



# GULL WINGS NEWSLETTER – MAY/JUNE 2019

Torrey Pines Gulls Radio Control Soaring Society (TPG)

AMA Charter Club 129

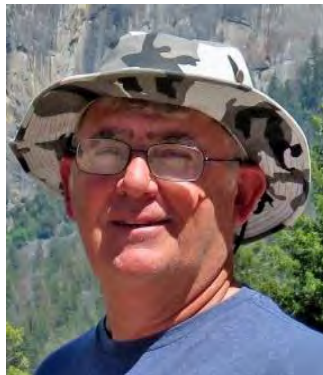
Website: [www.torreypinesgulls.org](http://www.torreypinesgulls.org)

Editor – Dale Gottdank

## Message from the President

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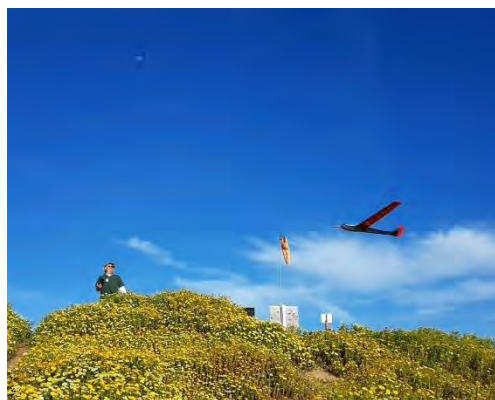
Craig Hanson

Hello Gulls!

As you can see from the pictures below, conditions at the Bluff have been excellent!

Enjoy the great spring flying conditions and keep an eye on the upcoming events in this newsletter and on the website:

[www.torreypinesgulls.org](http://www.torreypinesgulls.org)



Matin Taraz photo



Ward Hagaman photo

Blue Skies,

Craig Hanson  
TPG President

[tpgulls@gmail.com](mailto:tpgulls@gmail.com)

## Club Meetings, Contests and Activities

The Torrey Pines Gulls hosts monthly contests, fun-fly events, LSF (League of Silent Flight)) Soaring Accomplishment Program 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 and on the Torrey Pines Gulls website at:

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



## Newsletter This Month - Dale Gottdank



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!

***This month, we'll be continuing our series by Gary Fogel on the club's history, with 1988 Modeler of the Year, Robert Mohrlock. Also, we have a great article by Dave Arnold about flying Blossom Valley. Make sure to stay connected with our Torrey Pines Gulls Club Forum on RCGroups (see page 5).***

Please send in your articles or photos ([dgottdank@gmail.com](mailto:dgottdank@gmail.com)) by the 25<sup>th</sup> 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. The newsletter can be found on the Torrey Pines Gulls website at <http://www.torreypinesgulls.org>.

## Club Membership Update – Bill Eckles



Bill Eckles

Hi Gulls!

We've pretty much made our quota for 2019, assuring us of a year full of activity and progress. You current members are keeping the fires burning brightly between contests, fun flies and LSF accomplishments. The activity down at the Gliderport has also been busy with all sorts of new planes and new faces cutting swaths from the sea breeze. We have plenty of guys to keep the equipment busy as well as attending to the flying sites. And, because of the good response from the members, we'll remain in good fiscal shape.

Thanks to all for your loyalty and assistance. Memberships stand at about 100 and we normally get one or two new ones during a given month. Do talk up the club with your buddies and prior members who have dropped the ball. Currently, I must say we're in good shape and have been successful in dusting off some of the collection from our past winter. Do let me know if I've failed to get all your membership cards and flying field admission keys.

See you at the sites...

Bill Eckles  
Membership Chairman  
[tunabiker1@hotmail.com](mailto:tunabiker1@hotmail.com)



January 2019 Fun Fly (Dale Gottdank photo)

## Club Membership Update (continued)

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](http://www.torreypinesgulls.org)
- ✓ An interesting monthly newsletter with current information to help keep members informed
- ✓ We are an AMA Chartered Club, #129, with benefits such as field Insurance, etc.

Dues are as follows:

For the membership (calendar) year, for submissions during:

- ✓ January through June \$60
- ✓ July through September \$30
- ✓ October through December \$60 (gives you a jump on next year)
- ✓ Full-time students \$30 per year
- ✓ Juniors under 15 years \$5 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](http://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.

