER**

Please Send Pictures! Send an article, perhaps. It doesn't have to be a "novel," just a paragraph or two about something that interests you related in some way to RC soaring...even something interesting you happened upon 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! *This month, we have a great article from Eric Metzdorff on scratch building a Speedster version of the Limit EX sloper.*

To make the timely issue possible, I need the club members' support and help in providing me with recent pictures, articles and any upcoming events. If there are too many, we'll save some for the next issue.

Please send in your articles or photos (dgottdank@gmail.com) by the 25th of each month so they can be included in the monthly newsletter. The newsletter can be found on the Torrey Pines Gulls website at <http://www.torreypinesgulls.org>

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

From John Blaske:

If you haven't had a chance yet, check out our TPG Facebook page by clicking the links below:

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



[RECENTLY POSTED:](#)
[USA F3B Team Selects](#)

Join the Yahoo Forum!

From Lenny Brzezinski:

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

If you are new to the club, the website will give you a lot of information about the club. On the website there is a link that you can use to join the group. This group is moderated. [Please use this group for flying related items.](#) You can post on the Yahoo group files, photos, polls, members, and calendar. All of these sections are available to any member. I hope that your experience with this group will be great. On the TPG website, www.torreypinesgulls.org, you can follow the [YAHOO FORUM](#) link in the drop-down menu that appears when you scroll over [TORREY PINES GULLS](#) next to [LOCATIONS](#), [CALENDAR](#), [MEMBERSHIP](#).

Torrey Pines Gulls Apparel Store

The Torrey Pines Gulls Apparel Store ready for business. We anticipate adding a DLG version of the logo soon, and we're open for any other additions down the road. Follow this link, <http://tpgstore.qbstores.com> or click on the images below to access the TPG Apparel Store. Choose from short and long sleeve t-shirts, sweatshirts and hoodies!



Product ID: A-212-121-1064
Digitally Printed Gildan Ringspun Crew Sweatshirt



Product ID: A-200-101-7969
Digitally Printed Gildan Hooded Sweatshirt



Product ID: A-200-101-7969
Digitally Printed Gildan Hooded Sweatshirt



Product ID: A-212-102-3074
Gildan Printed Classic Long Sleeve Tee



Product ID: A-200-102-7051
Gildan Printed Classic Long Sleeve Dark Tee



Product ID: A-212-102-7051
Printed Gildan Ultra Cotton Tee



Product ID: A-200-101-5975
Printed Gildan Ultra Cotton Dark Tee



Product ID: A-200-102-3025
Gildan Ultra Cotton Classic Fit Ladies Tee

News from the Slope – Ray Pili, Slope Coordinator



Ray Pili

June Gloom hit the coast hard this past month, bringing light and fickle winds.

There was a fantastic turnout for the 6th Katie Martin Memorial. I've never seen the RC Pilots parking lot full to the max as it was on Saturday June 4th. Slopemobiles had to park with the Whuffos. The lift was iffy but if you brought a floater you were flying. Read up more in RCGroups:

<http://www.rcgroups.com/forums/showthread.php?t=2558251>

See the follow-up from Bob Martin following this article. Here are a few pictures from Eric Metzdorff:



Approximately half the gliders on the field. Photo by E. Metzdorff.

News from the Slope (continued)



Six of one, half dozen of another.



Bob Martin raffle. Photo by E. Metzdorff.

News from the Slope (continued)

Save the Date – PNF/TWF Fun Fly at Torrey Saturday July 23rd. Jarts, Sharks, Shrikes, CR Twisty wings...

Members get a free sandwich.

Couple of pics from last year:



View from the Pits 2015. Photo by Rockbus (Ray Pili).



Ward with his Scirocco - perfect example of a PNF with Twisty Wings. Photo by Rockbus (Ray Pili)

News from the Slope (continued)

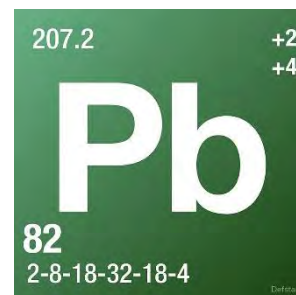
Finally, Saturday August 27th is a Scale Fun Fly at Torrey and we're teaming up with the Torrey Pines Scale Soaring Society. Bring out your DG's, Ka-8's, ASW's and PSS planes.

One more finally:

The Gliderport is planning to redo the Orientation/Safety Video and is asking for RC Pilot input. If you would like to be involved, please contact Gabe at the Gliderport.

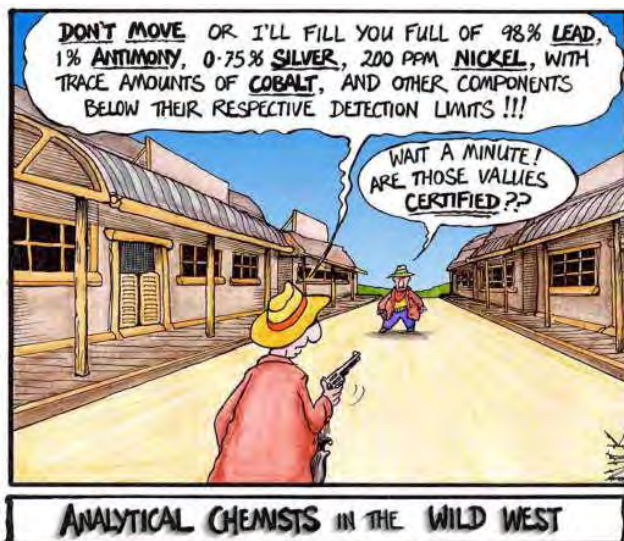
Safety tip:

Lead ballast is a silent killer. Almost every glider needs ballast to get the CG just right and lead has been the go-to material to fill the nose. Detail oriented builders will melt lead to fit the nose. On those 20+ mph days at Torrey, we're loading up our gliders with ballast, typically lead. When our thumbs are tired we sit down and eat a healthy sandwich.



