

Final SC-2 of the Year a Big Success

Keith Finkenbiner, CD

We held the final SC2 contest for the year at the new Encinitas Flight Center on Sunday, Oct.26. The turn out was heavy with 49 pilots electing to fly in six different classes. The contest got started at 9 AM and the last pilot was finished at 12 noon. Three rounds of 6 min, 8 min and 10 min were flown in order. Our new hands-free retrievers worked well once the operators understood the method. I only remember one line break and a couple of retriever malfunctions for the day. Considering 147 launches that was quite good.

TPG did very well taking all three trophies in Expert class with Steve Condon in first, Tom Kiesling second and Terry Troop in third. Perennial winner Mike Smith got surprised in the last round and did not make his time. That only shows you that Encinitas treats everybody equal. The complete scores will be posted on the web site.

A large thanks to all the members who helped out and made this the best SC2 of the year.

Keith Finkenbiner

CD

Quips from the General Meeting

Bill Eckles, Ed.

The general meeting was good with lots of good information and lots of good raffle prizes. Our guest speaker was called out of town, but Parviz managed the meeting quite well.

Encinitas: The field is coming along wonderfully and is supporting weekday as well as weekend fliers, though the non-working attendance is quite low. There is only a little work to be done, and for this a work party is anticipated on Saturday,

Nov. 15 at 9:00. Keith and others are also working on a solution to secure the winch turn-arounds while not using the county's cyclone fencing. It should be worked out by this weekend's contest.

Poway: Good news, the launch and land area has been mowed and flattened and paid for. Add a new lock that will use the same key as Encinitas and we're ready to go. The area is at the north-west corner of our old field, well away from the horses and riders. Enter in the old gate, turn right just before the creek and follow the road to the flying site. You will need your own launch mechanism as the club winches are at Encinitas. Not a problem as we expect mostly F3B and recreational flying at Poway.

Club Dues: Fees for 2009 remain at \$40 with a \$5 discount for early payment. In 2010 the fees will increase to \$60, but can be lowered by \$20 by two half-day participations in club work days or volunteering at contests, etc., thus making the cost steady. Only a little more work will be needed and, for many, the work would have been done, anyway. Work credit will be earned in 2009 and apply to the next year's dues. After 2010, we can expect minimal increases over time.

End of Year Contest Scores: Having cancelled two contests during the year, the 2009 rules will sum the scores for the NINE BEST CONTESTS, with non-competition scoring zero. Al Bendette is the only member to have competed in all nine of the contests held this year...Go AL!

Board Positions: It was decided to keep this year's board members at their posts for 2009, as well.

A New Pilot?

David Klein, VP 10/25/2008

Greetings from the Hospital,

Today, Kate and I had our healthy baby boy, Jackson Aaron Klein. He is 9lbs 5oz and 22.5" tall. I am writing this message from the hospital, so excuse the [uncharacteristic] brevity. Look for pictures and updates on our baby blog at <http://davidandkateklein.blogspot.com/>.

The first SC2 contest at our new field.

Leonard Brzezinski

I woke up to a foggy morning down in the South Bay. Chula Vista to be exact. Starting time was to be at 9am. I figured I would get up at 5am to make it to the field by 7:30. Hoping that on the way up to Encinitas that the fog will clear. There were patches of clear areas all the way up. When I got to the field it was clear and all I could see was the fog on the coast. I knew then that it would be a good day for flying. I put my plane together and charged the batteries. Then it was off to help set up.

I arrived there about 7:45am and there was very little room to park. A lot of people from up north came down for this contest. My guess is that there were about 50 pilots there. I am proud to be able to say I was a part of getting this wonderful field ready for everyone to use. We had a pilots' meeting at 8:45 and open flying at 9.

I really knew that it was a good day for flying when we saw the first launch, and that person made his time with no problem.

I for one was very pleased with my flying, I took 3rd place in intermediate.

Here are some of the people that were there enjoying the same.



