



GULL WINGS NEWSLETTER – September 2019

Torrey Pines Gulls Radio Control Soaring Society (TPG)

AMA Charter Club 129

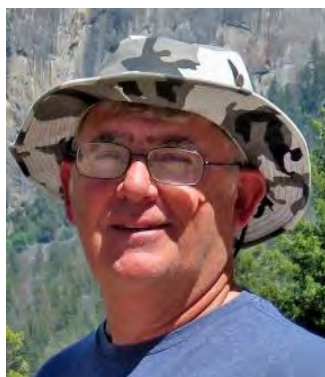
Website: www.torreypinesgulls.org

Editor – Dale Gottdank

Message from the President

Inside This Issue

- 1 Message from the President
- 2 Club Meetings, Contests and Activities
Newsletter This Month
- 3 Club Membership Update
- 5 RCGroups – Torrey Pines Gulls Forum
- 6 What do YOU think?
TPG Facebook page
Yahoo Forum
- 7 Club Flying Site Panoramas
- 8 News from the Slope
- 11 Club Competition Activity
- 12 TD Contest Report
- 13 TPG Adds F5J Contest Format
- 16 F5J Thermal Contest Rules Excerpt
- 20 DLG June Contest Report
- 21 LSF (League of Silent Flight) Report
- 23 San Diego Wind Tunnel Tour
- 31 TPG History: The Trophy – Gary Fogel
- 34 Photo of the Month Contest
- 44 Club Officers and Contact Information
- 45 Quote of the Month



Craig Hanson

Hello Gulls!

Summer is practically over. I hope you all enjoyed a great Labor Day Weekend! I'd like to remind our members about our 3 flying sights: Torrey Pines Gliderport for slope flying; Poway for DLG and thermal flying; and Encinitas for DLG and thermal flying. Remember, there are monthly TD contests at the Encinitas field and DLG contests at both the

Poway and Encinitas fields. I spend most of my time at Torrey, dodging paragliders. It's very friendly and has gotten better in the last couple of years. If you're new, the Poway field is great for beginners and experienced pilots alike; again, very friendly and we're always willing to help our new flyers. Encinitas is on an old landfill site. It's a great place to lay out the winches for the large composite aircraft. Even though they're competitive out there, they are happy to show you the ropes.

In early November, we're planning to kick off a new (new to TPG, that is) F5J motorized glider contest series. See Mike Smith's article on page 13, and keep 'em flying!

Blue Skies,

Craig Hanson
TPG President
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!

BIG NEWS this month! TPG will be adding F5J Thermal Soaring Contests to our calendar! Check out Mike Smith's article on page 13. We'll be continuing our series by Gary Fogel on the club's history, with 1989 Co-Modeler of the Year, Gary Anderson. Also, read my write-up of Marty Dine's tour of the San Diego Wind Tunnel facility.

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. 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!

Memberships continue unchanged at 99. We're at a good, healthy level.

The quality of the membership is quite active and busy disseminating information among the group and adding planes to their fleets. Flying skills are improving and models are becoming more sophisticated...the Club is working.

Bill Eckles
Membership Chairman
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
- ✓ 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 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.

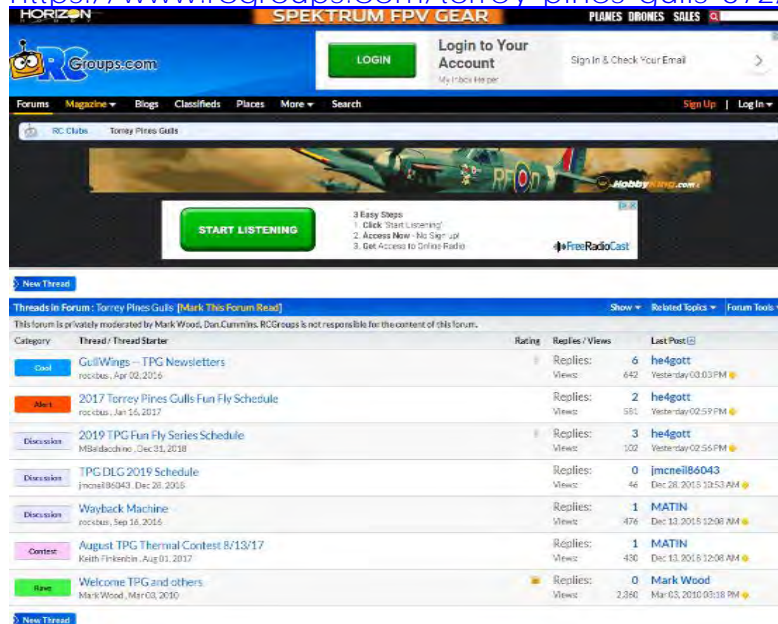
RCGroups – Torrey Pines Gulls Forum

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: 102	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 Finkeon, 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?

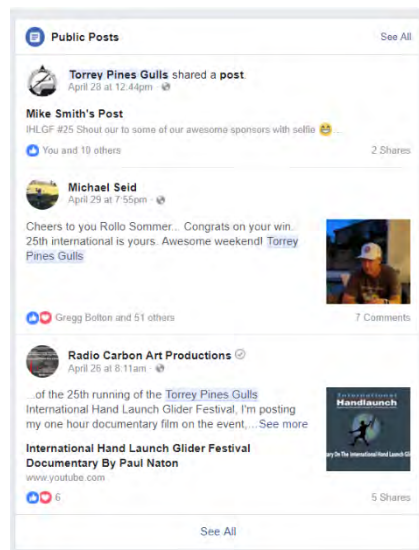
You can express your opinion at: www.torreypinesgulls.org.

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. 18th, 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, 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 September!

There's a tiny hint of fall in the air, we're all back from vacations, the kids are back to school, and football season is here. The Gliderport scene has been pleasant, as well. We had the TWF & PNF, which are the twisty wings and pointy nose planes, Fun Fly on July 27th, and it was a blast. I counted 58 planes altogether! Everyone had a good time, and the paraglider folks and us RCers followed the rules to make it safe and fun. It does make a difference when we limit the number of RC planes in the sky to seven (7), which gives us a bit of breathing room for the Blue Sky Rule. ☺

Here are some pictures that I took from that day:



It's also cool to see the looks on spectators' faces as they watch us enjoy the best slope on the planet!

News from the Slope (continued)

Speaking of spectators, a few months ago I was conversing with a spectator to find out that he flies large scale electric planes, and always wanted to fly at TP Gliderport. His name is Vlad Turouskiy, and he bought a couple of acrobatic planes to fly with us. He was the first one that I checked-out for flight safety with us on the fourth of July. How appropriate that he painted his Ahi for his special day!

Meet Vlad!



