

May T/D Contest

Cliff Hunter, CD

The day was overcast and foggy to the point where when you launch you disappear into the clouds. Younger eyes certainly had the advantage on this one.

The contest is normally easy when the times are 3 min, 5 min, 7 min, and 11 minutes and the landing was on 25 foot tape, 950 flight time and 50 point landing. However, fog and clouds made it very difficult to launch full height. Not one person was able to make all of his times.

It was also easy to win a ribbon with only 3 to 4 pilots in each class. We all had fun and were challenged to the max because of the poor air and fog.

However, it was lots of fun for everyone involved and we had good prizes for the winners! For those who were not there you missed the best contest of the year. However we do understand when you just can't make it. See you at the June contest (6/14) and remember there is no club meeting this month.

Results from May's T/D Contest

Cliff Hunter, CD

Winners were...

<u>Masters</u>	1 Mario S.	3696
	2 Arthur M.	3334
	3 Scott C.	3306
<u>Experts</u>	1 Peter L.	2592
	2 Mike M.	2673
	3 Cliff H.	2583
<u>Sportsmen</u>	1 Steve H.	2623
	2 Brandon C.	1908
	3 Bill E.	1904

News from the Bluff

Mike Lance, Safety Officer

Things at Torrey Pines have been running very smooth. We had a special meeting at the cliff with Robin, Jim Hunter, Brad Hall, Gary Fogel, Parviz, Sal, Bruce and myself. We discussed how to make flying at the cliff safer for everyone, window rules, blue sky rule, blowing whistles, landing approaches and landing area. I went over how important it is for the RC pilots to know where the Para gliders and Hang gliders are at all times and how important blowing the whistle is to announce where they are. Robin and all the members at the meeting now realize the importance of the window rules and blowing the whistle and promise to work on doing a much better job.

The landing area is a very important subject to go over with all the RC pilots. We have to understand that the area in the back is **all** a landing area and the wind and rotor in the back can be tricky. When we go to the back to land I want to stress that you are going to the back to land. Do the down wind, your base leg, turn to final and land. Do not loiter in the landing area. Do not go to the back to land and then fly back out over the slope unless it is an emergency and you are too fast and have to go around. **LAND AND GET YOUR GLIDER OUT OF THE LANDING AREA AS QUICKLY AS POSSIBLE.**

Always have a spotter with you to make you aware of incoming Hang gliders or Para gliders. When the hang gliders are on final they lose altitude very quickly and need to get down and we have to share the landing area in the back. Please help make it safe for everyone by not hanging out in the landing area for extended periods of time circling around.

Just one more subject and that is flying over the shack area. As we move into Summer there are more and more people coming to Torrey Pines as visitors and the shack area can be very crowded. **PLEASE DO NOT FLY OVER**

THE SHACK AREA OR MAKE YOUR APPROACH FOR LANDING OVER THE SHACK AREA.

Thank you for all your cooperation to help make flying safe for everyone.

Flying Full Scale

Lenny Brzerinski

I started building my first glider in 1973. My wife and I had been married for 2 years. The glider that I was building had a 100 inch wingspan. I really don't remember what the name was. All I remember is that when I finished building it, I didn't even have it covered yet and found out that I would have to buy a radio for it that cost more than what I could afford. At that time Kraft radio's were the hot radio. \$129 was too much for my budget. And that was a 2-channel radio. Well needless to say that put a stop to my project.

It was almost 20 years later that I started to build again. After building and flying my second glider, I was impressed with this new hobby. I enjoyed learned about all the different kinds of gliders there are and thought that I could some day try all the different kinds of gliding. The problem with that is I do not have the time to do it all. I focused on thermal duration. I am in

the master class in competition.

I have a build up glider, slope glider, hand launch glider, thermal glider, scale glider, and next is full scale glider. I have always wanted to try full scale gliders and I had my chance to do that at Torrey Pines .

I liked it so much that I am now flying Full Scale Gliders. I want to say that for me full scale gliding is the best.

Month	HLG	RES/TD	RES/TD Contest Director	(SC)2 TD	Other	Meeting Board/General
June		14	Terry Throop	28 EDSF		No Meeting
July		19	Steve Condon	26 HSS		No Meeting
August		16	Scott Condon	30 TOSS		No Meeting
Sept		13	Tom Kiesling	27 ISS		1/8
October		18	Keith Finkenbiner	25 Encinitas	Visalia 4 & 5	6/13
Novemb		18	Dave Klein	22 Rain Date		3/10
Decemb		14	Mike Smith			1/8

Next General Meeting...

September 8 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

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

Warner Springs Adventure

Bill Eckles, Ed.

