



# GULL WINGS NEWSLETTER – OCTOBER 2019

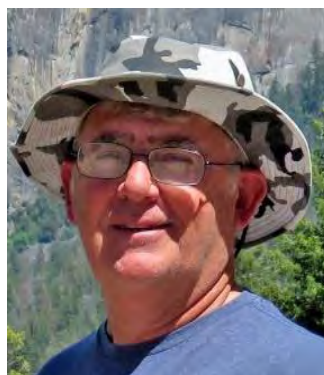
Torrey Pines Gulls Radio Control Soaring Society (TPG)

AMA Charter Club 129

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

Editor – Dale Gottdank

## Message from the President



Craig Hanson

Hello Gulls!

Summer is over and fall has arrived! We had a great turnout at the Fun Fly in September. Lots of old and some new gliders at Torrey.

Planning for the Christmas party is in progress. Tentatively the 2nd week of Dec - 10th, 11th or 12th. We are hoping to have it at AleSmith again; like last year. Check the November

Newsletter for the official announcement. We'll also be holding elections for club officers for 2020 and announcing the 2019 Modeler of the Year.

Sad news; if you have not heard - Oran Bloodsworth passed away September 23 (motorcycle accident). Oran was well known in the slope flying community at both Dave's Beach and Torrey. He will be remembered for his 'twisty wings' and for his willingness to help anybody in composite construction. In fact, he helped me considerably while building my Shrike. I was fortunate to know this gentleman. He will be sorely missed (See page 38).

Blue Skies,

Craig Hanson  
TPG President  
[tpgulls@gmail.com](mailto:tpgulls@gmail.com)

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## 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!

*Along with our regular features, get ready for the upcoming F5J competition in November...see Mike Smith's article on page 13. If you enjoy building as well as flying, check out Ward Hagaman's Build Nights (page 8).*

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!

I'm pleased that we continue to have a membership or two added to our club as the months of summer rumbled by. We added a couple from last newsletter bringing our number up to 107. That's a slight improvement over 2018; a quite healthy size. We would certainly appreciate it if you guys who have modeling friends outside our club could recommend their checking us out on some of those special days down at the Gliderport. Same goes with the blue skied thermal popping days at Poway and Encinitas sites. Still more may be interested in launching a DLG into a thermal that carries that high-tech carbon fiber craft up to a speck in the sky. The point being that such everyday occurrences for us would be special, possibly life changing experiences to them.

The board will be tossing ideas around as the year winds down and your ideas to help will be welcomed offerings. Just drop me a line with an interesting suggestion and I'll be more than willing to pass it on and kick it around some.

So, keep the word on our class-A club buzzing around and we'll keep improving the club year after year. We're healthy and continuing to grow...try bringing a friend. Good, safe flying for us all!

Best regards,

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.

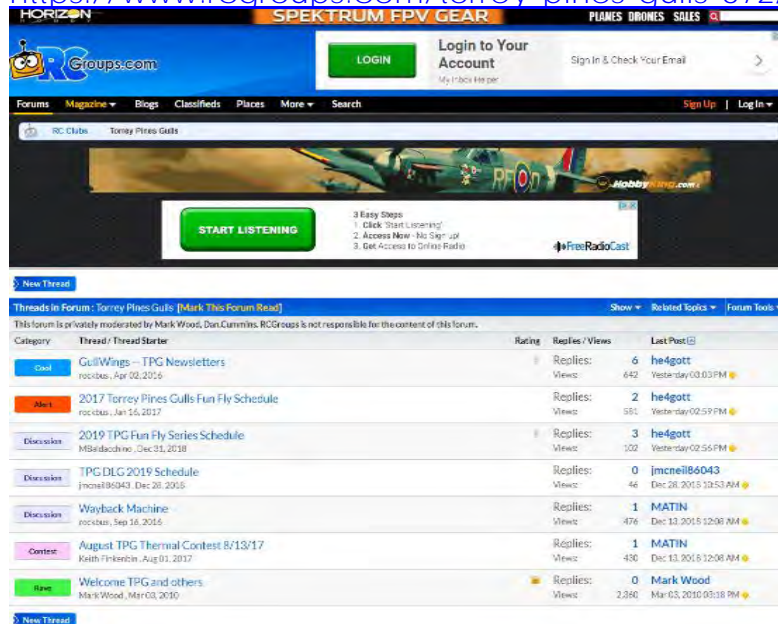
## RCGroups – Torrey Pines Gulls Forum

# 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/>



**Threads in Forum: Torrey Pines Gulls [Mark This Forum Read]**

This forum is privately moderated by Mark Wood, Dan Cummins. RCGroups is not responsible for the content of this forum.