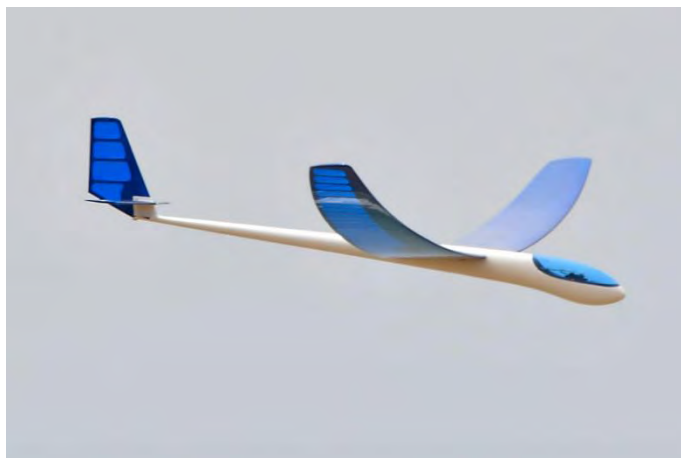
Our friends at the CDC have this nice site explaining how lead exposure can happen.
<http://www.cdc.gov/niosh/topics/lead/exposure.html>

For our hobby, lead exposure can be minimized by wearing gloves when handling lead shot, bars, sheet or ballast. When making nose weight or ballast bars, melt lead outdoors and try to stand upwind, so you don't breathe fumes. Minimize exposure to lead ballast by melting lead into brass tubes and painting the ends with clear. And get into the habit of washing your hands immediately after touching lead.



Blue Skies,
Ray Pili

Katie Martin Memorial Tribute Follow-up – Bob Martin



We received a gracious email from Bob Martin following the event, expressing his sincere gratitude to the Torrey Pines Gulls for being such a great host! Below, is his post on RC Groups (click on the text below to visit the RCGroups thread):

[To everyone today. It was the largest turnout yet for a Katie Tribute. Thank you Torrey Pines gulls for being such a great host and allowing us to stage the Katie Tribute on your premier site. Thank you Gliderport people for being so helpful in getting us all signed up and for the great food you supply for us hungry flyers. Thank you to all of you that attended and made this event so special. Thank you to Bob Smith Industries, Hobbico, Fly-by-Night Models, Hitec, Multiplex, Chief Aircraft, Dale Ebner, John Cole and Katie Martin for all of the fine raffle prizes. Thank you everyone that I had the opportunity to talk to and swap stories with, and most importantly those I could had to time to tell stories about Katie. Lastly, Dave Brown who read the Dedication Speech, Gregg Bolton and Marty Dine who flew the Katie Hobie and Katie Special Superhawk.](#)



Club Competition Activity

Thermal Duration

Thermal Coordinator/Winchmaster – Mark Canfield



Mark Canfield

For information, contacts, rules, etc. for past and upcoming Thermal Duration contests, check the following link on the Torrey Pines Gulls website: <http://www.torreypinesgulls.org/event/thermal-duration-contest-march/>

or contact Mark Canfield at mcanfield5@roadrunner.com

More information may be shown in the F3X Vault site (<http://www.f3xvault.com>) as TPG coordinates with the Vault for contest sign-ups, tasks, results, etc.

Hand Launch

F3K Coordinator – Tim Traver



Tim Traver

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/> or contact Tim Traver at TimTraver@gmail.com

More information may be shown in the F3X Vault site (<http://www.f3xvault.com>) as TPG coordinates with the Vault for contest sign-ups, tasks, results, etc. and in this RCGroups thread: <http://www.rcgroups.com/forums/showthread.php?t=2318718>

Man-On-Man Foamy Race – John McNeil



Photo by Dale Osborne

We held a man on man foamy race yesterday (June 11).

We had nine pilots come out and fly and an additional handful of helpers who didn't fly. Hats-off and sincere thanks for those helpers. It made the race fast and easy to organize.

We flew two classes, under 100" and under 60". We started with under 100" with Greg Houck, Ray Pili, Dan Cummins, Eric Metzдорff, Matin Taraz, Robert Major and myself flying.

All but one of use were flying foam KA-8s, and the other was a Radian Pro with the spinny thing on the front disabled (not sure what that is for, but it seemed to provide ballast). The wind was South under overcast skies, and just strong enough to keep planes aloft. We flew three rounds of two heats each, with three or four pilots in each heat.

This was my first man-on-man race, (I've watched and helped before, but never piloted). Even launching all at once was exciting! A KA-8 seems small at Torrey, but with four launching wing tip to wing tip in light lift, it was close quarters. The flag-men did a great job, but because of the way I laid out the course, they were hard to see at times, and pretty far back from the lift zone. This meant I had to split my attention between the airplane and the hill while trying to make a pylon turn in light lift with a crowd of planes. The other exciting bit was watching 3 KA-8s start to flap their wings during periods of bigger lift as the speed came up. We did have a mid-air, but no ruined aircraft (that would come later). The final results left Ray and myself tied for second, and Greg and Dan tied for first (see full scores at the end). We agreed to have a fly-off after we 60", time permitting, but the winds did not cooperate.

The next event was 60" and under, with Greg, Dan, Ray, Matin, Bruno Bersen, Nick Taraz, John Blaske and myself competing. I'm not sure if the lift was lighter, or these aircraft just needed more air to stay up, but out of two rounds of two heats each, we had three DNFs. Each heat had 4 airplanes, but I found collision avoidance to be easier. I'm not sure if it was because I was flying my smaller, more maneuverable, Moth, or because my greater experience (being a seasoned veteran of three heats).

(continued next page)

Man-On-Man Foamy Race – John McNeil (continued)

Ray and Martin really had a groove going and seemed very comfortable. They both tied for second and I took first. This victory was totally down the Moth I was flying, which was perfect for the conditions.

We tried to get another round of 100" going, but the lift was just too light. Sadly even though two planes sunk out in the second heat, the other two pilots managed to mid-air, shearing the tail-group off one of the KA-8s

Thanks very much for everyone's help, especially Ray Pili for organizing, and John B for setting up the matrices and calling the launch times. Thanks also to the folks who came out to help but not fly. Due to this help this contest was fun and easy to run. For next time, we'll have to put the flags turn around in an easier to see location. I am open to other suggestions to improve the event as well.