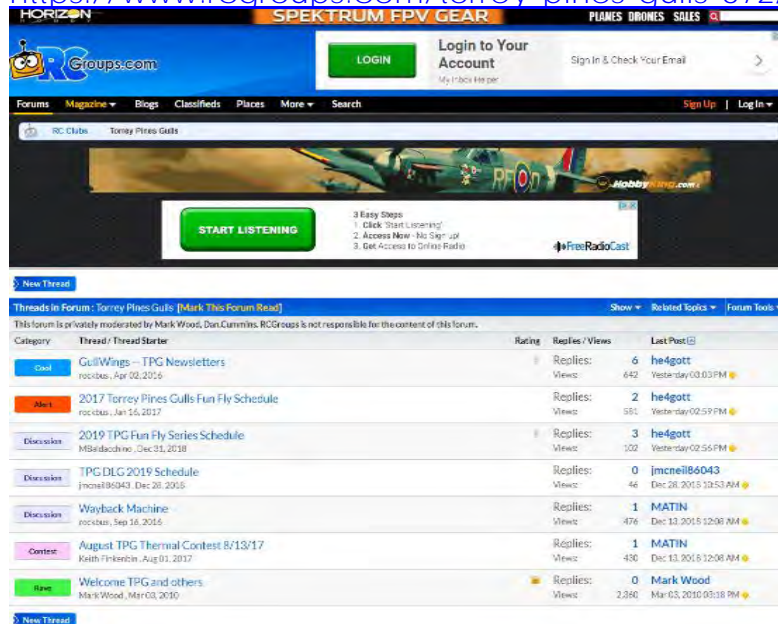
## RCGroups – Torrey Pines Gulls Forum

# 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
Club	GullWings – TPG Newsletters roccles, Apr 02, 2015		Replies: 6 Views: 642	he4gott Yesterday 03:03 PM
Club	2017 Torrey Pines Gulls Fun Fly Schedule roccles, Jan 15, 2017		Replies: 2 Views: 551	he4gott Yesterday 02:59 PM
Discussion	2019 TPG Fun Fly Series Schedule MBarbadoine, Dec 31, 2018		Replies: 3 Views: 202	he4gott Yesterday 02:56 PM
Discussion	TPG DLG 2019 Schedule jmcneil86043, Dec 28, 2018		Replies: 0 Views: 46	jmcneil86043 Dec 28, 2018 12:53 AM
Discussion	Wayback Machine roccles, Sep 16, 2015		Replies: 1 Views: 476	MATIN Dec 13, 2018 12:08 AM
Contest	August TPG Thermal Contest 8/13/17 Keith Finkestein, Aug 01, 2017		Replies: 1 Views: 436	MATIN Dec 13, 2018 12:06 AM
New	Welcome TPG and others Mark Wood, Mar 03, 2010		Replies: 0 Views: 2,840	Mark Wood Mar 03, 2010 03:18 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.

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

## What do YOU think?

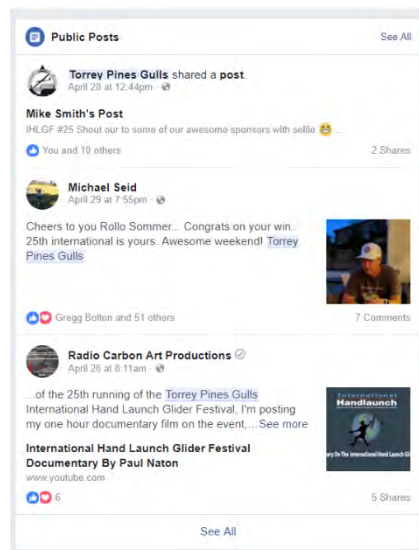
You can express your opinion at: [www.torreypinesgulls.org](http://www.torreypinesgulls.org).

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

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

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



## Join the Yahoo Forum!

The Yahoo forum was formed Oct. 18<sup>th</sup>, 1999 by club member Lenny Brzezinski. 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](http://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](#).

## Club Flying Site 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.



## News from the Slope – Mark Baldacchino, Slope Coordinator



Mark Baldacchino

Hi TP Gulls, and Happy May & June!

And Happy Spring! The City of San Diego, including the Gliderport, is as green as we can remember, thanks to the much needed rain.

April was a great month to get out and enjoy the Gliderport slope. The weather was as near to perfect as you get with light breezes in the morning to fly lightweight planes, building to stronger winds in the afternoons to fly larger, heavier birds. A few guys at my workplace ask me why I have so many sailplanes, and I tell them, "They're like golf clubs – you need one, (or three) for every condition!" 😊

I've been here in San Diego for 13 years, and it's been the most colorful spring I've seen thanks to the winter rains. With all of this rain brings beauty, but also bring food for the critters. In the landing zone, I've seen gophers, and a few have seen snakes. Be super careful walking backwards up to the top of the hill to make your approach as the grass is a bit high, and the snakes lay low.



Spring has sprung! (Mark Baldacchino photo)



## News from the Slope (continued)



Arthur Markiewicz's 4-meter, DG-300 floating by (Mark Baldacchino photo)

On April 7<sup>th</sup>, Tim Traver hosted the Torrey Pines Classic F3F Race. Nine participants showed up, and unlike last year, they were able to get the event into the books. The pilots meeting started at noon, and the event started right after. Although the winds weren't stellar, they were able to get a few rounds in. Congrats to Dave Cortina for grabbing the victory!