Vlad Turouskiy with his Ahi (Mark Baldacchino photo)



Neil and his scratch built RC glider (Mark Baldacchino photo)

Remember Neil? This 12 year old kid from China continues to impress! A few months ago, he was telling me how he really wanted to scratch build a sailplane from foam board. He designed and built this plane; 100% on his own without help from anyone, including his parents. You should have seen his face and heard the yelp from him as I launched his plane over the cliff edge and the plane continued to lift and fly perfectly! This plane, believe it or not, REALLY flies well! Look at what some foam board, popsicle sticks, and a hatch cover made of paper can do with a bit motivation!

News from the Slope (continued)

SAFETY



TIP



All AMA members should be familiar with the AMA Safety Code. Copies can be downloaded here:

<https://www.modelaircraft.org/sites/default/files/105.pdf>

Note:

B. RADIO CONTROL (RC) 1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles, or structures and shall avoid endangerment of life and property of others. Keep this in mind, even when flying lightweight foamies.

Torrey Pines Gliderport Schedule:

- Sept 21st – Old School Vintage/ Crunchies
- Nov 23rd – No Shopping Saturday

Best Regards,

Mark Baldacchino
Slope Coordinator

mbaldacchino@san.rr.com

Club Competition Activity

Thermal Duration



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/september-thermal-duration-4-4/?instance_id=360, or contact Cliff Hunter at cfhunter@att.net

Hand Launch / DLG



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

Additional information will be shown in the F3X Vault site (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

Unfortunately, due to poor turnout, no contest was held in August.



The following is the contest format we use:

- Thermal Duration Soring 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)

TPG Adds F5J Thermal Contest Format – Mike Smith

Some of you may have heard about this new FAI soaring competition event called F5J. Motor launched sailplanes. No winches to haul out to the field. No line breakage. No battery charging and maintenance (for winches). What's not to like about that? The event is quite fun and challenging and is different than Altitude Limited Motor Launched gliders. The difference is that in F5J, you have 30 seconds of motor run time and you can go as high as you want in that amount of run time. Yes, there is a but; a big BUT...but you are penalized for every meter of altitude above your designated landing spot that you shut off the motor plus 10 seconds of motor off glide after that. Nice twist right? The guy that shuts down at the lowest altitude, and still gets his full 10 minutes gets penalized the least per flight group.

Got
F5J?

Here's how it all comes together. We all gather, CD calls for the flight groups as created in F3X Vault or Glider Score or whatever and the first group walks out to their designated landing spot. There will be 5 minutes of preparation time once the flight group is called to get your planes and your timer and walk out to your landing spot.

- Once at your spot, put your glider on the ground and connect your Altis or other F5J motor control/timer and altitude recorder. This establishes the ground or "zero" elevation for the flight.
- As the prep. time counts down, you prepare to launch your model.
- At the zero count you turn on your motor (not at all before the zero) and launch your glider. Your timer starts the clock when the model is released from your hand with the motor running.



TPG Adds F5J Thermal Contest Format (continued)

- You fly out in search of lift keeping in mind the strategy of being the guy that shuts off his motor at the lowest altitude has the advantage in scoring. Depending on the day, time of day, weather guts, lift indicators etc., you decide to either fly toward an observed thermal and enter lower than the other guys, or in the absence of any signs of lift or even expectations of lift, you go to full power and climb as high as you can to get your 10 minutes.
 - The gamble here is that the lower guys won't get their times, and your penalty will be less than their scores with only partial flight times.
 - And here is the other catch. If you launch higher than 200 meters, the altitude penalty goes up to 6 times the under 200 m penalty.
 - Below 200 meters, the penalty is 0.5 pts/meter. Above 200 meters the penalty is 3.0 pts/meter.
- You shut off your motor, or better strategy is to idle the motor without shutting it off (you cannot restart under any circumstances) when you contact lift and see if the lift is real before committing to the full motor shut off. You resist the urge to climb in the thermal you just located for at least 10 seconds to stay as low as possible until the start altitude is recorded.
- Then you try like hell to keep your sailplane up for the rest of the 10 minute working time.
- The window will be counted down and the glider must touch the ground prior to the end of window signal. If you touch down after the horn, you will not get any landing points.
- Try to land as close to the center of an FAI landing tape as possible for a maximum landing bonus of 50 points, reducing by 5 points per meter away from the center. The first meter radius circle is worth 50 points.
- Your scores are normalized against the other pilots in your flight group to make this a true man-on-man event.



TPG Adds F5J Thermal Contest Format (continued)



This soaring event is great fun and quite the challenge. It can flown with any type of glider at the discretion of the contest organizer. TPG will get some of these events going with the intent to make the entry level pilots feel comfortable and fly whatever you have. Radians will be a great place to start, as would any electric powered glider. The only restriction will be that the span not exceed 4 meters and the wing loading cannot exceed the FAI maximums.

Four rounds will be the minimum number of rounds flown, and we will decide contest by contest if there will be any fly-off rounds. A typical club contest with at least 8 pilots should be able to fly 4 rounds and 2 fly-off rounds if the Contest Director sees fit. The TPG is shooting to hold our first F5J contest on the first weekend of November. This will likely be Sunday, but stay tuned for actual contest date announcement and details.

Very truly yours,

Michael Smith

On the following pages is an excerpt from the FAI rule book on the F5J Contest rules and regulations if you are interested.

F5J Thermal Contest Rules Excerpt

5.5.11.8. Organisation of the Flying

5.5.11.8.1. Rounds and Groups

- a) The flying order for the initial qualifying rounds must be arranged in accordance with the transmitter frequencies in use, to permit as many simultaneous flights as possible. A minimum of six (6) competitors should be scheduled for each Group.
- b) The flying order must be scheduled in rounds sub-divided into Groups.
- c) Other than in the Fly-off, the composition of Groups should minimise the situation where any competitor flies against another many times (Note In practice this will occur especially in competitions with small numbers but such occurrences should be kept to a minimum.)
- d) In order to minimise the time needed to run the contest the starting order should be arranged to get the minimum number of groups per round with the maximum possible competitors in each Group. (Note. However, in small competitions 3 x 6 may be more practical than 2 x 9. It is recommended that groups with vacant starting positions are put at the end of each round, to keep space free for any re-flights.)

5.5.11.8.2. Flying in Groups

- a) Prior to the start of a Group's Working Time competitors are entitled to five (5) minutes preparation time during which they take position at their designated launch/landing spots and prepare their models for flight. The preparation time must not start before the end of the previous Group's Working Time.
- b) The Working Time allowed to each competitor in a Group shall be exactly ten (10) minutes duration.
- c) The Working Time for each Group must not start until the access corridor is clear of all people. Any deliberate attempt to delay the start of a Working Time by a competitor, his helper or team manager, by obstructing the access corridor will result in a zero score for that round.
- d) The Organisers must positively and unambiguously indicate the start of a Group's Working Time, by audible signal; see 5.5.11.14.1 for details.
- e) An audible signal must be given when eight (8) minutes, of the Group's Working Time has elapsed. Additionally the final ten (10) seconds must be indicated audibly by a countdown.
- f) The end of the Group's Working Time must be positively indicated by an audible signal, as for the start.