Scores:

Pilot	Points
100"	
Greg Houck:	11
Dan Cummins:	11
Ray Pili:	8
John McNeil:	8
Eric Metedortl:	6
Martin Taraz:	5
Bob Major:	2 (missed first round)

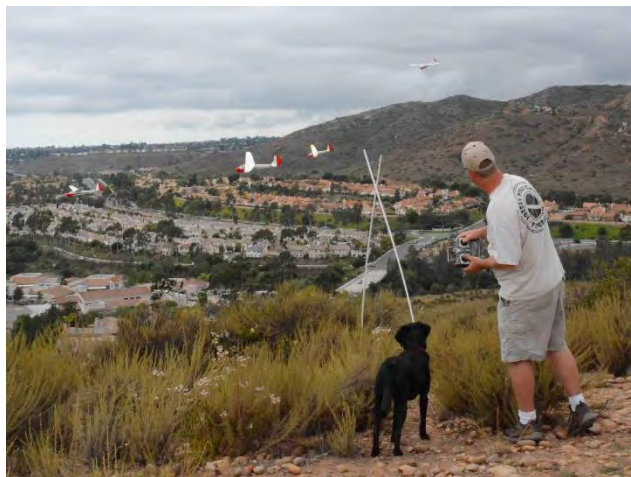
60"

John McNeil:	8	
Martin Taraz:	7	
Ray Pili:	7	
Bruno Bersen:	3	
Nick Taraz:		2
John Blaske:	1	
Greg Houck:	0	
Dan Cummins:	0	

Below are a few more of Dale Osborn's photos from the race:



Man-On-Man Foamy Race – John McNeil (continued)



LSF Report – Ray Pili



Summer 2016 LSF Schedule

Arguably the best Foam Glider pilots showed up for the Man on Man Pylon Speed Race Saturday June 11 2016 at the Poway Slope. We flew two Glider classes, Under 60 inch, and 60 to 100 inch class, both CD'd by John McNeil. This event was a great venue for LSF pilots to ease into a friendly AMA sanctioned race.

John provided a synopsis of the race in the newsletter. The winners of each Class won a Torrey Pine Gulls Shirt.

Photos on RCgroups: <http://www.rcgroups.com/forums/showthread.php?t=2681597>



MOM Racers and Flagmen. Dave, Don, Ray, Bailey, Eric, John, Greg, Bruno, Matin and Nick, Dale Osborne behind the camera. Photo Dale Osborne

The next LSF Event is scheduled for Saturday, July 30th for another Foamy Man on Man Pylon Speed Race at the fastest bluff in Carlsbad, the infamous Dave's Beach. Same rules same prize for the winners.

Fine print; must be an AMA member, only foam gliders, no fee...

Saturday, August 13th will be an LSF Attempt day at the Poway Thermal Field. At least one hi start will be provided as well as a 3 and 1.5 M radius landing circle.

Club Membership Update – Bill Eckles



Bill Eckles

Now is the time to join the club if you haven't yet. As of July 1, our rate for annual dues drops from \$60 to \$30 for adults. Half year left; half price memberships. Not too hard to remember. I've had a couple inquiries about our rates and when they change, but yet have the follow-up memberships, so I'm anticipating at least a mini-rush July 1. Please help to increase this to a frantic event for the July 4 weekend by making any soaring interested friends aware of this discount. That way, they'll have fun, we'll have fun and the club will grow.

This is a good time to be a member. The crowds are actually lighter than spring due to lighter winds at the Gliderport. However, the light winds lead to very relaxing soaring, beautiful sunsets and abundant peaceful, easy feelings. The thermals are popping in Poway and at the Encinitas field, so not only is the flying super, the camaraderie is great with plenty of other guys sharing in the fun. Friendly contests are also pretty common.

Check the newsletter for activities. These are some of the best reasons to join a club rather than just fly on your own. So, I look forward to seeing the group at the sites and to have quite a few new members showing.

Bill Eckles, Membership Chairman

Every year we need a good strong membership to continue to provide the services we offer:

- ✓ Access to three Flying Fields in La Jolla, Encinitas and Poway.
- ✓ Quarterly (or thereabouts) fun-fly clinic events to be held at our thermal soaring fields and at Torrey Pines Gliderport, where members will have ample opportunities to take advantage of our trio of excellent flying sites. Be on the lookout for upcoming details and scheduling.
- ✓ A group of guys who can answer just about any question you might ask, and do it with a smile.
- ✓ Contests that bring out world class competitors from around the globe.
- ✓ Competition and help for *you*, regardless of your skill level.
- ✓ A holiday party that's the envy of most gourmands in Southern California.
- ✓ A website for current and past information www.torreypinesgulls.org
- ✓ An interesting monthly newsletter with current information to help keep members informed
- ✓ We are an AMA Chartered Club #129, with benefits - field Insurance etc.

Dues are as follows:

- ✓ Dues for the membership (calendar) year are as follows for submissions during.
- ✓ January through June \$60
- ✓ July through September \$30
- ✓ October through December \$60 (gives you a jump on next year)
- ✓ Full-time college students \$30 per year
- ✓ Juniors under 18 years \$15 per year
- ✓ Receive a credit of up to \$20, ten for each of up to two half-day work sessions helping the club.

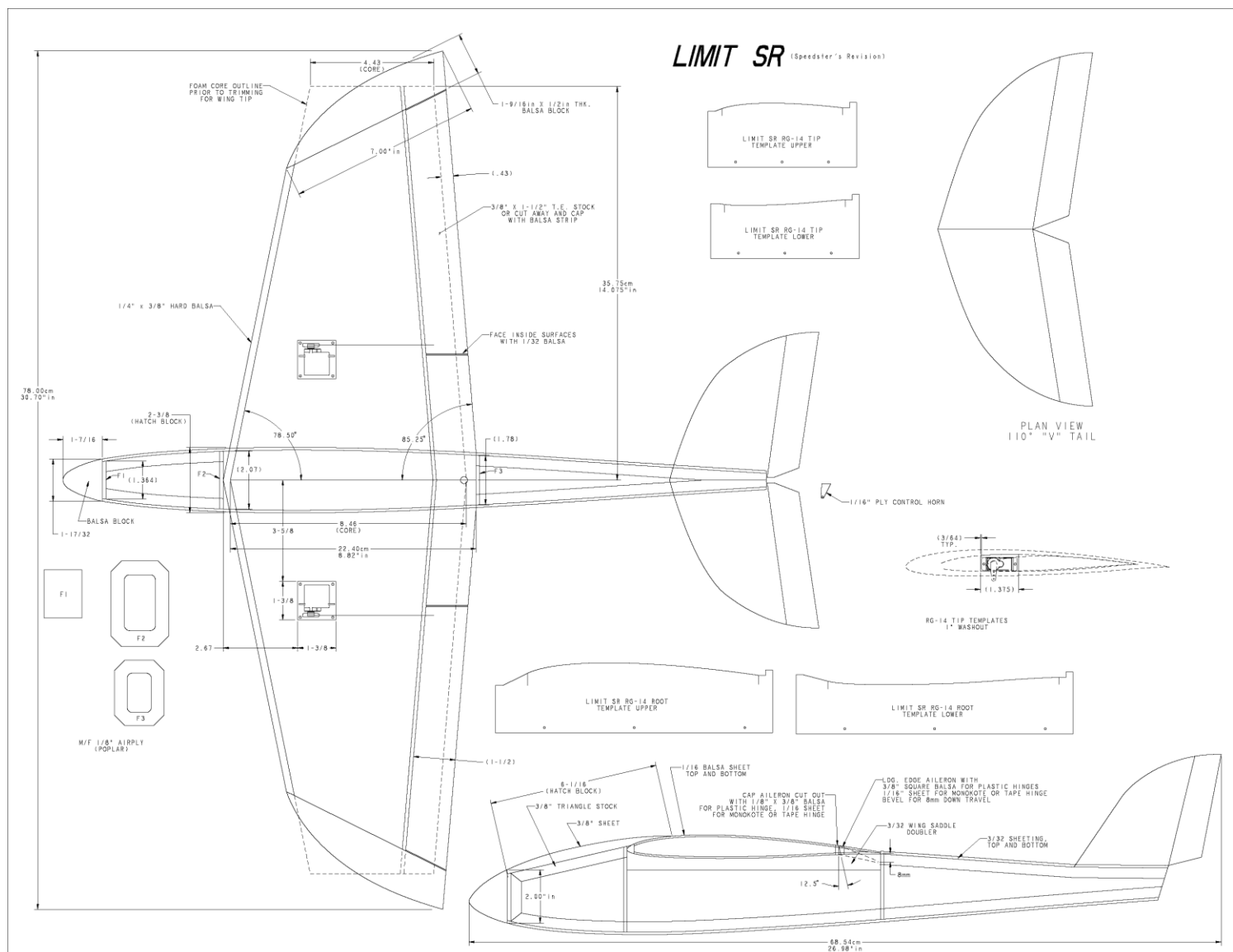
If you haven't re-upped yet, or would like to join the club for the first time, go to www.torreypinesgulls.org and click on the tab "Membership". We'll make it as simple as possible to continue your membership.