Mark Baldacchino photo

## News from the Slope (continued)



Some of the timing equipment used for the event. The location of this pic is below and to the right of our flying mound. (Mark Baldacchino photo)



David Monte in a tight turn (Mark Baldacchino photo)

## News from the Slope (continued)



Plaques and trophies – these were for 2018's results and participation.  
(Mark Baldacchino photo)

## SAFETY



## TIP

This month's safety tip is about the use of spotters. Until we get a handle on the window, which will be discussed at our next TP Soaring Council meeting this month, let's do our part, which is an AMA and Gliderport rule, with use of spotters. If you're not flying, and there are one or more RC planes in the air, please offer your set of eyes to watch and communicate the paraglider traffic to the RC pilot(s).



Tattoo: "De plane! De plane!"

## News from the Slope (continued)



### Torrey Pines Gliderport Schedule:

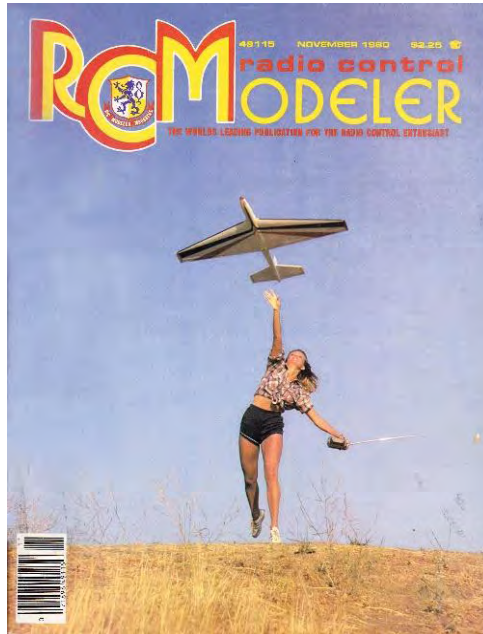
- May 25<sup>th</sup> – Foamies
- June 1<sup>st</sup> - Katie Martin Int'l Tribute – Not a Gulls Only Fun Fly event, but International Event
- July 27<sup>th</sup> – TWF/PNF – that's Twisty Wings & Pointy Nosed birds
- Aug 24<sup>th</sup> – Scalies
- Sept 21<sup>st</sup> – Old School Vintage/ Crunchies
- Nov 23<sup>rd</sup> – No Shopping Saturday

Best Regards,

Mark Baldacchino  
Slope Coordinator

[mbaldacchino@san.rr.com](mailto:mbaldacchino@san.rr.com)

Katie Martin International Tribute – Bob Martin  
JUNE 1<sup>st</sup>, 2019  
TORREY PINES GLIDERPORT



Iconic RCM Magazine cover showing an early SR-7 launch

This is the ninth annual Katie Martin Memorial Tribute that the Torrey Pines Gulls have hosted and I offer my sincere gratitude to all of you for your cooperation and generosity.

This event began at one of slope soaring's premier sites. In our early days (mid-1970's), the location recognized as the birthplace of slope soaring was Torrey Pines Gliderport and we read about it in RC Modeler magazine back then. When planning Katie's Memorial Tribute, I chose this site to bring fliers together to pay tribute to Katie, as she and Torrey Pines are an important part of the history of slope soaring in the United States. Since we began this Memorial Tribute, fliers in several countries around the world and small groups in other locations that cannot attend our tribute come together on a date in June of each year. I am so thankful to the Torrey Pines Gulls for their incredible hospitality, openly welcoming fliers from all over to come fly at this legendary site and pay tribute to Katie Martin, slope soaring pioneer. Check out the thread on RCGroups: [Katie martin int'l tribute 2019](#)



Hobie Hawks

## Katie Martin International Tribute – Bob Martin

Who is Katie? For more than 25 years she was well known in our industry for her enthusiasm and charm at events and trade shows throughout the country. She also holds the distinction of being the first woman to fly RC in Costa Rica. She served as AMA Club President for two consecutive years, and secured a flying site for her club in the Santa Fe Dam area. She worked hard for various clubs in many roles including Newsletter Editor, and in 1988 was awarded the AMA National Newsletter Editor of the Year. She also was awarded the Hawk of the Year, an honor going to the member of the Desert Hawks Club that made the most impact on the club that year. She was also the inspiration that led to the formation of Bob Martin RC Models in the mid 70's when she asked for, and received a Hobbie Hawk. That same Hobbie Hawk will be flown in the Katie Martin Tribute with a small amount of her ashes epoxied into the nose. Katie was all about having fun and enjoying the sport, therefore in line with that attitude, this event is open to all sailplanes regardless of manufacturer or type. It is an open fly-in; the only rules are those of safety.