5.5.11.9. Control of Transmitters

For transmitter and frequency control see C.16.2 in CIAM General Rules.

F5J Thermal Contest Rules Excerpt (continued)

5.5.11.10. Launching

- a) Prior to launch all AMRTs must be initialised on the designated launch/landing spots, at ground level and the initialisation observed by the Timekeeper.
- b) The general direction of the launch must be set by the Contest Director. All launches must be made in this general direction even in zero or variable light wind conditions. A penalty of 100 points will be applied for any breach of this rule.
- c) The motor must not be run before the start signal is given. A penalty of 100 points will be applied for any breach of this rule.
- d) Unless otherwise specified by the Contest Director, models must be launched within four (4) metres of the competitor's launch/landing spot. An attempt is annulled and recorded as zero, if the model aircraft is not launched within the above specified distance.
- e) The launches must be straight forward, with the motor running. Any other type of launch is not allowed. A penalty of 100 points will be applied for any breach of this rule.
- f) An attempt is annulled and recorded as zero, if the model aircraft is launched before the start of a Group's Working Time.
- g) Timekeepers must be in a position behind the pilot to observe the launch but must not impede the pilot or his helper.

5.5.11.11. Landing

- a) Before the contest commences, Organisers must allocate a launch/landing spot to each competitor for each round. It is the competitor's responsibility to ensure that he always uses the correct spot for landing.
- b) The direction of the final approach to landing must be set by the Contest Director. All final approaches must be made in this direction even in zero or variable light wind conditions. A penalty of 100 points will be applied for any breach of this rule.
- c) Timekeepers must be in a position behind the pilot to observe the landing but must not impede the pilot or his helper.
- d) Timekeepers, helpers and competitors must not hinder other competitors or their helpers on adjacent spots.
- e) After landing, competitors may retrieve their model aircraft before the end of their Working Time providing they do not impede other competitors or model aircraft in their Group.

5.5.11.12. Scoring

- a) The attempt must be timed from moment of release from the hand of the competitor or his helper to either:
 - i) The model aircraft first touches the ground; or
 - ii) The model aircraft first touches any object in contact with the ground; or
 - iii) Completion of the Group's Working Time.
- b) The flight time in seconds, must be rounded down to the nearest second.
- c) One point will be awarded for each full second of flight within the Working Time, up to a maximum of 600 points (ie 10 minutes maximum) for the preliminary rounds or 900 points (ie 15 minutes maximum) for the Fly-off rounds.
- d) The recorded Start Height in metres shall be rounded down to the nearest metre.
- e) Each metre of the recorded Start Height results in a deduction of half (0,5) a point up to 200m and three (3) points above it.

Continued next page

F5J Thermal Contest Rules Excerpt (continued)

- f) Where the score is negative (below zero), a zero score will be recorded. Note that any penalty points applied in the round will remain effective. (5.5.10.12.10).
- g) A zero score will be recorded for overflying the end of the Group's Working Time by more than one (1) minute.
- h) A landing bonus will be awarded in accordance with distance from the launch/landing spot marked by the Organisers according to the following tabulation:

Distance (m)	Points	Up to 1	50	2	45	3	40	4	35	5	30	6	25	7	20	8	15	9	10	10	5	over 10	0
--------------	--------	---------	----	---	----	---	----	---	----	---	----	---	----	---	----	---	----	---	----	----	---	---------	---
- i) The landing bonus distance is measured from the nose of the model aircraft at rest to the centre point of the launch/landing spot allocated to the competitor. A dedicated nonelastic tape marked in bonus (landing) points is the means, by which this distance is measured.
- j) If during the landing procedure the model aircraft touches the competitor or his helper (or the team manager if present) or any deliberately placed obstruction, zero landing bonus must be allocated.
- k) No landing bonus will be awarded if the model aircraft overflies the end of the Working Time for the Group
- l) The competitor who achieves the highest aggregate of points comprising of flight points, plus landing bonus points, less launch height deduction, will be the Group winner and will be awarded a corrected score of one thousand (1000) points for that Group.
- m) The remaining competitors in the Group will be awarded a corrected score based on their percentage of the Group winner's total score before correction (ie before being normalised for that Group) and calculated from their own total score as follows: **Competitor's own score multiplied by 1000 Highest points total scored in the Group before correction**
- n) Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred. All penalties are cumulative and will be deducted from the competitor's total score at the end of the preliminary rounds. Penalties earned in the preliminary rounds are not carried forward into the fly-off rounds.

5.5.11.13. Final Classification

- a) If four (4) or fewer qualifying rounds are flown, the aggregate score achieved by the competitor, will be the sum of his scores for all rounds flown. If more than four (4) rounds are flown, then his lowest score will be discarded before determining his aggregate score.
- b) The CD may elect not to have a fly off. This decision is announced in the invitation or before the start of the competition.
- c) At the end of the qualifying rounds 30% (rounded down) of competitors with the highest aggregate scores will be placed together in a single Group comprising a minimum of six (6) and maximum of fourteen (14) for the fly-off rounds. For operational reasons the CD may set a lower maximum
- d) A minimum of three (3) or maximum of four (4) fly-off rounds should be flown. Exceptionally the CD may reduce to two (2) in the case of bad weather or poor visibility
- e) The Working Time for the fly-off rounds will be fifteen (15) minutes duration. An audible signal must be given at the start of the Group Working Time and at exactly thirteen (13) minutes and at exactly fifteen (15) minutes. Additionally, the final ten (10) seconds must be indicated audibly by a countdown. See 5.5.10.14.1

F5J Thermal Contest Rules Excerpt (continued)

- f) *The scoring of the fly-off rounds shall be as in section 5.5.11.12.*
- g) *Final placing of the competitors who qualify for the fly-off, shall be determined by their aggregate scores in the fly-off rounds; their scores in the qualifying rounds being discarded.*
- h) *In the event that two or more competitors have the same aggregate fly-off score, final positions of those competitors shall be determined by their respective position in the qualifying rounds; the higher positioned competitor being awarded the higher final position. 5.5.11.14.*