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

Limit EX Scratch Build – Eric Metzdorff

I love going out to the slopes when there is a fun fly. I get inspired by all the different planes fellow pilots show up with. **March's fun fly was no different.** One of our members shows up with a Limit EX and naturally I inquired about it. Went on to RC Groups and researched what people were saying about it. One version that caught my eye was submitted by SpeedsterDen. He has a short video included. The interesting thing he did was to increase the wingspan to 78cm and add spoilerons. This of course requires 2 wing servos over the stock design of one in the center with torque rods. But it looks worth it when it comes time to land. Just watch the video for yourself.

<http://www.rcgroups.com/forums/showthread.php?t=1385270&page=7>



Limit EX Scratch Build – Eric Metzdorff (continued)

Anyway I followed his lead and took the existing plans and scaled up to where the wing span was exactly 78cm. I then took the new chords and plotted a new wing using an RG14 airfoil as opposed to Speedsters RG15. Just a tad thinner, but I modeled the wing with the servos installed and had reasonable amount of space to fit the servos. My cad drawing is shown on the previous page. It includes the templates I used for cutting the cores and dimensions in both American std. and metric.

Enough delay, on to the build:

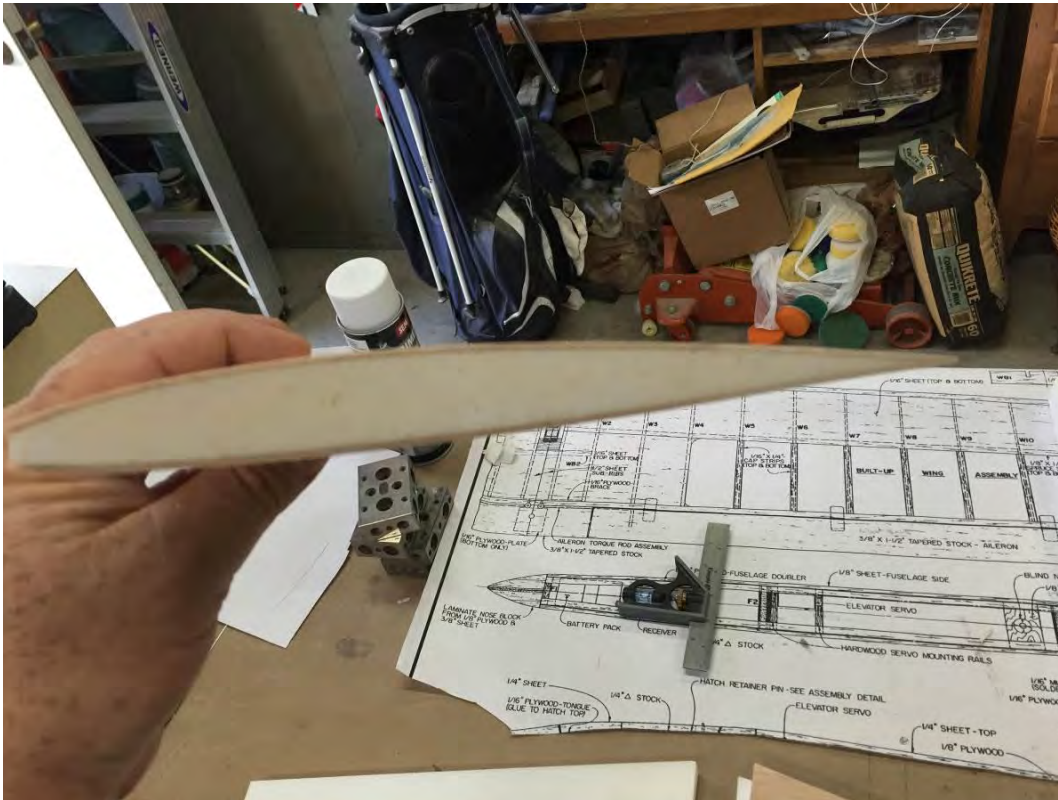
Wings: Putting that hot wire foam cutter to good use!



Easy enough, not shown but construct as follows:

Cut foam blanks to size on plan then cut airfoil using templates. Fabricate sheeting from 1/16 balsa as required. Seal glue side of skins with a sanding sealer like Aerogloss. I used Z-poxy to adhere but I have also used 3M spray adhesive with good results. I just like time to position the skins to the foam where once the 3M adhesive touches, it's bonded. Lightly sand the cores to remove the crystalline layer of foam from the hot wire cutting and vacuum to remove all dust. With the cores and skins dust free, squeegee the epoxy to a thin layer over the skin to be bonded to foam. Do upper and lower, left and right sides and place in foam saddles with wax paper between wing skin and foam wing saddles. Weight assembly or vacuum bag...up to you. I simply weighted mine. Next day trim off excess and cut tips and root to match print.