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 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?

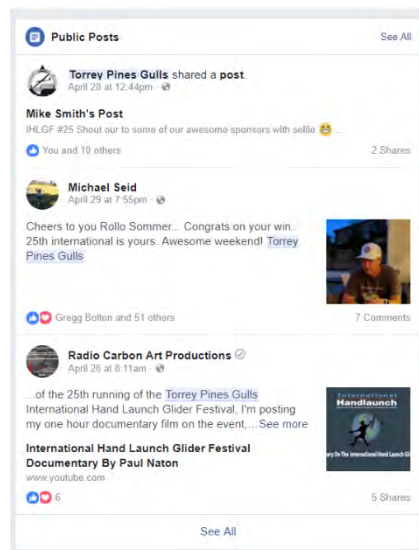
You can express your opinion at: [www.torreypinesgulls.org](http://www.torreypinesgulls.org).

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.

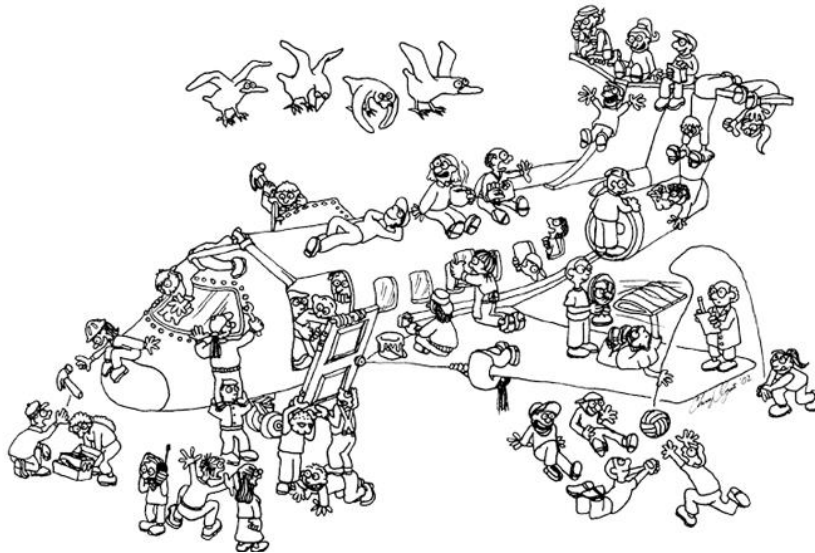


Click on this photo to visit the TPG Encinitas Flight Center.



## Ward Hagaman's Build Nights

### Model airplane building is not DEAD!!!



Yes, some of us still build what we fly. If you're a builder, or just interested in getting back into building...or just want to hang out with your flying buds, come hang out at Ward Hagaman's garage!

A group of intrepid modeler/pilots have started getting together monthly to build, and repair their aircraft as well as learn some new building techniques and of course, swap stories.

Bring any tools and building supplies you may need (and your kit of course!)

Ward Hagaman has graciously offered to host these monthly build parties at his house at:

6387 Lakewood Street  
San Diego, CA 92122



Builders building at Ward's first build night (Ward Hagaman Photo)

The next build night is October 9. Here's Wards post from RCGroups San Diego Sloping thread:

"If anyone would like to come over and build, or BS, or both, I plan to be out in the garage next Wednesday, Oct **9th** from 5 PM until 9 or so.

I plan on trying an experiment in bladder fuse molding...Dan C and I have done some preliminary testing and it went quite well. This new method works for unreinforced molds, even ones with cutouts, and NO noisy compressor necessary!"



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



Mark Baldacchino

Hi TP Gulls, and Happy Fall & October!

On August 24<sup>th</sup>, we had a great turnout with the scale sailplanes for our fun fly. I thought I'd reach-out to our partner club; the Torrey Pines Scale Soaring Society, (TPSSS), to show up and show off with their machines, and they came in droves.

Although these works of art are a bit heavier than the average RC sailplane, the wind decided to not cooperate as much as we wanted to fly. Here are a few photo from the day.