Advisory Information

5.5.11.14.1. Organisational Requirements

- a) *The Organiser shall ensure that each competitor has no doubt about the precise second that a Group Working Time starts and finishes.*
- b) *Any audible signal may be by automobile horn, bell or public address system etc. It must be remembered that sound does not travel far against the wind; therefore the positioning of the audio source must be given some thought.*
- c) *The audible signal must be clear and unambiguous in its meaning.*
- d) *To be a fair contest, the minimum number of fliers in any one Group is six (6). As the contest proceeds, some competitors may be obliged to drop out for various reasons. When a Group occurs with five (5) or fewer competitors in it, the Organiser should move a competitor up from a later Group, ensuring if possible, that he has not flown against any of the others in previous rounds and that his frequency is compatible.*
- e) *For contests with 30 pilots or less at the beginning of the contest the organiser should move up a competitor from a later group when a group occurs with four (4) or fewer competitors instead of minimum six (6) at the beginning of the contest or cancel the group and fill up the other groups accordingly.*

5.5.11.14.2. Timekeeper Responsibilities

The Organiser must ensure that all timekeepers are fully aware of just how important their duties are, their responsibilities and the requirements for safety on the Flying Site. The Organiser must make certain that Timekeepers are fully conversant with the rules particularly those that in certain cases require quick positive action to ensure that any competitors chances in the competition are not jeopardised.

Timekeepers must:

- i) *observe the initialisation of the AMRT;*
- ii) *observe the launch, flight and landing, and record any breaches of the rules;*
- iii) *time and record the flight time;*
- iv) *measure and record the landing bonus distance;*
- v) *observe and record the Start Height from the AMRT;*
- vi) *not impede the pilot or his helpers nor hinder those on the adjacent spots.*

DLG July Contest Report – Cliff Hunter (CD)

This month we moved the contest to the Encinitas Field instead of the Poway Field. It was little cooler, however the wind picked up earlier than normal and to our surprise the field had just been graded with a new layer of dirt and rocks. Rough and a little rocky.

Thanks to Don and Gary for having the patience to help me set up the scoring and audio programs for this hand launch contest, new CD for hand launch and new field, Encinitas. The Contest was known as the “Neil Armstrong Invitational” given the date fell on the 50th anniversary of the Apollo 11 Moon landing. The following were the tasks:

Round	Task	Description
1	“D” Ladder+15 sec	Increasing times - 0:030; 0:45; 1:00; 1:15; 1:30 etc.
2	“E” Poker	Poker, 5 self-nominated targets 10 minute window
3	“J” Last 2 X 3:00	Last 3 flights, 3:00 max. 10:00 window
4	“G” Best 5 X 2:00	Best 5 flights, 2:00 max. 10:00 window
5	“F” Best 3 of 6	Best 3 flights, 3:00 max. 6 launches only. 10:00 min window
6	“C” Big Ladder	All up, three flights, 3:00 max.



Encinitas Field (Gary Fogel photo)

DLG June Contest Report (continued)

Congratulations to:

Open: 1st place, Brent Lytle, Second Place, Gary Fogel & 3 Place, Brian Chirrick

Rank	Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)						Sub	Drop	Pen	Percent
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6				
9	Brent Lytle	5817		1000	857	1000	1000	960	1000	5817			100%
2	Gary Fogel	5615	-202	1000	667	1000	948	1000	1000	5615			97%
8	Brian Chirrick	5595	-20	1000	1000	825	1000	976	794	5595			96%
5	Chuck Norris	5296	-299	1000	1000	786	908	769	833	5296			91%
7	Dan Gebhardt	5060	-236	1000	571	921	977	1000	591	5060			87%
9	Stephen Hess	4654	-406	771	667	725	815	861	815	4654			80%
5	Jim Lytle	4623	-31	571	1000	835	926	695	596	4623			79%
3	Don Lochhead	3259	-1364	400	714	800	429	421	495	3259			56%
3	Cliff Hunter	2837	-422	571	444	370	634	339	479	2837			49%
10	Ron Rossetti	1991	-846	257	444	158	335	397	400	1991			34%

We had 8 pilots signed up and 2 walk-ups for a total of 10 pilots. The walk-ups were new to hand launch and had some RC experience. They were: Ron Rossetti and Stephen Hess. They both had a great time and enjoyed flying in the hand launch contest.

The early morning flights were doable, however the later rounds caused problems with windy conditions and off-field landings.

In Honor of the 50th "Neil Armstrong Landing on the Moon", Gary Fogel presented a special award to the first place winner which was Brent Lytle. It should be noted that Neil Armstrong was a glider pilot and modeler both before he walked on the Moon.

Commemorative Post Card and Stamp, Apollo 11 "Mans First landing on the Moon" July 20, 1969. Photo, Gary Fogel on the left and First Place winner Brent Lytle on the right.



Next TPG monthly DLG is August 17th 2019. CD is John McNeil. Tasks and locations to follow closer to the contest date.

A special thanks to all who attended and their great support and providing another great hand launch contest.

A special thanks to all contest flyers! Thanks Cliff Hunter, Contest Director

LSF Report – Ray Pili



Nothing new to report.

Next 2019 LSF Attempt Day

- Saturday, October 12 at Poway Field

Blue Skies,

Ray Pili
LSF Coordinator
tpgslope@gmail.com

San Diego Wind Tunnel Tour – Dale Gottdank

On July 24, a group of us were lucky enough to be given a tour of the San Diego Wind Tunnel (LSWT) facility by its General Manager, our own past-president, Marty Dine. LSWT is located adjacent to Lindbergh Field on Pacific Highway. LSWT refers to “low speed wind tunnel,” as the wind speeds generated are between 5 and 270 miles per hour. Marty sent us this brief:

Recognizing a critical nexus between celebrating the past, and building the future, the San Diego Air & Space Museum operates the San Diego Air & Space Technology Center/Low Speed Wind Tunnel (LSWT). The facility plays a key role in aircraft development and research by providing aerodynamic test services for US aircraft manufacturers, and indeed many from around the world.

Centrally located at Lindbergh Field, the wind tunnel began operations in 1947 as a division of Consolidated Vultee. Typical of many aerospace industry assets, the facility has been owned and operated by a distinguished list of aerospace industry giants including Convair, General Dynamics and Lockheed. In 1994, Allied Aerospace/Micro Craft acquired and operated the facility until 2006, when the San Diego Air & Space Museum assumed ownership and operations.

LSWT has conducted aerotesting for numerous military and civil aerospace development programs, including the F-106, B-58, F-111, F-16, Global Hawk UAV, Tomahawk Cruise Missile and Advanced Cruise Missile, just to name a few. Today, the LSWT serves the testing needs of Cessna, Boeing, Gulfstream, Northrop Grumman, General Atomics, Raytheon and Lockheed Martin among others. Adding to that distinguished list of customers nearly daily, the engineers and crew at LSWT are busy conducting aerotests for multiple clients with highly-innovative developmental products in both aerospace and general industry. “If it needs to be tested in the wind, we can do it!”

