

IHLGF a Major Success

Bill Eckles, Editor

After two and one half days of highly competitive flying, winners of the IHLGF were determined. Friday afternoon saw a hot competition for representation during the World Air Games for 2009. An article about that event follows below.

Saturday morning over fifty hand launch pilots amassed to ply their skills in the Open and Eagle competition classes for the Torrey Pines Gulls International Hand Launch Glider Fest for 2008. It was exciting to see this group of talented pilots launch their planes in groups of 10-12 and compete in a series of events which tested piloting skills, aircraft worthiness, coordination, durability, risk taking and sheer determination. Our club had a good representation, but other domestic flyers came from out of town and out of state.



Above: A big turn out for the IHLGF in '08 made for a great contest and lots of flying excitement.

Additionally, we had representation from Brazil, New Zealand and Canada providing an international feel and flair to the contest. It was spectacular. Mike Seid and Ron Scharck co-CD'd the contest with an array of tasks which both covered most aspects of hand launch flying and did it in a fair and equitable manner.

Groups were rotated through events and randomly shared the many thermals present on both days. None of the pilots escaped the need to dig out thermals that did not seem to exist and scratch out the lift as our resident gophers broke wind at opportune moments.

The contest process included a filtering to the top ten scorers over all day Saturday and Sunday morning. These ten then competed directly among themselves for the overall title. Final standings follow (qualification standings in parentheses):

- 1 (1) Oleg Golovidov
- 2 (3) Mike Smith
- 3 (2) Phil Barnes
- 4 (5) Arend Borst
- 5 (9) Paul Anderson
- 6 (6) Kevin Botherway
- 7 (8) Jun Catacutan
- 8 (4) John Erickson
- 9 (7) Brad Willoughby
- 10 (10) Kai Yang

This was for the "Open" contestants. There was also a hot competition going among the "Eagles". Their final standings included the following:

- 1 Cliff Hunter
- 2 David Register
- 3 Jonathan Bryan
- 4 Terry Kpolan
- 5 Lin Pu Hsiung
- 6 Tom Knudtson

7 Dave Leedom

8 George Joy

9 Philip Brister

A tremendous time was had by all. Sincere thanks to all the participants and organizers as well as the hard-working support crew in the transmitter control tent.

Update on Encinitas

Cliff Hunter, Site Committee Member

We have a new site. The landfill in Encinitas, east of Camino Real and south of Encinitas Boulevard has been leased for TEN years at a reasonable price. While there is still a lot to be done to improve the property making it absolutely super for club thermal use, we feel very good that we could join in a long term relationship such as this. Plans to improve it include the addition of a graveled parking area, protection of ventilation pipes (safeguarding the pipes and our planes), a container for flying and contest paraphernalia and such.

We are expected to be good tenants and further rules and regulations guiding this will be provided soon. Because of some high power electric lines in the area, we will need some special rules, but they are not expected to harm our flying pleasure and we will be able to use the site for our contests as well as our pleasure. Still a lot to do and it will take the cooperation of all club members to make this site the first-class setup we demand for TPG.

More to come, but for now, please join in thanking Cliff Hunter, Keith Finkenbeiner and

Tom Minegar for much extra time expended on this project. We should enjoy this location for a long time into the future!

World Air Games 2009 Selection Contest Results

Ron Scharck, CD

After much debate (national and international) and work to prepare for the event, the Poway version of the USA National WAG 2009 Selection Contest was held on June 6th at the Torrey Pines Gulls Poway Flight Center. Here is the official report on the event:

I want to thank Mike Seid, Parviz Kamib and Brad Willoughby for assistance in getting through the contest. I also want to thank the George and Jo Joy for their help. George enforced the “No Fly Zone” and Jo ran the impound area with the help of John Bruner and John Hammond. Keith Finkenbeiner was the Official Observer as required by FAI for this event (F6D) and he did a very “official” job. There were other club members who came out to help as is always required and very much appreciated.