Larger toys, require larger rolling toy boxes. Mike Lance and his beautiful Minimoa (Mark Baldacchino photo)

# News from the Slope (continued)



Mark Baldacchino photo



Mark Baldacchino photo

## News from the Slope (continued)



Notice the sailplanes on the other side of the red telephone poles. I think it's time to expand our pit area. If any of you know where we can secure some grass carpet, let me know. (Mark Baldacchino photo)



This is Ren Delio's Schweitzer 1:3 scale 1-26 B. Ren is the president of the TPSSS, and is close to producing a kit for this plane. He said it took him five weeks to build. It would take me that long just to build the rudder. © The parts will be laser cut, and you can keep up-to-date on this RCGroups thread of his progress. <https://www.rcgroups.com/forums/showthread.php?3125724-1-3-Schweizer-1-26-B>

## News from the Slope (continued)

SAFETY



TIP



Blue Sky Rule: I've seen too many close calls lately. The rule doesn't just pertain to avoiding paragliders, it also pertains to avoiding contact with each other. Look ahead of your plane when you know there's one or more RC planes in the air besides yours, and make adjustments to keep that blue sky between you and the other plane(s). Remember, too, that there are people on the beach right below our airspace.

Torrey Pines Gliderport Schedule:

- Nov 23<sup>rd</sup> – No Shopping Saturday

Best Regards,

Mark Baldacchino  
Slope Coordinator

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

## 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/october-thermal-duration-4-4/?instance\\_id=360](http://www.torreypinesgulls.org/event/october-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

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



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.



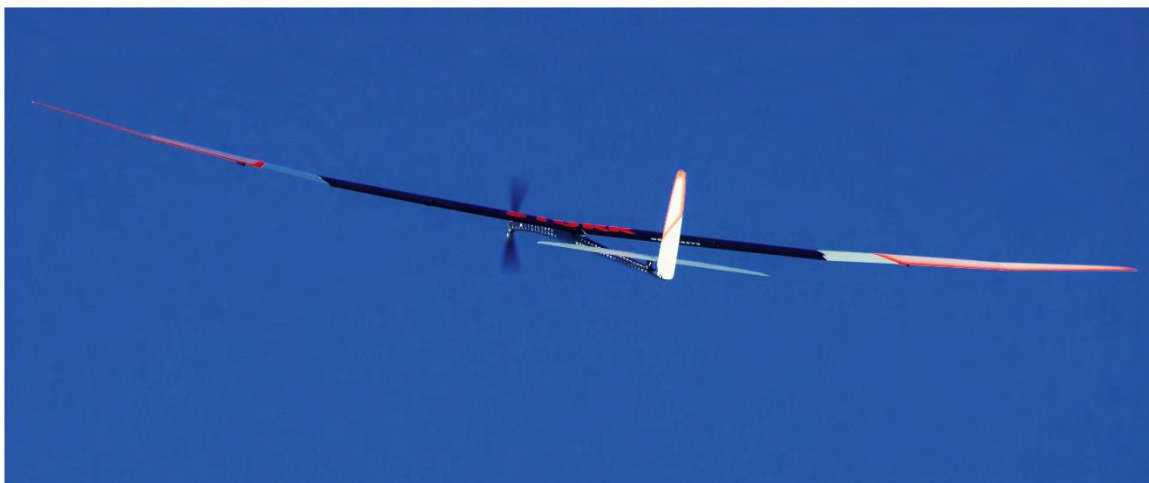
Here's how it all comes together. We all gather, CD calls for the flight groups as created in F3X Vault or Glider Score or whatever and the first group walks out to their designated landing spot. There will be 5 minutes of preparation time once the flight group is called to get your planes and your timer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

Continued next page

## 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

Continued next page

## 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 September Contest Report – Ray Pili (CD)

OK guys. I did it again. One of the times was entered wrong in the Vault. Marc is gonna make sure to remind me. But before I reveal the results, I'd like to say thanks to the travelers for taking time off of their busy weekends to make the long trip to Poway.

The Eldo crew Marc, Tom, New DLG Pilot Bill S, Brent, & Jim; Riverside crew Ron and Austin; The AZ crew Joseph and Charles; Jun and of course Roland.

Couple more thanks:

Ron for letting us use his table for score central.  
The crowd who helped rescue our kidnapped table, and brought it back home.

Rounds:

We had good lift for last 2, many K'ed this task.