Limit EX Scratch Build – Eric Metzdorff (continued)



Nice side view showing sheeting core and that awesome RG14 airfoil. It has that slight under-camber hook at the trailing edge.

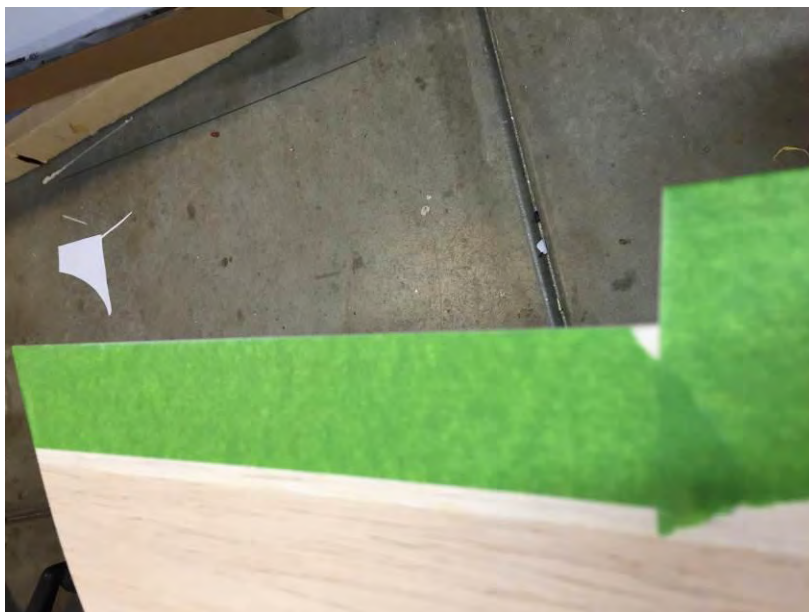


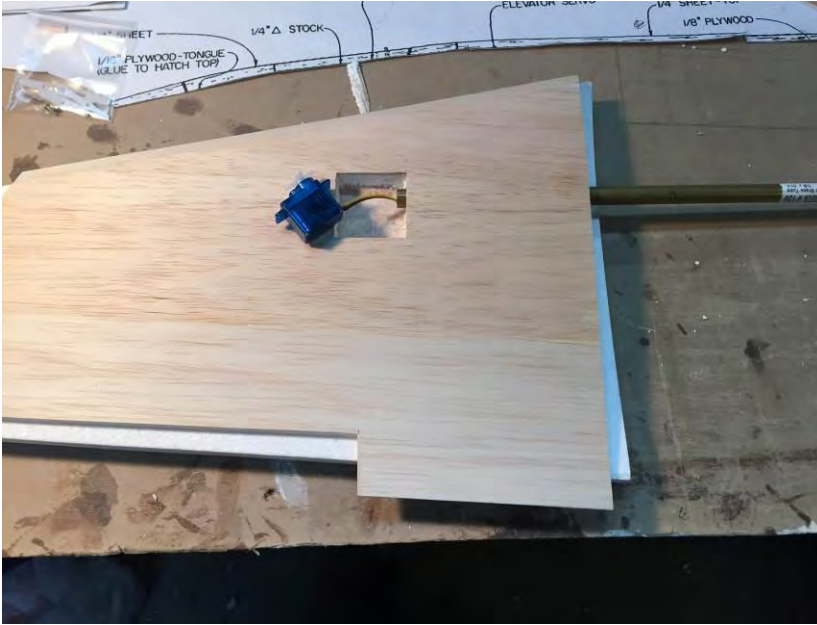
Next, glue on the L.E. stock.

Limit EX Scratch Build – Eric Metzdorff (continued)



Then layout and cut the ailerons free. Below the wing is the fuse cut out. Fuselage required a 4" wide 3/32 X 36 piece of Balsa for both sides. I used green painters tape to help guide my X-Acto knife. It peels off easy without taking layers of balsa with it. End cuts were done with a razor saw.

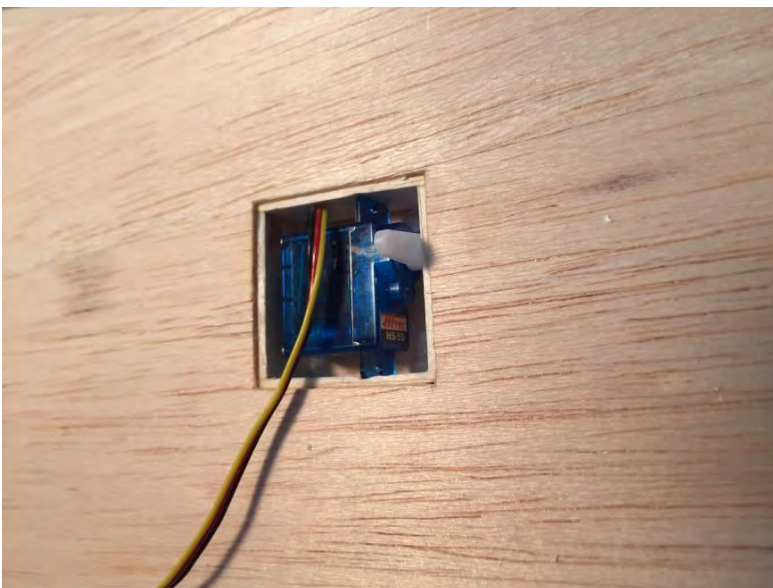




Cut out underside of wing for aileron servo.
I used a sharpened $\frac{1}{2}$ " Brass tube to cut out passage for servo wire.



Finished cut-outs for servo.



I added a shelf of $\frac{1}{16}$ " balsa sheet to face the exposed foam core and provide a seat for the clear servo covers.

Limit EX Scratch Build – Eric Metzdorff (continued)



Make a center hole where the wings come together for the servo wires to exit. Glue on the wing tips and glue panels together. At this point the servos stay with the wings. I marked my ailerons to narrow (shown in this view) so later I had to increase the cut and add stock to the ailerons to make up for it. This got me thinking about monokote hinge or plastic hinges. Wings and ailerons require a

thicker piece of wood for plastic hinges and just a 1/16 sheet face for monokote hinges. I noted this on the plan.



Top view of wing. I set aside the wing for now and started on the Fuselage since I need the bulkhead location for the wing hold down pin on the leading edge center.