In addition, the facility and crew provide aerotesting for athletes involved in cycling and sliding sports. The US Olympic Cycling, Ski and Luge teams frequently utilize the facility to develop specialized equipment and to optimize their technique as a part of their training to compete on the world stage.

The LSWT helped to usher in the “Jet Age” in 1947, and remains to this day a vital national asset available to the aerospace industry as we build the technologies that will shape the future of air and space travel in the years to come.



Main entrance. We met Marty Dine in the rear parking area for a quick overview (Dale Gottdank photo)

San Diego Wind Tunnel Tour (continued)

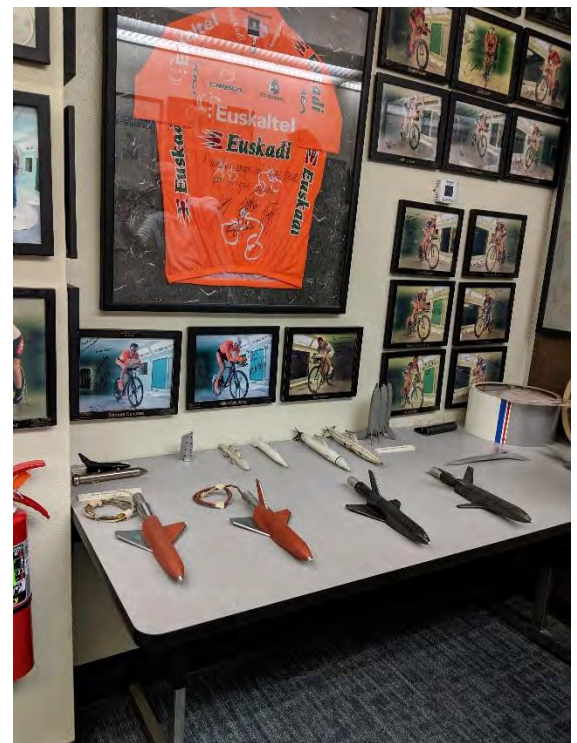
Our first stops, in the administrative area, showed some of the history of the wind tunnel. Models on display were used to test airliners and other aircraft as well as a luge and skeleton along with photos and memorabilia from athletic testing for these sliding sports as well as cycling.



Boeing 747 model in the foreground, with a 737 and B-1 (Ray Pili photo)



Skeleton and luge (Ray Pili photo)



Cycling photos/jersey and various test models. (Dale Gottdank photo)

San Diego Wind Tunnel Tour (continued)



Marty explaining some early sensor technology. This place is like a museum. (Dale Gottdank photo)

From there, we headed toward the test section, first passing through the conference room, where clients can observe and discuss test results shown on widescreen monitors...



Dale Gottdank photo

...and the control room, nerve center of the wind tunnel facility.



The actual test chamber is visible through the window beyond. (Dale Gottdank photo)

San Diego Wind Tunnel Tour (continued)



Like any self-respecting control room, it has one of these.
(Dale Gottdank photo)

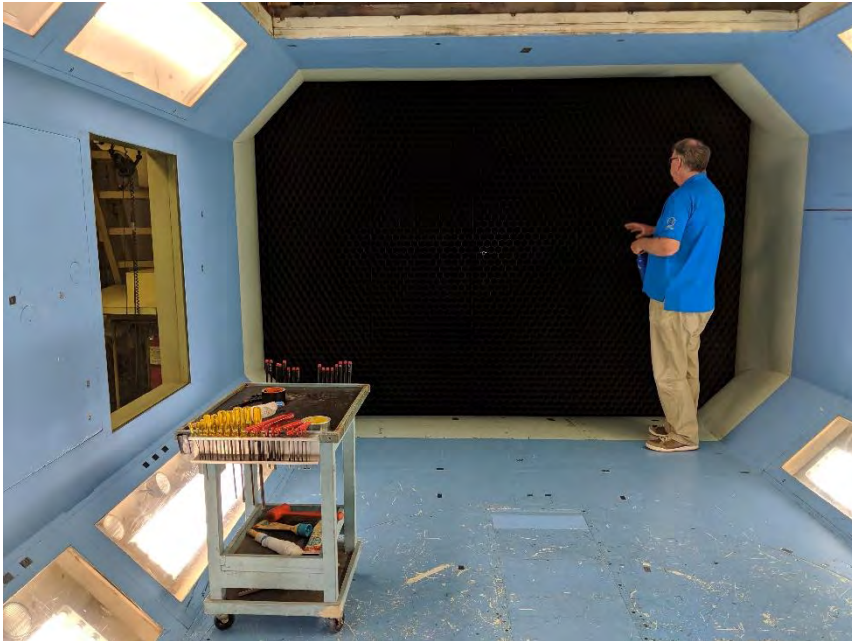
Here we are in the test section, where Marty described how test sections are prepared, mounted and tested.

Can you imagine being in there with air blowing through at 270 mph?



San Diego Wind Tunnel Tour (continued)

Marty pointed out the honeycomb at the near end of the test chamber where the air enters, after having been speeded up 7x the initial velocity by passing through a compression section. The honeycomb straightens the airflow and reduces lateral velocity caused by the swirling motion of the air.



Overview of the honeycomb at the end of the test chamber
(Dale Gottdank photo)



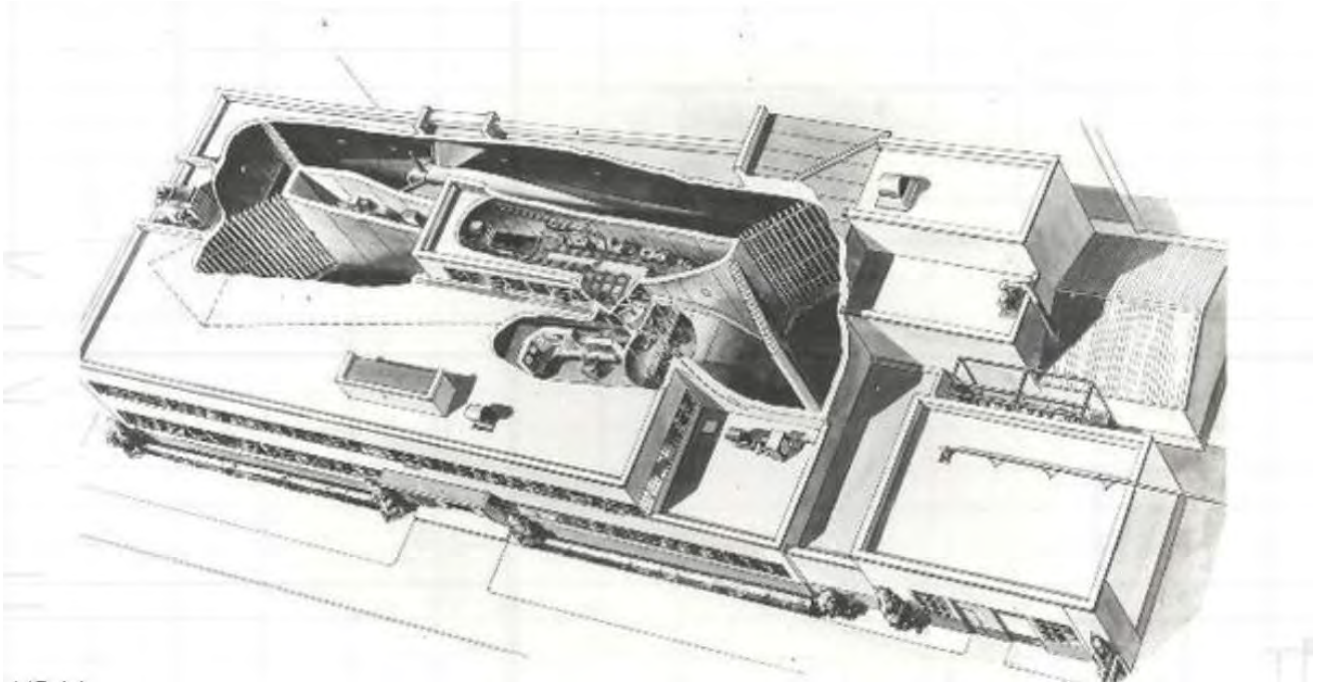
Detail of the honeycomb
(Dale Gottdank photo)