The F6D format consists of three round categories: Qualifying; Semi-final; and Fly-off. In the Qualifying Round there are two tasks – “Last Flight” and “All-Up”. We chose to have only one qualifying round since our event was held on Friday afternoon beginning at 2:30. We had 40 pilots compete in the event, of which 10 were international pilots (5 from Brazil; 4 from New Zealand and one from Canada). The top 24 pilots were selected from the Qualifying Round. They were divided into two flight groups of 12 and we began the Semi-final round. Each group flew the “All-up” task. At the conclusion of the Semi-final round, the top 8 US pilots and the top two

Month	HLG	RES/TD	RES/TD Contest Director	(SC)2 TD	Other	Meeting Board/General
July	19	20	Parviz K.	No Contest		Summer
August	16	10	Mike S.	24 HSS at SWSA		Summer
September	20	14	Scott C.	28 ISS		3/9
October	18	12	Keith F.	19 TPG	4/5 Visalia	8/14
November	15	9	Dave K.	16 Rain Date		5/11
December	6	14	Steve C.	No Contest		3/9

Calendar dates subject to change. Please review the calendar each month and watch the TPGulls@yahoogroups.com list for updates.

International pilots moved on to the Fly-offs, one throw of “All-up” with the first pilot down out of the contest. All remaining pilots were brought down for a repeat performance until there only one pilot remained. This took quite a while to complete.

We had previously only flown one “practice” F6D contest with a total of 8 pilots. With the 39 pilots that flew in the “real” contest, we did have our share of inefficiencies caused by not the number of pilots, but the fact that we were dealing with a new format combined with new scoring and timing systems. Thanks to the patience of the pilots, the hard work of our volunteers, and the grace of God, we managed to complete the contest right before the sun set.

We flew 4 flight groups in the Qualifying rounds. The top 24 pilots that made it to the Semi-finals were: Oleg Golovidov; Mike Smith; Jun Catacutan; Phil Barnes; Larry Jolly; Gordy Stahl; Kevin Botherway (NZ); Paul Anderson; Arend Borst (Canada); Mario Sergio De Lucca (Brazil); Aradhana Singh Khalsa; Darwin Barrie; John Erickson; Bruce Davidson; Brad Willoughby; Bill Chase; Richard Pinho (Brazil); Mike Seid; Chris Adams; Jonathan Bryan; Lex Mierop; Adam Weston; Terry Koplant; and Mike Leggett.

The top ten pilots (eight US and two International) that made the cut and were in the Fly-offs were in order of finish:

1. Oleg Golovidov
2. Paul Anderson
3. Phil Barnes
4. Adam (Red) Weston
5. Kevin Botherway (NZ) Winner of the “International Class” Championship
6. Bruce Davidson
7. Larry Jolly
8. Arend Borst (Canada)
9. Mike Smith
10. Jun Catacutan

Congratulations go to the top ten pilots and thanks to all the rest who participated!

Summer Schedule

Bill Eckles, Ed.

For June, July and August there will be no regular meetings of either the board of directors or the general membership. Meetings will resume as before beginning in September. Check the web site or the newsletter for particulars and HAPPY FLYING this summer!

May T/D Contest Results

Cliff Hunter, CD

The thermal duration contest was held on May 18, 2008 at the Poway field. The contest started at 9:00 am and ended at 11:00 am. The weather was clear and crisp and hot 100 degrees. There was little thermal activity and when we had some it was very light. You were either up or down.

We had 12 pilots show up to fly – The format was 3, 5, 7, and 9 minute flights with a runway 100 point landing. The following are the final scores for the event:

1.) Steve Condon	3938.4
2.) Mike Smith	3926.0
3.) Keith Finkenbeiner	3804.0
4.) Eric Hoffman	3721.7
5.) Garth Warner	3704.3
6.) Arthur Markiewicz	3695.3
7.) Al Bendett	3692.9
8.) Scott Condon	3691.7
9.) Cliff Hunter	3689.3
10.) Don V.	3568.1
11.) Peter LeDuc	3413.3
12.) Parvez Kamiab	2487.1

Next General Meeting...