1<sup>st</sup> Lady Katie



Katie launching a Katie II prototype



Katie at a trade show, circa 1980

Some of us will arrive on Thursday and Friday, but the official Tribute will be June 1<sup>st</sup>, Saturday. We will have a fantastic raffle and all proceeds go Katie's favorite charity, the American Heart Association, in her name.

In an effort to continue to spread the word about Katie and the Tribute and generate income to promote this event and benefit Katie's charity, we have opened a store with items I am sure you will want. Click here to see the latest offerings

<https://www.gearbubble.com/gbstore/katie?page=1>

I personally invite all Torrey Pines Gulls to join us, fly with us, swap stories with us, buy raffle tickets and have a wonderful time. That is what Katie would want.

I look forward to meeting and talking with all of you that join us in celebrating the legacy of a great lady.

Bob Martin

## Club Competition Activity

### Thermal Duration

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Cliff Hunter

#### TD Coordinator – Cliff Hunter

For thermal duration contest dates, check the calendar on the Torrey Pines Gulls website: <http://www.torreypinesgulls.org/calendar/>

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/june-thermal-duration-4-4/?instance\\_id=360](http://www.torreypinesgulls.org/event/june-thermal-duration-4-4/?instance_id=360), or contact Cliff Hunter at [cfhunter@att.net](mailto:cfhunter@att.net)

### Hand Launch / DLG

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Gary Fogel

#### DLG Coordinator – Gary Fogel

For DLG contest dates, check the calendar on the Torrey Pines Gulls website: <http://www.torreypinesgulls.org/calendar/>

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 Gary Fogel at [gfogel@natural-selection.com](mailto:gfogel@natural-selection.com)

Additional information will be shown in the F3X Vault site ([https://www.f3xvault.com/?action=location&function=location\\_view&location\\_id=2002](https://www.f3xvault.com/?action=location&function=location_view&location_id=2002)) as TPG coordinates with the Vault for contest sign-ups, tasks, results, etc. and in this RCGroups thread: <https://www.rcgroups.com/forums/showthread.php?3176895-2019-Torrey-Pines-Gulls-DLG-Contest-Clinic-Series>

## Thermal Duration Contest Report – Cliff Hunter

Note: This was the first contest of the year due to weather (rain) and field restrictions.

Sunday was a great day for thermaling. The weather was sunny and warm with a constantly changing wind direction. For those who fly thermal duration you missed a great day of flying.

The CD was Cliff Hunter and tasks were poker drawn at the field. The four tasks were pulled from a hat by Mike Smith. The task rounds were 8 minute, 12 minute, 3 minute and 7 minute. They were 900 point rounds. The landings were the standard tape landing for 100 points per round. Some of the pilots were whiny about the 8 and 12 minute flights that early in the morning at Encinitas, but to everyone's surprise, all 9 flyers got their 8 and 12 minute flight times. The final results were:

First Place:	Mike Smith with	3965.9 points, flying a Vixen
Second Place:	Tom Kiesling with	3949.1 points, flying a Pitbull
Third Place:	Arthur Markiewicz with	3948.5 points, flying a Facilitator

First place for showing up was: Doug Cronkite. Note: this is a long story.



The following is the contest format we use:

- Thermal Duration Spring Contest, may be AMA sanctioned, AMA cards required to fly.
- Pilots Meeting: 8:45 am
- Entry Fee: \$5.00 for members and \$10.00 non-members Contest Director does not pay the entry fee! All fees go to maintenance of the equipment and field.
- Contest Starts: 9:00 am; ends around noon.
- Field mowed grass or dirt depending on the time of year
- Three Classes: Masters, Experts and Sportsman
- Computer Scoring at the field

Tasks: normally are 4 rounds, time in the air soaring, in minutes.

Scoring: normally 900 flight points and 100 landing points.

The task and scoring are determined by the Contest Director (CD)



## Thermal Duration Contest Report (continued)

On another subject, thermal duration contest pilots have been dwindling in numbers. With that said, the pilots discussed ways to increase turnout. The following is what we came up with:

### **F5J – Thermal Duration Gliders with Electric Motor and Altimeter/Motor Run Timer**

We propose to fly Thermal Duration at Encinitas field one month and F5J at Poway field the next month. The F5J planes can be as simple as a Radian or as complex as a Vixen.

The essence of F5J is 10-minute rounds flown man-on-man with a launch window regulated like F3K. BUT, there is the launch-height penalty that makes it different from any other soaring discipline - the ultimate challenge!