Above: A big turn out at the pilot's meeting.
Photo by Lenny Brzezinski

Below: Parviz demonstrates his management style.
Photo by Lenny Brzezinski



Below: Cliff keeps score. But, did he win?
Photo by Lenny Brzezinski



Month	HLG	RES/TD	RES/TD Contest Director	(SC)2 TD	Other	Meeting Board/General
November	15	16	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@yahoo.com list for updates.

Another Big Step

Bill Eckles, Ed.

It had been about 25 years since one of our newer members had flown at any serious level, but it did not deter him from diving into a new build project.

Chuck Norris had worked hard to complete a new Oly II-S kit from Skybench Aerotech (Ray Hayes) and it was time to give his shiny new plane a "go".

We had arranged to meet about 8:30 Wednesday morning to take advantage of still air and some moderate lift expectations. Sure enough, that is what we got. I had been invited along for "moral support".

The sky was blue with white, puffy clouds. The wind was almost non-existent, save for some light thermal currents. The field was empty except for two guys putting together planes and rolling out a high-start.

Last minute trim details seemed in order.

His plane looked just about perfect. This guy knows how to apply monocote and the plane construction seemed flawless. After he tossed it a "final" time to assure his settings were "ok", Chuck seemed to need a couple adjustments. They were minor. Another toss, a long, flat glide and extremely smooth landing told him the time was NOW. Surely he hadn't forgotten everything. And, hadn't his practice on his old Gentle Lady counted for something? Surely he could make it through with little, if any damage.

And, even if there was some, how bad could it be? I could see the gears turning in his head and his apprehension was apparent.

Ok, pick up the yellow, red and black beauty in one hand. Grab the high-start parachute in the other.

Start stepping back thirty, forty and now fifty steps. The line is tight. The breeze is light. The radio and controls are turned on. A light toss into the air and Oly II-S rotates and climbs almost vertically into the blue. The orange parachute drops off and the bird is free. Don't let me down now! I could see the combination of relief and sheer joy in his eyes as he accomplished first a circle left; then a circle right; was that lift?

Chuck flew his new plane for a few minutes and then decided discretion was the better part of valor and decided to land. Ok, turn back, downwind toward those aircraft swallowing power lines. Then a right turn along the road. Now, another right and deploy those new spoilers. Right thumb compensates for a little nose-down rotation from the spoilers. A perfect landing!

Pride. Relief. Satisfaction. Even some minor criticism demanding adjustments. Chuck's first flight with his new Oly II-S had been as near as one could expect to get to perfect. He flew for about an hour getting accustomed to his plane and each flight was smoother and better than the last.

This was a good morning, but the office calls, so off he went. Of course, he packed up neatly before hand.

I was impressed with what I saw. A new flyer reaching out beyond levels he had previously accomplished. Lots of work to make sure the craft was well done. Lots of thought to make sure the control would be reasonable. Lots of open mind to expand his skill set beyond its current boundaries. This is what flying is all about.

Thanks, Chuck, for allowing me to share your progress.

Next General Meeting...

HOLIDAY PARTY

December 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

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Vice President	David Klein	858-336-7827	d.james.klein@gmail.com
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Winchmaster	Eric Hoffman	619-750-9151	m33@cox.net
HLG Coordinator	Drew Arnett	858-722-3651	arnett.drew@gmail.com
Thermal Coordinator	Parviz Kamiab	760-415-0374	pkamiab@hotmail.com
SC2 Representative	Keith Finkenbiner	760-216-6349	keithone@cox.net
Training Coordinator			
Slope Coordinator	Adam Smith	858-278-8088	wholeman55@aol.com
Webmaster	Steve Hurd	760-943-8304	steve@torreypinesgulls.org
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Safety Officer, Slope	Mike Lance		
Safety Officer,	Parviz Kamiab	760-415-0374	pkamiab@hotmail.com
Historian	Gary Fogel		gfogel@natural-selection.com

Club Mentors



Parviz Kamiab
858-824-6351
Poway Field



Adam Smith
858-278-8088
Torrey Slope



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

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