Limit EX Scratch Build – Eric Metzdorff (continued)

Fuselage:

Glue stick a cutout of the fuse side from the print to a piece of $\frac{3}{32}$ " x 4" x 36" balsa sheet, preferably hard with a straight grain. "C" grain would also work. I'm assuming you will want to fiberglass reinforce the fuse as I did when complete. Cut one side, then use first side to mark the left over $\frac{3}{32}$ for the other side and cut out as well. Stack together and temporarily glue with glue stick. Disk sand or hand sand to finished profile. With both pieces stacked, they will be identical.



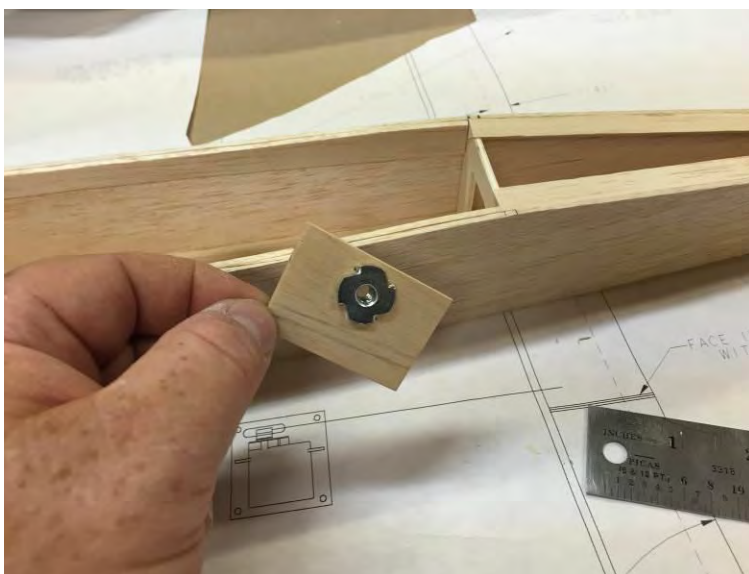
Do the same for the Saddles. Cut the Bulkheads from $\frac{1}{8}$ " thick airply (poplar) Plan calls for balsa but I have had too many balsa bulkheads snap down the middle due to the weakness of balsa along the grain. Note too, the Tail group is also cut. In the front is the $\frac{3}{8}$ balsa triangle stock or as the Brits call it, "Quadrant".

Limit EX Scratch Build – Eric Metzdorff (continued)



Make a left and right side by gluing on the wing saddle doubler and the triangle stock. Position the bulkhead formers 2 and 3 first. Sight down all different ways to make sure the sides are level and square. Allow to dry overnight. Trim the rear triangle stock away to allow the tail to come together and glue in Former 1 behind the nose

cone. Again ensure the fuse is bending equally on each side (symmetrical). Allow to dry thoroughly.



Wing hold down blind nut and 1/8" airply support. This sits under the lower edge of the wing saddle doublers in front of Former 3.

Limit EX Scratch Build – Eric Metzdorff (continued)

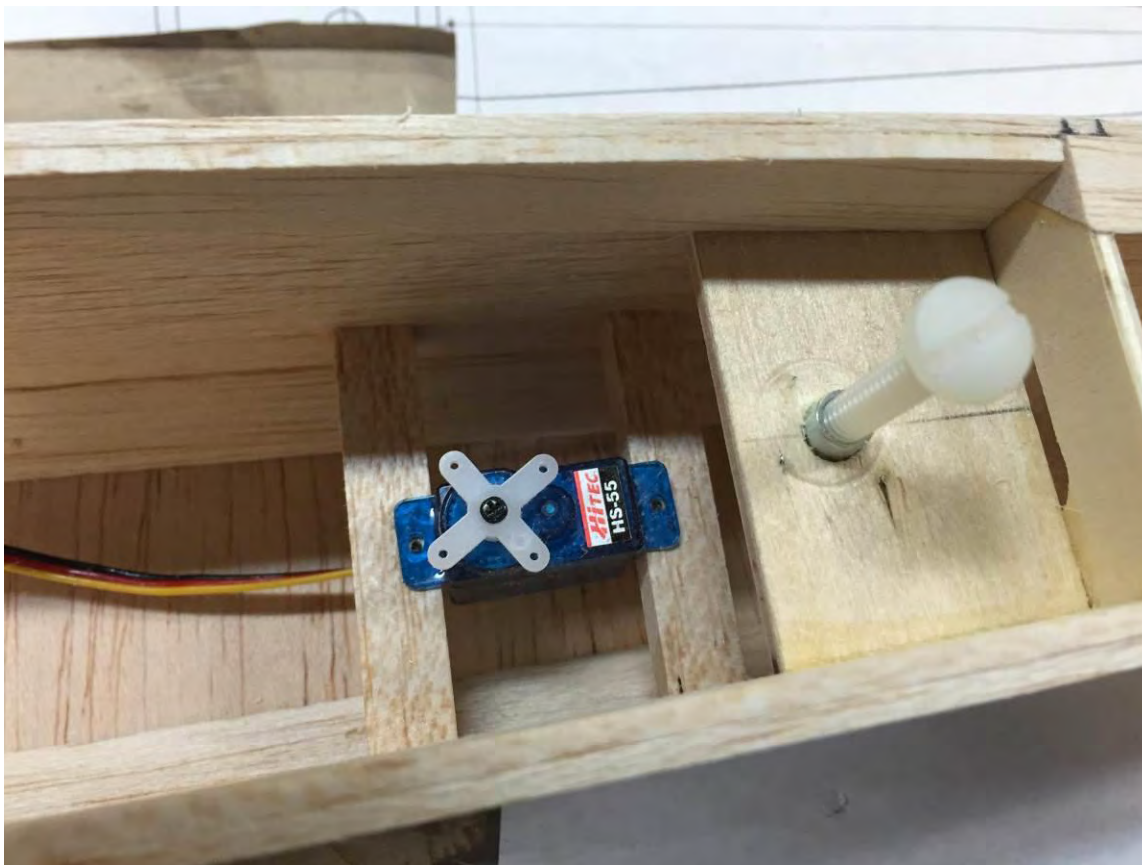


Sheet the entire bottom of Fuse with 3/32 balsa sheeting. If not going to fiberglass reinforce I would replace the sheeting along the front where landing is going to take its toll, with 1/8" airply and blend to 3/32 balsa sheeting somewhere near the wing T.E.



I cut a piece of balsa at the required 110° and used it as a gage when cutting away the triangle stock for the tail group. This is pretty important for the flight characteristics of the plane so keep it level!