- You cannot launch before the start horn begins and you cannot be in the air (not even an inch) when the end of window horn begins.
- Flight points are 1 point per second.
- Landing task is worth 50 points and is 5 points per meter. Within 1m is 50, 1-2m is 45 and so on. Not actually sure what the circle diameter is - maybe 10m.

Lanes are all adjacent and are only about 10-12 meters apart depending on the width of the field (Poway will probably only allow for 4-5 lanes tops).

- There is a penalty of 0.5 points per meter (up to 200m) of launch height which is measured as the maximum altitude reached between launch and 10 seconds after the motor stops. Above 200m the penalty is 3 points per meter.
- Scoring is 1 point per second + landing points - the height penalty normalized to 1000 per flight group.

For a true F5J contest, there are at least 4 preliminary 10-minute rounds and then an optional fly-off (15-min flights) of the top pilots, which is typically determined by the number of lanes. 3-4 fly-off rounds can be held. For a monthly club event I would say we may skip the fly-off...especially if we can only fit 4 lanes.

For more detailed information, click [here](#).

For the inaugural contest Steve Condon has volunteered to be the CD and will be glad to help coordinate others as well.

In order to launch (no pun intended...well, maybe) an F5J program we will need to acquire the following equipment, which must be approved by the board.:

- Display clock (this can be purchased from Chris Bjorek)
- Scoring and timing software from glider [score.com](http://score.com) to run the event. Software is free.
- FAI landing tapes (probably need 5, maybe 6)... These are the same as the old F3B tapes that score in 1 meter increments.
- Sound system for speakers along the flight line so contestants can hear the countdown & horns. We may be able to use the existing club DLG equipment.

It is proposed that the first event be in the fall. Possible dates include September 15th and October 13th - unless we want to move to a Saturday. We will need to coordinate with the DLG schedule as well.

Cliff Hunter

## DLG April Contest Report – John McNeil

I had the privilege of contest directing the April 29, 2019 TPG DLG contest and clinic at Poway. This was scheduled one week before the IHLGF and served as the warm-up event. Seventeen pilots flew and enjoyed six rounds that I selected to be as challenging as possible for the anticipated conditions. Of these seventeen modelers, four had never flown a hand-launch contest. We took extra time at the pilot's meeting to introduce ourselves and to get everyone oriented.

Round one was two by five minute flights. The conditions were overcast with spotty lift. Many people achieved four of their targets, but no one made all five. Big ladder came next along with more generous lift enabling a few people in each heat to make their times. Round 3 was the only task of the day with spare working time - the last two fours. Heat A started with very little lift, but Gary Fogel saw a thermal downwind and ran to it, allowing him to make both 4's with time to spare. That was the only thermal available for the first several minutes of the heat, so no one else had time to make both 4's. Pilots in the second heat had the first really excellent conditions of the day as the sun came out. Four pilots made both flights. The nice lift continued into round four which I had assigned the 1, 2, 3 and 4 minute flights in any order. Nearly half the pilots made these targets as well.



## DLG April Contest Report (continued)

We took a break after round four and had an interesting discussion about how best to get through a two-day contest. We discussed everything from hydration, to ballast in your back-up plane, to the mental game. Several pilots found that they do better when they don't track their scores. The conversation inevitably turned to the upcoming poker task wherein I jinxed heat A by talking about how sometimes the field is vacuumed free of thermals by a passing large thermal, so we started the round in those exact "sink everywhere" conditions! Justin Tolman won heat A by putting 7:15 on the board split over four flights. Heat B had an easier time with first-time pilot Kevin Riley racking up 9:18 and winning the heat. By the end of poker, the wind and turbulence had arrived. The required 3x3:20 turned out to be a challenge. No one in either heat made their times, although Sean Porter did very well with 8:48 in heat B. I was in that heat and only found one real thermal, the rest of my time was spent flailing or surfing.

When all was tallied up, Kevin Riley won Sportsman convincingly. I took third in open, Brent Lytle was second, and Gary Fogel won outright.

I'd like to thank Don Lochhead for providing the sound equipment and collecting money, Gary Fogel for coordinating this contest series, and Tim Traver for helping me learn to run a contest using his excellent [F3XVault.com](http://F3XVault.com), and reading all the score sheets for data entry.

John McNeil



## DLG May Contest – Chuck Norris

Despite losing our Orange County friends to the Cookie Toss, which happened to be on the same date, we managed to attract 9 pilots to our May 18 Gulls Monthly DLG contest. We flew 6 rounds with two heats, flying the following tasks:

1. Ladder
2. Poker
3. All Up x 3
4. 2 x 4:00
5. 5 x 2:00
6. 1:00, 2:00, 3:00, 4:00 Any Order

Our esteemed Contest Director, Chuck Norris, started the contest with an 8:45 pilots meeting, and then started round 1 promptly at 9:00.