The test section then widens out toward the far end, to form a diffuser, which smoothly slows the air's velocity without causing turbulence in the test section.



The chamber is much wider at the far (exit) end than at the honeycomb, as evidenced by Marty standing in front of each. (Dale Gottdank photo)

San Diego Wind Tunnel Tour (continued)



This cutaway view of the wind tunnel facility illustrates the rectangular circuit taken by circulating air. The drive section is at top. (San Diego Wind Tunnel website illustration)

Leaving the test section, we moved on to the drive section, where a 2250 hp. electric motor drives the 20 ft. diameter 6-bladed fan.



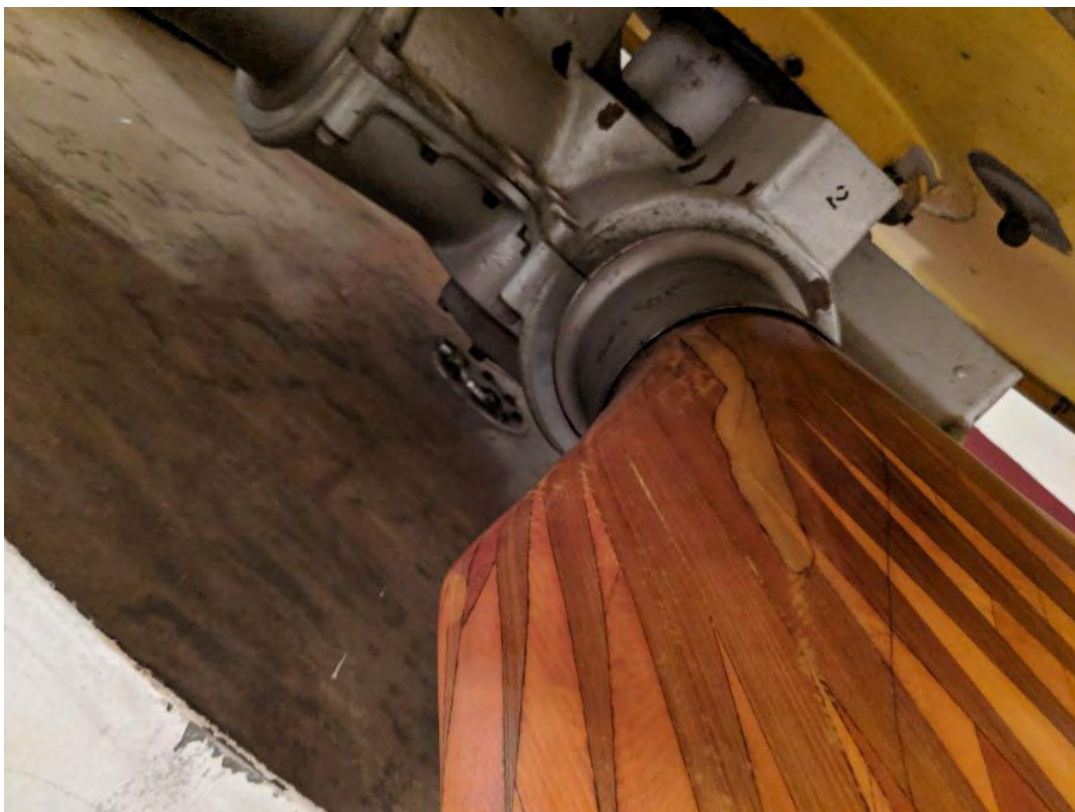
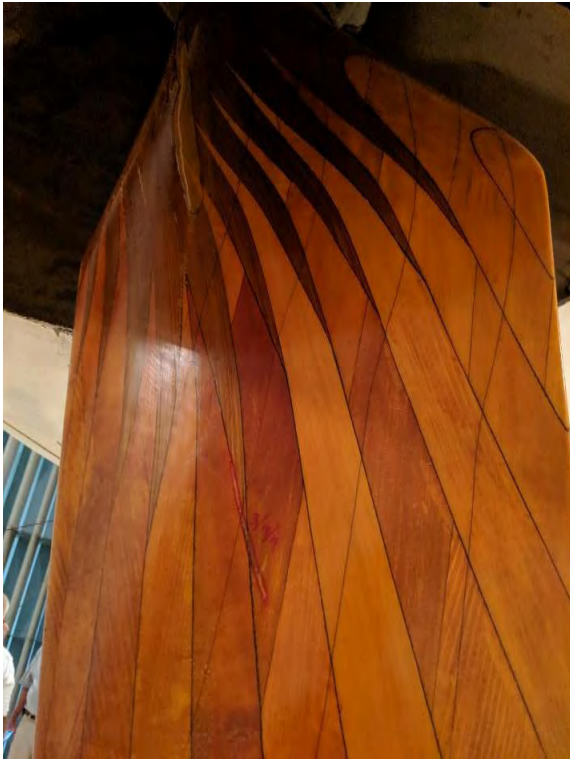
Drive section (Dale Gottdank photo)



Martin Taraz next to one of the wooden blades for scale. Note residue from smoke tests. (Dale Gottdank photo)

San Diego Wind Tunnel Tour (continued)

The hand-formed wooden blades, manufactured in 1986 to replace an older set of blades, are a work of art in and of themselves. If new blades were required today, they would likely be molded carbon fiber.