Limit EX Scratch Build – Eric Metzdorff (continued)



Wing hold down bolt blind nut and elevator servos with rails installed.



Drill out for wing hold down dowel at L.E. Fiberglass reinforce wing joint. Then glue in dowel.

Limit EX Scratch Build – Eric Metzdorff (continued)



Sand 55° angle on faces of tail group where they are intended to meet. Glue sides together.



The piece I cut earlier at 110° and used to gage the carving of the triangle stock worked out well for reinforcement for the V-tail. I just had to be sure it was going to end up flush with the top 3/32 sheeting once it is in place.

Limit EX Scratch Build – Eric Metzdorff (continued)



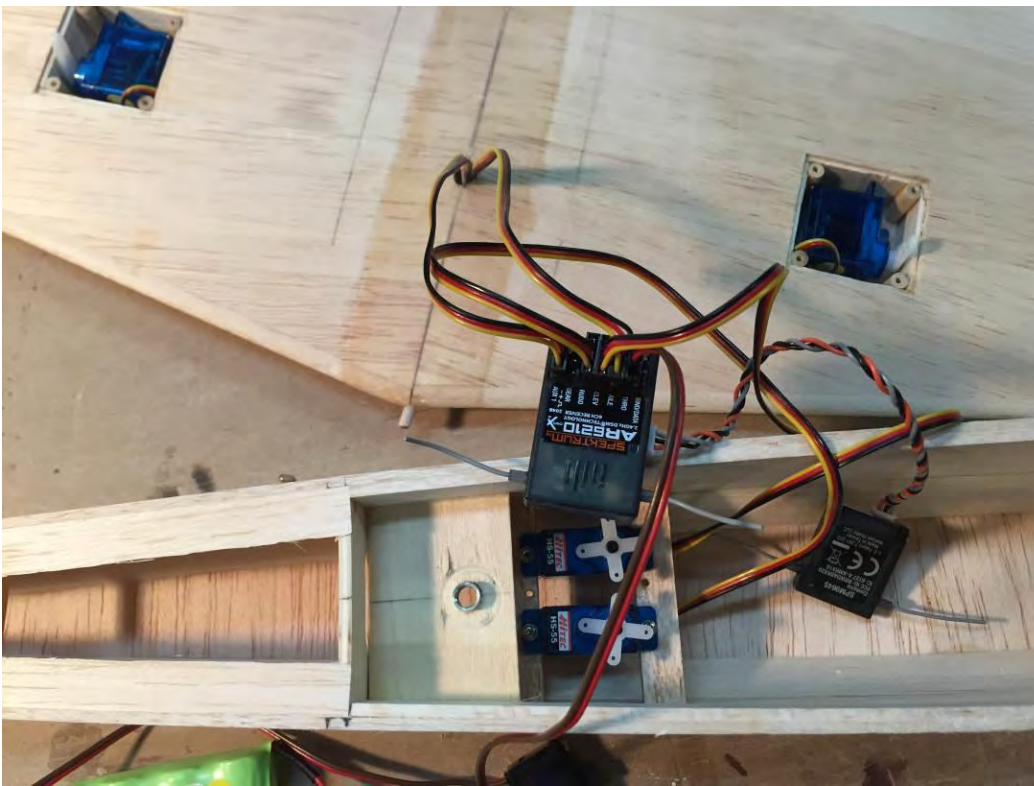
The elevators and control horns are made from 1/16 birch aircraft ply. This seemed dangerously weak to me. I coated the horns on both sides with 3/4oz fiberglass cloth. I would rather break the elevator than have a control horn beak loose and lose control of the airplane!



Limit EX Scratch Build – Eric Metzdorff (continued)



Next is to install the control cable sleeve. I made 3 supports that bridge the opening between the fuse sides that the sleeve can be glued to. Scuff up the sleeve or the epoxy will not adhere very well. It was at this point, looking at all the space and thinking to myself "How am I going to make a y-shape control so equally perfect that both elevators will be flush? Answer is very carefully. Or I could just go buy another \$9.00 servo and have rudder and elevator control each individually adjustable to be perfect. Yep, that's what I will do.



Initializing all servos to receiver so I know where the zero points are all at. This allows me to fine tune the hardware and servo arms for final assembly. Note: Two servos now, one for each side. I will now have rudder and elevator. Both control sleeves and wires are nestled in place and the sleeves epoxied in.

Limit EX Scratch Build – Eric Metzdorff (continued)

Another view of the dual servos for ruddervator showing rails and screws to hold servos in place.



Initial set up of aileron servos. These will employ spoilerons as Speedster's Limit did!

Limit EX Scratch Build – Eric Metzdorff (continued)



With the sleeves glued in, finish sheeting the top with 3/32 sheet balsa. Use the wing mounted to the fuse and the tail group as a guide to sheet exactly the space between the two.



Add the nose block and the 3/8" sheet top. Roughly shape to fuse contours. I quickly built a little battery box to secure the batteries from the extreme gees maneuvers, and glued it place prior to installing the top 3/8 sheeting.



Limit EX Scratch Build – Eric Metzdorff (continued)



Final contouring and sanding. Because I will fiberglass reinforce everything, I could go extreme with the rounding of the fuse without worry that a hard landing will cause the entire fuse to split along the triangle stock.



Rear view - all components loosely stacked together. Ready for finishing!

Limit EX Scratch Build – Eric Metzdorff (continued)

Front view - all components loosely stacked together. Ready for finishing!



The fuse sides have 2 layers of 3/4oz cloth that wrap over top and bottom once and the bottom twice. This gives 4 layers on the bottom where hopefully all landings occur. Two for the sides, and three layers across the top. I thinned out z-poxy for the initial laminating and finished with an un-thinned final coat of just epoxy for a fine surface finish.

Limit EX Scratch Build – Eric Metzdorff (continued)



Wings and tail are monokote with monokote hinges. Fuse is automotive paint. Base color applied ready for trim scheme. Still working on that aspect. I will update once I have that thought out and applied. Just need final balance and throw adjustments before flying.

Club Sponsors

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

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

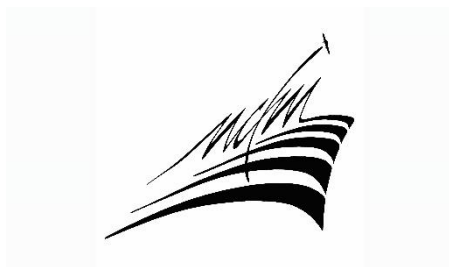
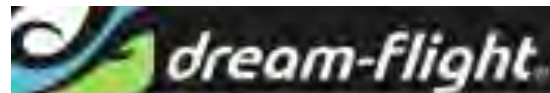


Photo of the Month Contest

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

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



New artificial turf installed at the Torrey Pines Gliderport picnic table/pit area by L-R: Ray, Kevin, Mike, Sean, Robert (Ray P. & Kevin B.)