Pilots included Gary Fogel, Cliff Hunter, Mengchen Li, John McNeil, Chuck Norris, Dale Osborn, Ray Pili, Justin Tolman and Ken Wolfe. Most are regulars, but this was Ken's first contest in a while. Personally, I feel the monthly contests are a great opportunity to attract new pilots.

Conditions for round 1 were soft, with only two pilots making the 2:00 for the Ladder. I was one of those pilots, but unfortunately I launched 1/2 second before the buzzer! I should have immediately landed and re-flown the 30-second flight - if I had, it's possible I could have still made the 2:00 to win the round. Instead, I continued the round intending to poll the other experienced CDs about how to handle it. We decided that my first flight didn't count, which meant that all of my subsequent flights counted for the previous time, leaving me without a 2:00 flight. Hindsight is perfect, but since I've never done that before, I had never thought through what to do in that case. Mengchen got the only 2:00 in group B, to start off with great initial round.

Round 2 was Poker, which started off looking like conditions were building. I flew a 1:30 initially, flying in a strong thermal south of the field. It was building quickly, so I called "end of window", and launched back to into it to discover (along with a few other pilots) that lift over the entire south of the field had completely been replaced with sink in the 30 seconds it took me to land and launch back into it. I was on the ground in 45 seconds with plenty of time in the round to contemplate my hubris. Pilots who called more conservative times had much better luck, with John McNeil winning group A putting 7:23 minutes on the board. Gary Fogel took group B logging 9:31 minutes for the round.

Round 2 also was a challenge for Ken Wolfe. He was confidently climbing in lift over the trees to the North (I was timing) while I was watching other planes scouting for his next ride, when somehow his Concept CX 4 ended up hanging from highest branches of a sycamore. Ken's best guess is that a gust caught him from behind, and he stalled into a spin that he was unable to recover from in time. That put him out for the rest of the contest while we figured out the best approach for getting it down.

## DLG May Contest Report (continued)



Ray Pili photo



Ray Pili photo

Round 3's All Ups were a struggle for most pilots as well - John McNeil took group A with a 2:26 for his first flight, and finishing off with two 3:00 flights. Gary absolutely dominated group B, with 3 x 3:00 flights, while the rest of the field struggled to find their 3s. Justin experienced a throwing peg failure on his first throw - somehow the outboard layer of carbon peeled off of his Snipe's throwing peg, leaving the peg without enough "meat" to take a full-power launch. He repaired it with CA well enough that he could get a 3:00 for his second flight on a partial-power throw, but by the 3rd launch, he was reduced to javelin launches. He got a good read, and raced to the west end of the field for what would have been an epic flight had he hooked up - but alas, he only managed a 0:13 on that flight. Still, it was a worthy effort.

## DLG May Contest Report (continued)

Round 4 was also a bit of a struggle, with only Gary managing to get 2 x 4:00 flights to take group A, and John McNeil dropping only 10 seconds. The rest of us struggled to find our 4:00s with mixed success.

With Ken's Concept in the tree, we decided to skip our regularly scheduled clinic topic, "How to read the air /after/ launch", and we all chipped in to help get Ken's plane out of the tree. With the use of both the 13m carbon fishing pole and the long extension painter's pole, we managed to get it out of the large sycamore, but it wedged tightly into the lower fan palm tree. We worked on it a bit before continuing the contest.

Round 5 started off well, with most pilots getting their 2:00s, but by the end of group A, everyone was struggling. Ray took that round dropping only 23 seconds, which must have been some excellent flying (I was also flying, so I didn't see). Group B ended up being similar, with Mengchen taking the round dropping 33 seconds. Everyone had some short flights that round.

Round 6 was also a bit challenging, with no pilots getting all the available time. Ray took group A, dropping only 20 seconds, with John taking group 2, dropping 33 seconds.

Aside from my own flying performance, I think this contest went off just fine. This was my second time as CD, and I was feeling more confident that I knew how to do the job.

We used my own new audio app "F3K Audio" to run the contest, and that worked well. I have a few user interface elements to polish up, but this should be available in the Apple App Store in a few weeks, if things go well, and should make it a lot easier to run the audio for a contest in the future.

Thanks to everyone for coming out, and I encourage everyone to consider flying in the June 15 contest!

Chuck Norris

## LSF Report – Ray Pili



Once again, nothing new to report. There was an LSF event scheduled for April which I was unable to attend. Instead, Gary Fogel provided the following summary:

“Nothing to report on LSF April 13. It was scrubbed and moved into a combat event at the slope which devolved into not much of a combat event.”

Next 2019 LSF Attempt Day

- Saturday, June 8 at Poway Field

In the meantime, here's something I found on the LSF website. It's "The LSF Story, by Scott Christiansen, LSF #001, written in 1988 and published in the December 1997 issue of R/C Soaring Digest.