Detail showing the blade connection at the hub (Dale Gottdank photo)

San Diego Wind Tunnel Tour (continued)

The tour concluded with a trip to the roof to observe the solar panels that help power the fan and enjoy a refreshing drink, good conversation and a great view of the airport. Thanks again. Martv. for an educational and enjoyable afternoon.



Just a few of the rooftop solar panels
(Dale Gottdank photo)



More solar panels, San Diego International Airport runway and
"executive rooftop office" at right (Dale Gottdank photo)



From left: Ray Pili; Sandy & Cliff Hunter; Dale Gottdank; Greg Houck; Dan Cummins;
Matin Taraz; Daniel McFarlen; Dale Osborn (Marty Dine photo)

TPG History: The Trophy – Gary Fogel



This Month: Gary Anderson, 1989 Co-Modeler of the Year

Gary Anderson started flying with the Torrey Pines Gulls sometime in the mid-1980s. It's not precisely clear to me when he started, but initially he was generally focused on slope flying at Torrey. For instance at the TPG unlimited slope race on August 2, 1986, Gary placed first in a field of 11 flying his Gnome polyhedral ship against others including Hobie Hawk, Spirit of 76, 4x4 and T-bird to name a few. This was for the "rudder class" rather than the "aileron class" which had the hot rods. The Gnome was no hot rod.

I believe Gary Anderson didn't actually officially become a TPG member until 1987 or 1988. He lived in the south bay very close to Montgomery-Waller Park. At the time TPG thermal contests varied monthly between three fields – Hourglass Field in Mira Mesa, Bay Terraces Park near Paradise Hills/Bonita, and Montgomery-Waller Park in South Bay. Given the proximity, Gary started flying in TD contests in 1989 in both standard class and 2-meter. He was the one who kept the equipment for use at that site like winches and such and he was flying regularly on the weekends at that location even when there weren't contests. Gary helped promote TPG's use of that park. He started flying a Sisquoc, which was (if I recall correctly) an aircraft designed and built by John Menard. Gary CD'd the October 1989 TD contest at Montgomery-Waller Park, ending up in 3rd place at that event. Gary finished 198 in 6th place overall in open class out of 32 pilots, and 5th overall in 2-meter out of 27. He was practicing a lot!



TPG History: The Trophy (continued)

Scale soaring was also on the rise at that time in the TPG and Gary Anderson took interest in models of early WWII training gliders. He had a ¼ scale model TG-6 for a while that he flew at Torrey on occasion. It looked really good!

Gary Anderson made considerable effort for the club and the membership voted to co-award the 1898 Modeler of the Year to both Sal Peluso (covered last month) and Gary Anderson. The trophy presentation was made at the February awards banquet meeting at 94th Aero Squadron in Kearney Mesa.



Gnome 2M plan and photo



Full scale TG-6

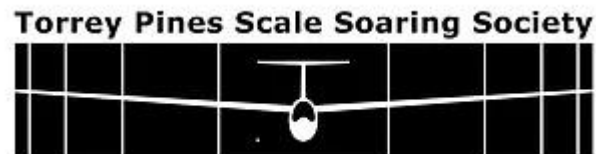
Given there were two awardees it was agreed that Gary would keep the trophy for the first six months of 1990, then Sal for the latter half.

However, just 4 days after the banquet at the February TPG Thermal Duration contest at Bay Terraces Park, Gary Anderson was CD. However, I suspect that John Menard had thought he was going to be CD. The records are clear. . In any regard, an unfortunate incident between Gary Anderson and John Menard caused Anderson as CD to disqualify Menard for unsportsmanlike conduct. This caused Menard in turn to appeal the decision to the AMA as it was an officially sanctioned event. The kerfuffle caused the TPG board in turn to look for a reason to nullify the contest altogether, and it was found that the winch line length was greater

TPG History: The Trophy (continued)

than the 492 feet maximum to the turnaround as specified in the AMA competition regulations. As a result, the contest was voided, and all entry fees refunded. The board decisions helped restore sanity to what was clearly becoming something less than fun and friendly. By the end of 1990, John Menard placed first in open class, with Gary Anderson in second, while in 2-meter, Bob Anderson placed first (no relation to Gary) and Gary Anderson placed second, with John Menard 3rd. The competition was fierce.

In 1991, Gary became TPG Contest Coordinator and he introduced some policies that improved the fun at contests. By the end of the year, more pilots were flying in contests and having a good time, in both thermal and slope. There was even a pizza party after the last contest of the year. However, at about this time John Menard started flying more often with a new local AMA club, the Thermal Pilots Association which flew mainly at Bay Terraces. Many members of TPG also were members of TPA however John Menard distanced himself from TPG. In addition, the growing interest in scale led to the formation of the Torrey Pines Scale Soaring Society in 1991, a dedicated club for scale sailplane enthusiasts led by Larry Fogel, Angelo Orona, Sal Peluso, Carl Gwartney, and others who wanted nothing to do with competitions, and everything to do with scale fun flies. Eventually Gary Anderson left the area, I believe to the Pacific Northwest, and continued his passion for RC soaring.