January Winner - Mr. Robert (Peterson) & son Cam flying their Skua at Torrey (Greg Houck)

Photo of the Month Contest (continued)



Plane mounted camera view from Phil Davy's Xperience Pro Carbon 3.3 at Torrey



Camera catches Phil flying the Xperience



Come to papa!



February Winner – Phil Davy's Xperience Pro Carbon 3.3 camera view flying inverted over Torrey

Photo of the Month Contest (continued)



Screenshot – Ka-8 DS'ing at Bill's Hill (Phil Davy)

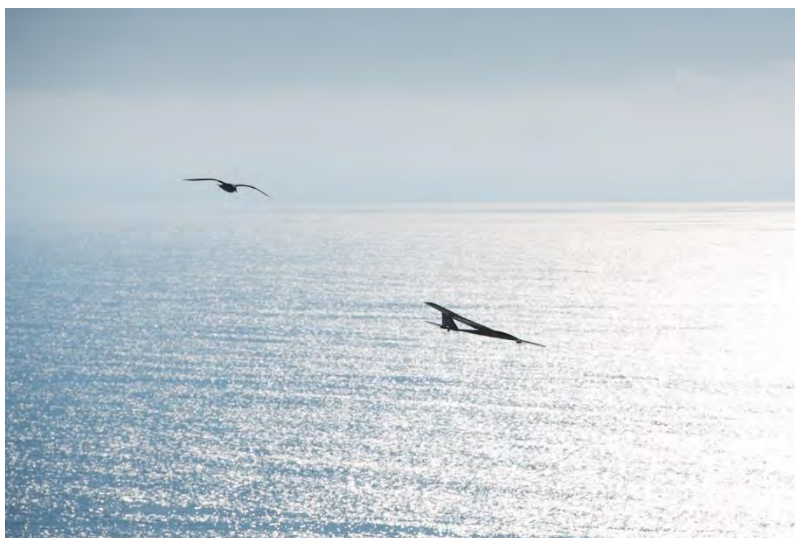


Screenshot – Ka-8 DS'ing at Bill's Hill (Phil Davy)

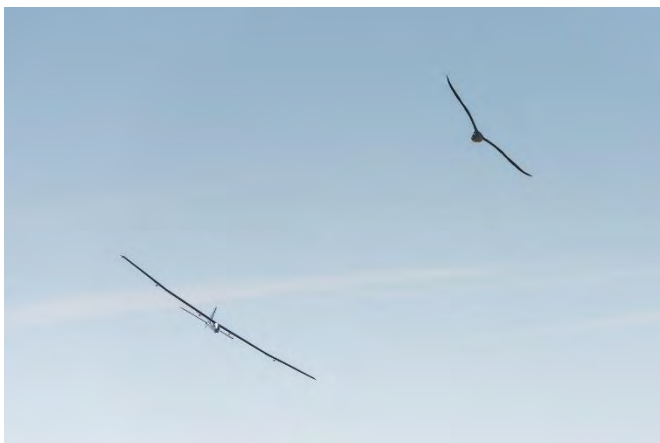


February 6, 2016 Torrey Fun Fly (Ian Cummings)

Photo of the Month Contest (continued)



Kat's Spirit Elite with seagull in pursuit at Torrey (Ian Cummings)



Kat's Spirit Elite with seagull at Torrey (Ian Cummings)



Kat flying his Spirit



March Winner – Sunlight under a Spirit Elite and a Torrey Pines Gull (Ian Cummings)

Photo of the Month Contest (continued)



Launching foamies at the Torrey Classic Slope Race (Ian Cummings)



Launching moldies at the Torrey Classic Slope Race (Ian Cummings)



Tight turn at the Torrey Classic Slope Race (Ian Cummings)

Photo of the Month Contest (continued)



Torrey Sunset (Ray Pili)



April Winner – Torrey before El Niño Squall (Ray Pili)

Photo of the Month Contest (continued)



May Winner – Shelby the Slope Dog at Torrey (Bob Scheidt)



The joy of DLG (Cliff Hunter)



WeaselFest (Greg Houck)

Photo of the Month Contest (continued)

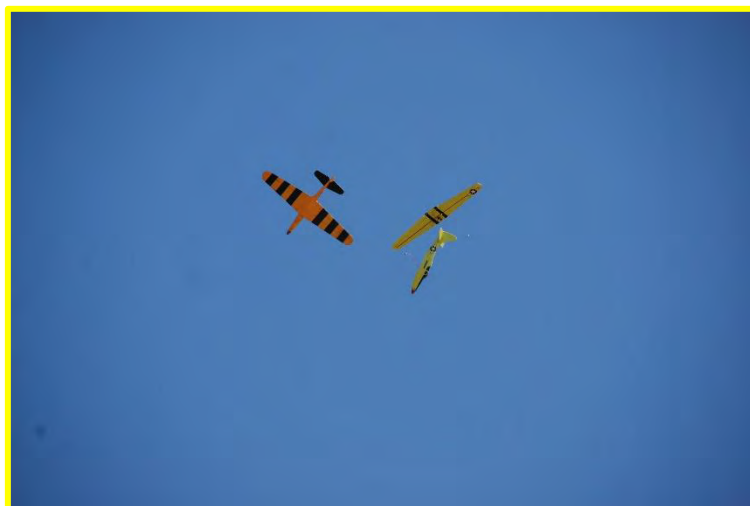


B-24 Witchcraft on approach about 1.5 miles out at John Wayne Airport (Pete Rissman)
Pete has one SERIOUS lens!!!



June Winner – WeaselFest (Greg Houck)

Photo of the Month Contest (continued)



July Winner – Nice sequence showing Airacobra mid-air at the 2016 FakeFest (Grega Houck)



More FakeFest Airacobras (Pete Rissman)

Photo of the Month Contest (continued)



(August Winner) Launching over Cajon at the 2016 FakeFest (Pete Rissman)

Club Officers and Contact Information

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TP Soaring Council (AMA)	To be filled	

Dan Cummins
President



Ian Cummings
Vice- President



Secretary

Don Lockhead
Treasurer





Quote of the Month:

“It’s a sure sign of summer if the chair gets up when you do.”

~Walter Winchell



Torrey Sunset – Photo by Marty Dine