### The LSF Story

By Scott Christiansen, LSF 001

(Written in 1988, and submitted by Bob Steele, President of the LSF.)

#### Genesis

Soaring, as an activity within the R/C community, in the mid to late 60's, was very interesting. Believe it or not, R/C soaring had been around a long time up to that point, but had never really "caught on". There was probably soaring activity going on in a lot of areas of the U.S., as well as Europe, but this activity tended to be fairly low key and was reported in the magazines only sporadically.

However, designs were being developed, contests were being held, and this momentum of activity was beginning to be reported on in the magazines. Fortunately, for the as yet to be formed LSF, some well-placed individuals were taking an active interest in R/C soaring, and were in a position to report on this activity in the modeling press. Two of these individuals were Jerry Nelson and Ken Willard. As fate would have it, these two gentlemen would later play an important role in getting the LSF into national prominence, and keeping it there for a reasonable amount of incubation time.

I had lived in and around the San Francisco Bay Area since my discharge from the Air Force in 1965. At that time, I moved to San Jose and started my new job with Fairchild Semiconductor in Mountain View. Geographically, all of the lower San Francisco Bay communities were close to each other and it was possible to meet people from all of these areas at a single flying site. Flying sites for R/C thermal duration sailplanes per se, did not exist. What you had to do was find a site that was far enough away from other, powered R/C activity, so as not to create a conflict of any kind. Fortunately, there was just such a site in San Jose: Del Mar High School. It was at this site, in 1967, that I met and flew with Duane Hyer, Keith Brewster, and Le Gray. The four of us had a lot in common in terms of model aircraft backgrounds, but most importantly, we got along very well and quickly became good friends. There were several other "Del Mar regulars" who, along with the four of us, gathered every weekend to fly.

Most designs being flown in those days were scratch-built, due to the fact that there just was not much available commercially. It came down to the Kurwi (a great airplane) and some imported kits, primarily Wik, that flew OK, but were



Photography on this page submitted by Earl Pell.

A special thanks go to Barry Kurath who, having recently achieved Level V, started the dialog and did much of the footwork that brought the "LSF Story" to light. Special thanks also go to Bob Steele, John Vennerholm, and Cal Foshtuma for all their hard work and dedication to the LSF. Judy & Jerry Slates, R/C Soaring Digest



Earl with "Snipe I".



"Pell's Belle", 10' span, 800 sq. in., 54 oz.



"Lowisa", 8' span, 670 sq. in., 33 oz.

For the full article, click on this link:

<http://www.silentflight.org/images/documents/lfsfstory.pdf>

Blue Skies,

Ray Pili  
LSF Coordinator  
[togslope@gmail.com](mailto:togslope@gmail.com)

## My Day at Blossom – Dave Arnold

Dave Arnold came down from Orange County for a day of flying with the Blossom Valley crowd. His article, below, sounds like he enjoyed an epic day of sloping!

Yesterday was amazing at Blossom Valley. Not as good as predicted but still incredible! I was there from 11:30 to 6:30 (Wind really turned on at about 4 PM) home at 8pm. Long day. I'm still wiped out. 7 of us flying almost all day yesterday.

Bob let me fly his Rotor. It was amazing, roll rate like I've never seen before! You could not count them they were so fast. That was fun!

The 4x4 drive up to the top was one of the most intense off-road drives I've had in many years!!! For sure the most extreme off-road to a slope. Ruts and whoop-de-dos all together at once and deep and at the most vertical section of the trail. At one point my right side fell into a deep rut and I thought the truck was going to fall over onto its right side. Also a few times when I only had 3 wheels on the trail. At one point I took a couple of pictures of the 4 Wheel Drive read out on the dash. But those angles were not the most severe. On the really hairy ones I was too busy focusing on the road. Those Blossom Valley guys really know how to drive off road! (Bob is a great pilot and a master at off road driving.) Also I can see why Phil shuttles pilots up in his converted Volvo military truck. That thing is a beast!





## My Day at Blossom (continued)

Everyone I met yesterday was super nice and all great pilots! 😎

The guys told me plenty of stories of people having major problems on that trail to the top. And those stories were from before the ruts got twice as deep with all the recent heavy rains. My F150 in 4wd low gear with locking rear differential did great though. Felt like a rock crawler. Fun and scary all at once. 😊

Oh did I mention the flying was good too.

Flew my Mamba wing to warm up, then flew Bob's Rotor, then my Carbon Bird, then 3M Aris, and finished the day with a few flights with my Opus. 😊 Here's some video:

<https://www.youtube.com/watch?v=illysb4snd0>



## My Day at Blossom (continued)

I could tell yesterday I was getting some battle scars on the undercarriage as I was going up the trail (even with my decent clearance). So this morning, I decided to take truck in for a quick wash, grab the Z creeper and get underneath to see what I might find...All in all, not too bad. I'm glad I had that steel under-plating because it looks like I took a pretty good hit on it.