September 9 at 7:00 PM

San Diego Aerospace Museum
Balboa Park

The Torrey Pines Gulls Radio Control Soaring Society

A non-profit society whose primary purpose is to support and encourage the activities of its members engaged in radio controlled sailplane flying

Slope Activities

Mike Lance, Safety Officer TPG

May provided a great month of flying at Torrey Pines. The winds have been consistence at about 12mph and beautiful flying days.

On the weekend of the 19th and 20th we were treated to the full scale Ash-26 E cruising the cliff for about 4 hours. What a sight to see and you know the wind is good when he is there. I was flying my 1/3 scale DG-600 and had the pleasure of getting to cruise along side the full scale. He made a turn and came up along side of me and we just flew along together. I wiggled my wings at him and then turned away. He went the other direction. What a thrill.

I made the maiden flight on my 1/2 scale TG-2 and it flew perfect. What a sight to finally see the big bird in the air. If you go to RC groups there are some pictures posted of the maiden flight. I will fly it again at the JR Aero Tow at the end of May. All has been very smooth at Torrey.

Make sure to have a spotter with you when you come to fly at Torrey as it is a very busy time of the year. See you all at Torrey Pines, Mike.

Summer Fun-Flys:

An Editorial

Bill Eckles, Ed.

We've had several fun flies already this summer, but frankly, lots of "fun" has been missing. Only once have we experienced a turnout of more than a couple guys. Recently, when Tiger and Phil playing in the US Open prevented flying at the Glider Port, it seemed reasonable to meet at the Poway T/D field. Not to be...no one showed.

Now, we are not trying to dictate that you "want" to fly, much less when you want to do it or where.

Still, the idea of our summer fun fly is to combine relaxed attitudes with the opportunity for the less skilled pilots to benefit from lessons by the more experienced club members. If no one shows up, we can hardly do any teaching.

We may be caught in a box where the more experienced fliers figure there will be no one to teach while the less experienced ones doubt there will be teachers available. Or, it may be that the club members simply have too much stuff going

on to spend time at either the slope or the TD field.

Please, send me a note. An e-mail to Bill Eckles at tunabiker1@hotmail.com will provide information on what the issues are.

Once we know them, the board of directors can act to make flying just that much more fun than it is today! we need your help to remedy an awkward situation. Please help...and, shoot for next Thursday afternoon at the Torrey Pines Glider Port for some fun flying!

A New Oly III

Bill Eckles, Ed.

I needed a winter project, something that would make me feel good in terms of accomplishments and also the plane's flying ability. I ordered an RES kit from Ray Hayes at SkyBench called the Oly III. I hoped to build a new plane that would fly faster and better and offer more chances to start competing than my previous "flat" airfoils provided. The kit arrived and I was excited...

Unfortunately, Ray and I speak different languages when it comes to instructions. He expects his builders to have more knowledge than my limited experience provides. So, it took a long time to make this plane, but that is not the story...

I worked hard, figuring and planning, trying and fitting, making it all fit. I did what I could to keep the airfoil of the wing ribs; don't sand off the laser marks. Sheeting the D-box was a bit of a challenge to hold the shape while the epoxy set without crushing pieces or warping alignment. I even epoxied .007 strips of carbon on the outer surfaces of the spar for the center wing panels, swearing almost constantly as I slowly sanded down the spar to accomodate the extra thickness in the ribs' slots. The empennage was straight forward, but I skipped lightening holes rather than risk tearing up perfectly good balsa with an errant hole saw. I even put together a way to hold the cockpit on while securing the cover to the fuselage between the wings.

Covering worked pretty well. Because my

step-son is a Broncos fan, I went with orange over blue, the team colors. I forsook Monokote for Oracover...I had had difficulty getting the former to shrink well with my inexperienced stretching with a heat gun. It came out well, though, and looks pretty darned good. So great to have something to cover a multitude of errors. I used servos in each wing, joined by a "Y" harness for the spoilers, shunning the much more complicated flaps suggested in the instructions.