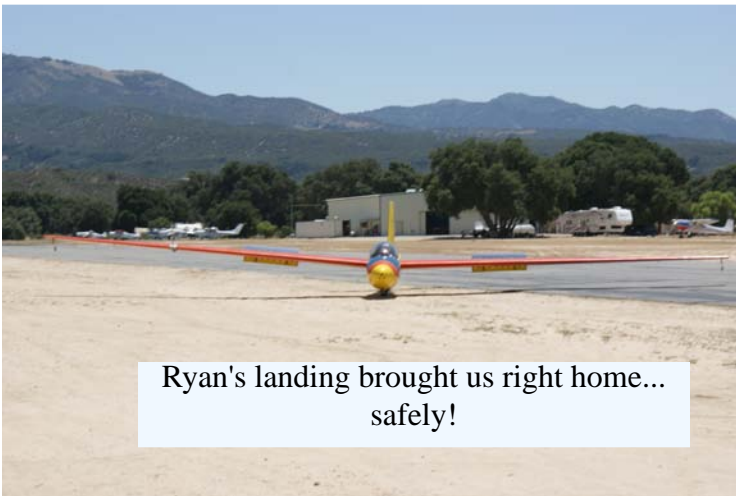
Flo and I had agreed to celebrate her birthday with one of her best friends at the Warner Hot Springs Ranch, a spa like sort of dude ranch about two miles below the Warner Springs "Sky Sailing" glider port. Well, it didn't take long to decide it was time for a soaring adventure with Ryan, a mechanic and pilot who agreed to take me for a ride of about 45 minutes.

I was a bit apprehensive, but still eager to give it a go in a "high performance" sailplane. He would even let me sit in front and handle the controls, though he would remain completely in charge from the

second seat with its own handles, pedals and levers. A thorough pre-flight inspection followed positioning my buns into the driver's seat and we were off behind the tow plane (piloted by the guy who runs the facility). We were ok'd to 4,000 feet above ground level or 7,000 feet



This is where we're headed...right here!



Ryan's landing brought us right home... safely!

above sea level (who would ever think of making THAT difference!)

It was against company rules to have the rider do the driving on tow, but Ryan told me to keep the line taut and just a little visual space between our nose and the tow plane's tail. With shaking hands, I did that. "Stay just outside on turns," Ryan said and I did that, too. At

7,000 feet he told me to pull the orange ball on the instrument panel and we were free to seek our fortunes. Oh, my god! Now what?!

We circled left; then, we circled right; then we saw John about 1,000 feet above us. He had found a thermal and we were in hot pursuit! Ryan told me to fly "over there", just in front of "No Name Peak". As the rocks, brush and dirt approached, I grew increasingly uncomfortable.

"The thermal is riding right up the face of that peak, get in close," said Ryan. "I'm not getting any closer than we are right now," I replied. Ryan assured me he'd prevent me from making any stupid mistakes, and I approached the face and sensed a timely right turn. Funny, we cleared the face by probably 500 feet, but I could still taste the dirt as we went by. "Hold the turn," he said, so I did and felt a very nice lift and bump as we gained altitude. Soon we were following John in his white sailplane and had recovered the 2,000 feet we had lost from my timid turning. THIS WAS FUN!

We ventured up the valley for a closer look at Palomar mountain and soon my time was about used up. We headed home.

Ryan told me to land by heading right for the big "R" at the near end of the runway. I have landed my Oly enough times to know the difference between a gentle, flat landing and "dorking" it into the dirt, so I prepared for an easy glide and a slight flare right before impact. Well, Ryan took over about half way down, dove like a crazy man and pulled up immediately before we dug a trench in that runway, pulling to a halt right in front of the office door. Had I continued my soft landing, we'd have stopped about a mile down the road!

Enough? It had been great fun and quite an adventure. I learned quickly that the plane could handle much more than this pilot was capable of demanding! Still, with firm guidance from Ryan, I overcame some of my apprehensions and actually felt at ease in some maneuvers. It was a good and rewarding experience and I even managed to keep my oatmeal, orange juice and coffee under control. I'm already looking forward to my next flight.

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Vice President	David Klein	858-336-7827	d.james.klein@gmail.com
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Membership	Parviz Kamiab	760-415-0374	pkamiab@hotmail.com
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Winchmaster	Eric Hoffman	619-750-9151	m33@cox.net
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Slope Coordinator	Adam Smith	858-278-8088	wholeman55@aol.com
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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
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Trading Post

For Sale

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Sagitta XC

Specifications:

Span: 14ft. 6in.

Area 2100 sq. in.

Weight 8 lbs.

Wing load 8.8oz./sq. ft.

Aspect 14 = 4:1

Airfoil E205

I have too many projects going on and I need to clear out my workshop.

Asking price is \$375. It is about 80 percent built. I started this a while ago and put it away for a while. I have all the necessary pieces to complete the kit. I am moving up to full scale now so I need to clear out the hangar.

I have pictures upon request.

Please call or email me.

619 246 2399 or email

Brzez11@cox.net

Good flying, Lenny

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