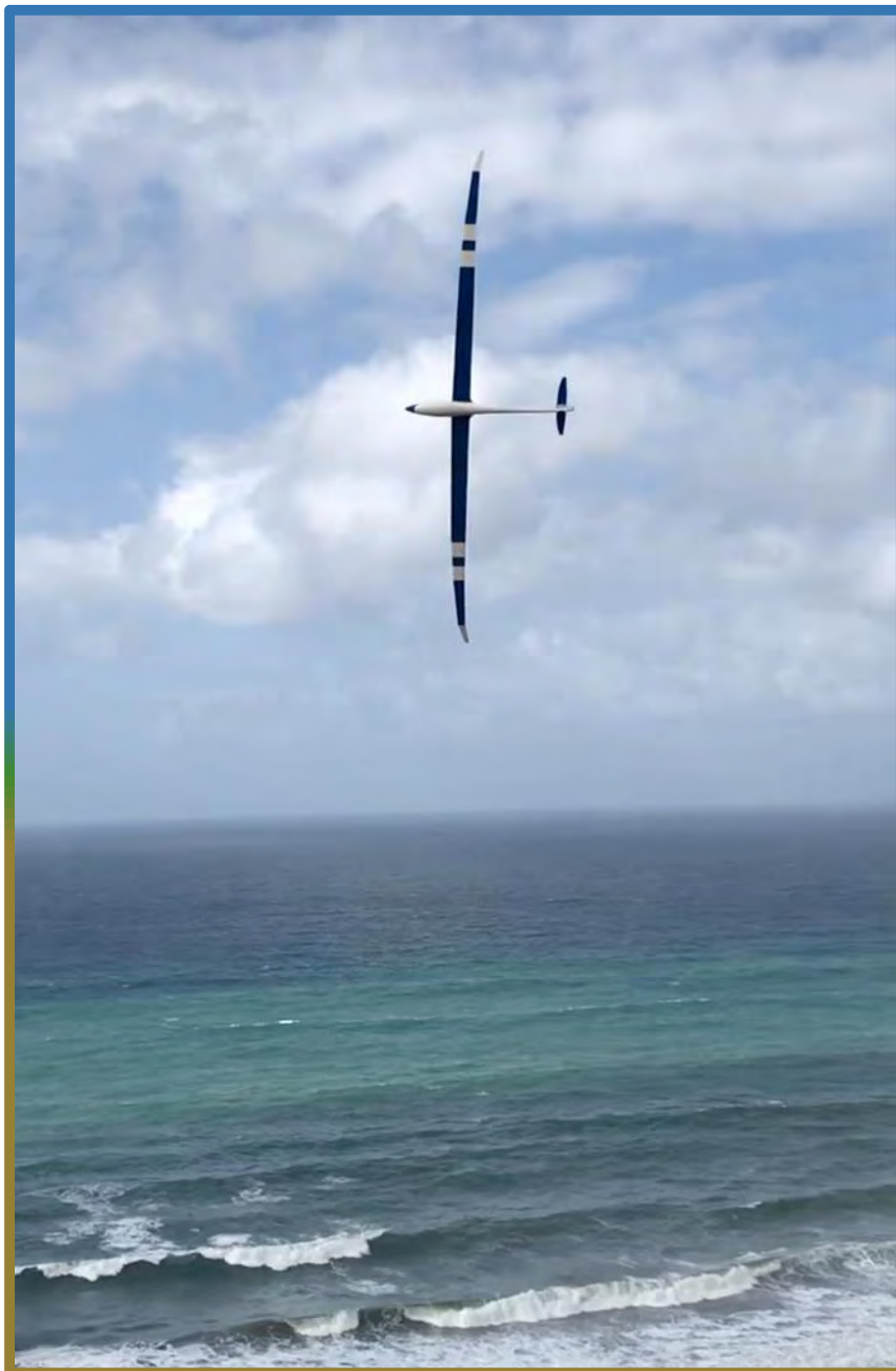


Click on the logo to visit Torrey Pines Scale Soaring Society

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.



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)



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



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

Photo of the Month Contest (continued)



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



Summer Co-Winner – Scale flyby at Torrey (Marty Zimmerman photo)

Photo of the Month Contest (continued)

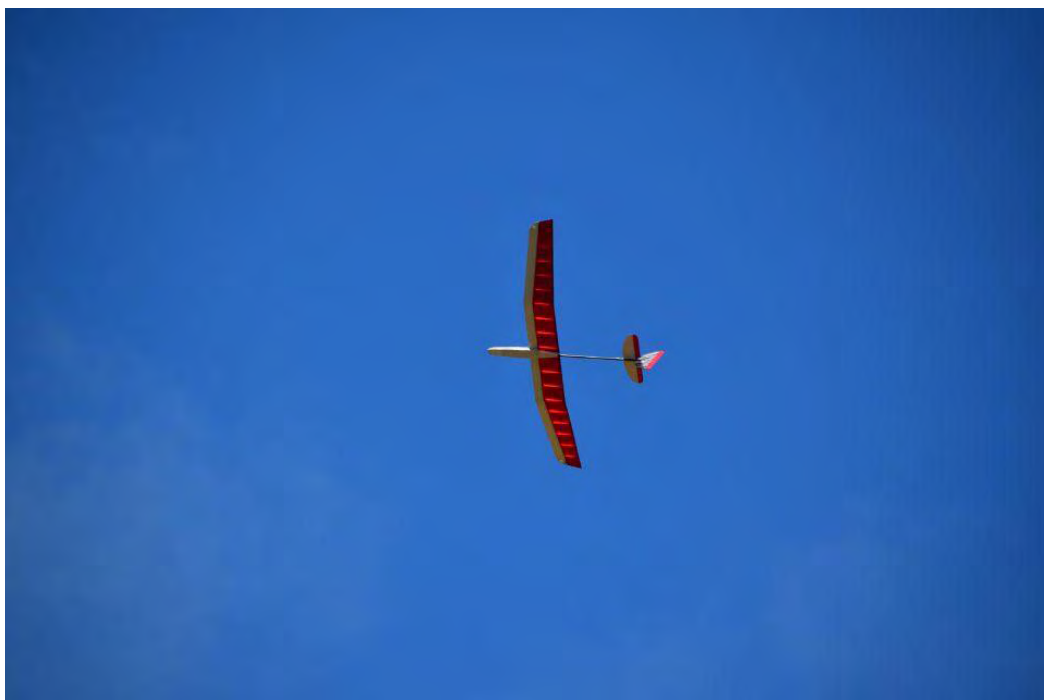


Summer Co-Winner – Sal Peluso's giant Sinbad over Torrey (Gary Fogel photo photo)

Photo of the Month Contest (continued)



Summer Co-Winner – Brian Laird launching Matin Taraz's Qantas themed BD-5 (Greg Houck photo)



Dale Gottdank's Gambler AG over Torrey (Greg Houck photo)



July 27th Fun-Fly (Mark Baldacchino photo)



Going to the dark side. TPG Prez Craig Hanson piloting his RC paraglider (Ray Pili photo)

Photo of the Month Contest (continued)



September Winner – Mustang diving at the 2019 PSS Fest (Greg Houck photo photo)

Club Officers and Contact Information

President	Craig Hanson	TPGulls@gmail.com
Vice-President	To be filled	
Past President	Dan Cummins	dan.cummins@cox.net
Secretary	Dale Gottdank	dgottdank@gmail.com
Treasurer	Don Lochhead	donloch@sbcglobal.net
Thermal Coordinator	Cliff Hunter	cfhunter@att.net
Communications Officer	Dale Gottdank	dgottdank@gmail.com
Slope Coordinator	Mark Baldacchino	mbaldacchino@san.rr.com
Membership	Bill Eckles	tunabiker1@hotmail.com
Winchmaster	Mark Canfield	mcanfield5@roadrunner.com
F3K Coordinator	Gary Fogel	gfogel@natural-selection.com
IHLGF Coordinator	Mike Smith	mike@themapsmith.com
Safety Officer	Mark Baldacchino	mbaldacchino@san.rr.com
Webmaster	Steve Hurd	steve@torreypinesgulls.org
Historian	Gary Fogel	garyfogel@gmail.com
TP Soaring Council (TPG)	Ray Pili	tpgslope@gmail.com
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:

"A mind is like a parachute. It doesn't work if it is not open."

~ Frank Zappa



Torrey Sunset (Marty Dine photo)