Now it was balance time. An old smashed-up fishing weight got me close and another ounce of #1 shot that I had bought for construction weights got me right on track. The designer had suggested the CG be located just ahead of the spar; the tow hook located just behind it. That's what I did, despite my apprehension at risking a launch shaped like a "Q". I set the elevator and the rudder as nearly straight as my eyes could tell. I had already scoped the alignment of the wings and empennage and had them as close to perpendicular as I could manage.

It was time to hit the Poway flying field. I loaded up the Miata with a couple bottles of water, a trail mix bar, my transmitter, the trusty NSP high start and my new bird. A couple hand tosses shocked me. She flew straight and true and the glide into the breeze (it was mid-afternoon) was over 150 feet! I even tried the spoilers and they worked, so I felt a bit more comfortable. Still, I was quite concerned at what combination of hook placement, speed of the high start and the duration of the pull would produce!

I put the line over my shoulder, hooked the ring on the tow hook and started walking into the wind.

Apprehensively I passed 50 steps and finally stopped at 70. A final wiggle of the controls convinced me that all was at least functioning. I threw her as flat as my trembling arms could throw her, all the time calculating what I would do if she just headed down, pulled right or left or accomplished a pop-off at fifteen feet. I was ready for anything.

What's this? She rotated upward. She climbed straight. I hadn't even touched the right stick. On up, up, up...she flattened out as the high start reached its full height. Soon I noticed the orange parachute of the high start floating in the breeze and Oly was off her leash. A couple clicks of up kept her from landing too soon, but right and left were fine, even in the afternoon breezes. This thing actually worked! And I had made it! What a concept?!

Sure, I can make lots of adjustments. I can fix some mistakes I made building her. But, I cannot ask for more right now. The dark blue stands out against the sky. As I turn, the orange contrasts dramatically with Poway's azure. Those 132" wings look majestic as they circle in the first thermal. For now, all is well.

These are rewards that I get from building my own plane. Yes, there are risks, but I am pleased at how well my attempts to follow directions have produced a good, solid flying plane. Following this first flight, my confidence allowed me to proceed on back to 100 steps and a faster, higher launch. Only six minutes, but it was a flight I'll never forget. I had succeeded in combining good materials with reasonable skills and produced a product I could be proud of. Now, we'll see how well it leads me into competing with you guys in the monthly TD contests. I'm looking forward!



Above: This is Oly!!! before her maiden voyage launch at the Poway T/D field. Wingspan is 132", length 64" and weight 3# 14 oz.

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Adam Smith
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Torrey Slope



Alan "Moose" Butler
619-200-6034
Torrey Slope

Trading Page

Buy, Sell or Trade

Multiplex Easy Glider RR NIB. (Nearly new in box) The version with the servos already installed. Just glue on the tail, attach the included push rods, install battery and receiver, balance, and fly. The only thing keeping it from being NIB is I painted the canopy and the underside of the wings and stab various shades of blue. It's better than NIB... if you like blue. \$150

3m EPP Fox scale glider kit NIB. \$175

Spirit 100 kit NIB. \$75

Multiplex Profi 4000 Transmitter. Latest mods for synthesized frequency module and shift select. Also has standard module with several crystals. Extra battery pack. Becker and standard antenna. Multiplex aluminum storage case. Like new condition. \$750

Multiplex EVO 9. Like new condition. Used by original owner for less than a year and used as back up only for past 2 years. Comes with carrying case and transfer cord. And my trick sailplane setups. \$300

JR 388 transmitter. Super secret updates to give it the same functionality as an 8103. Needs a new battery. \$75

Sharon Pro 3.7 airframe, no radio installed. I bought it used without the servos that were used to fly it less than a dozen times by the original owner. Never got around to installing my own gear. Some P-way style scratches under the wing tips from landing at SW SA. Other than that, just like new. White over blue. \$1,000

CR Raider unlimited slope racer fuselage with the vertical tail cut off for installation of a v tail. Still have the part that was cut off so it could be reattached. \$75

Contact Rick Shelby at (858) 688 8214 or ktml@yah oo.com



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