Of course my trusty Labrador had to help me. I think he was bummed I didn't bring him with yesterday. It's all (very much so) worth it for a little turning and burning with the Opus. 😊



## TPG History: The Trophy – Gary Fogel



This Month: Robert Mohrlock, 1988 Modeler of the Year

As I've mentioned previously, for some modelers I have a lot of info; for others not so much.

Robert Mohrlock was a San Diego native, having graduated from Clairemont Senior High. He joined the Gulls in the mid-1980s mainly as a fun fly enthusiast rather than a contest pilot. Given he wasn't flying the contest circuit, the newsletters have only scant information to go on about his history with the club. However, in 1987, incoming President Larry Fogel convinced Robert to serve as Vice President for 1988. Usually anyone coming in as VP knows that it's a good chance that they'll soon end up being President. But for Robert it wasn't the case - perhaps that was part of the bargain!

Larry and Robert arranged for some fabulous speakers for the club meetings that year. This included Bill Ivans (world record holder for manned sailplanes), Dr. Don Edberg (our own TPG member who competed in the US RC soaring World Championships and was at the time working for AeroVironment), Walt Mooney (designer of full scale aircraft as well as peanut scale free flight models), TPGer Carl Gwartney (who flew troop transport gliders in WWII), and even Don Bentley, a former Navy fighter pilot who was commanding officer of the Blue Angles from 1972-1973. The meetings were held monthly at the Aerospace Museum and included a raffle which usually had some great prizes (also arranged by Robert).



## TPG History: The Trophy (continued)

Given his consistent effort throughout 1988 in his role as Vice President, the club awarded the Modeler of the Year trophy to him at the awards banquet on February 25, 1989 held at the Salmon House in Marina Village near Pt. Loma. Robert continued to fly with the club for several years, again serving on the Board as Secretary in 1991. Having worked at Marvin K. Brown Cadillac, he recently retired and I'm eager to reconnect with him soon!



A recent photo of Robert Mohrlock from his Facebook page.

## 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](mailto:dgottdank@gmail.com). Please provide your name, location of photo and photo description.



January Winner – Steve Condon's LET JS1 at Torrey (Mike Smith photo)

## Photo of the Month Contest (continued)



February Winner – Thomas Moller launches Steffen Peters' Arcus (Justin Tolman photo)

## Photo of the Month Contest (continued)



March Winner – Craig Hanson's plane over Torrey (Cameron Peterson photo)

## Photo of the Month Contest (continued)



April Co-Winner – Perfect conditions at Torrey (Cameron Peterson photo)



April Co-Winner – Ian Cummings flying with the pelicans...or is it the other way around?  
(Greg Houck photo)



## Photo of the Month Contest (continued)



Brian Laird's Cobra at the Dave Kellogg Memorial Fly-in  
(Dale Gottdank photo)



Launching at Blossom (Dave Arnold photo)

## Photo of the Month Contest (continued)



Flying Blossom (Dave Arnold photo)



Cameron Peterson's AHI at WeaselFest 2019 (Greg Houck photo)

## Photo of the Month Contest (continued)



Greg Houck's Weasel about to exit WeaselFest 2019  
(Cameron Peterson photo)

## Photo of the Month Contest (continued)



Craig Hanson with his Windfree at Torrey (Matin Taraz photo)



May/June Co-Winner – Arthur Markiewicz's 4-meter DG-300 at Torrey (Mark Baldacchino photo)

Photo of the Month Contest (continued)



May/June Co-Winner – Craig flying his Windfree close in at Torrey (Ward Hagaman photo)



May/June Co-Winner – Craig launching his Windfree at Torrey (Matin Taraz photo)

## Club Officers and Contact Information

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Vice-President	To be filled	
Past President	Dan Cummins	<a href="mailto:dan.cummins@cox.net">dan.cummins@cox.net</a>
Secretary	Dale Gottdank	<a href="mailto:dgottdank@gmail.com">dgottdank@gmail.com</a>
Treasurer	Don Lochhead	<a href="mailto:donloch@sbcglobal.net">donloch@sbcglobal.net</a>
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TP Soaring Council (TPG)	Ray Pili	<a href="mailto:tpgslope@gmail.com">tpgslope@gmail.com</a>
SC2 Representative	To be filled	

### Executive Officers



Craig Hanson



Dale Gottdank



Don Lochhead



Cliff Hunter



Mark Baldacchino



Bill Eckles



Mark Canfield



## Quote of the Month:

*“There isn’t a flight goes when I don’t stare out and thank my lucky stars for what I’m seeing and feeling.”*

*~ Richard Branson*



Torrey Sunset – Photo by Marty Dine