Good lift for 3X3:20. Many >900's.

Poker Group B, what can I say, you either had it or you cried. Brent Rolland and Jun got All In, everyone else cried. Making 1:30 was an accomplishment, what a blood bath. Mike got all in in Group A.

Lift came back for Last 3, Last flight, and AULD.



Poway Field. Squint real hard and imagine Mike there. (Ray Pili photo)

## DLG September Contest Report (continued)

## Preliminary Overall Standings

## Rounds (1-6)

#	Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)						
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	
1	6	Roland Sommer	6000	1000	1000	1000	1000	1000	1000	
2	12	Brent Lytle	5997	-3	1000	997	1000	1000	1000	1000
3	18	Mike Smith	5942	-55	990	1000	1000	952	1000	1000
4	17	Jun Catacutan	5913	-29	1000	985	1000	928	1000	1000
5	1	Joseph Conrad	5819	-94	948	995	958	935	1000	983
6	15	Chuck Norris	5757	-62	1000	993	781	983	1000	1000
7	8	John McNeil	5422	-335	1000	824	733	865	1000	1000
8	4	Gary Fogel	5412	-10	1000	1000	801	822	1000	789
9	5	Ray Pili	5334	-78	808	975	836	922	1000	793
10	13	Marc Maher	5038	-296	890	956	192	1000	1000	1000
11	3	Charles Martin	4591	-447	879	983	100	889	740	1000
12	14	Tom Knudtson	4571	-20	1000	670	351	639	1000	911
13	16	Dale Osborn	4489	-82	575	859	649	752	1000	654
14	11	Jim Lytle	3786	-703	846	968	150	889	253	680
15	7	Don Lochhead	3588	-198	621	822	439	517	563	626
16	10	Ron Rossetti	3404	-184	519	821	200	531	677	656
17	9	Clifford Hunter	2901	-503	556	583	100	570	583	509
18	19	Austin Gossard	2228	-673	460	0	0	252	883	633

Take look at Austin's times (in the Vault) for 5A (4:25) and the first throw for 6A (3:00). Austin flew a 40 inch Elf. Fantastic effort.

Roland presented an excellent clinic on low level thermal techniques and plane tuning. Many good tips; Breathe; don't be tense; don't stall; remember thermals close to the ground are generally small in diameter, so fly tight circles. Practice flying low level thermals (throw low and work for lift).

One of the last tips was to use snapflap and to do the loop test to help dial in your elevator throws. Roland's demo helped visualize the loop test.

Now the revised results:

- 1<sup>st</sup> Roland
- 2<sup>nd</sup> Brent (-3 points)
- 3<sup>rd</sup> Mike Smith
- 4<sup>th</sup> Jun

CX5's took the top 5 places.

## DLG September Contest Report (continued)

...and a great story from Chuck Norris:

### Green Vibe returned after over 3 years in a tree

Back in March 2016, I was at the Poway field flying my brand new green Vibe - this was the first DLG I ever paid full price for, and it was beautiful and pristine, and flew better than anything I had ever flown before. I was high in a thermal over the trees and horse corrals to the east when a low flying aircraft approached from behind me. I took a quick look over my shoulder to make sure it wasn't going to be a problem, and when I looked back, the Vibe was just gone. I searched for 5-10 seconds and then remembered to pull the flaps. I never caught sight of it again.

I searched very thoroughly, with considerable help from friends. I set up a search pattern and meticulously covered all of the territory I thought could even remotely be possible landing spots. I bushwhacked through the dense tangle of vegetation along the creek. I searched the corral areas east of the field and south. I climbed the surrounding hills with my binoculars to get a better view of the area. After many days of searching, I turned up nothing. After a few weeks, I gave up all hope of ever finding it again, but I often wondered where it had ended up.

Well, fast forward over three years to Saturday's contest. I came in from the field after a flight round to hear that someone in a red ball cap had showed up with that green Vibe trying to return the lost plane to its owner. It was dust-covered, but otherwise looked almost undamaged. By that time, the Good Samaritan had left again, so I never got a chance to shake their hand and thank them for going to the trouble to find us. I heard he said it had fallen out of a tree at "a park" (I presume it was the park across from the flying field) a few days ago. Needless to say, I was absolutely floored.

And the coolest part is that I think this plane will fly again! It must have been buried inside the protective leaves of a tree, because the sun did not seem to have caused any damage to the skins or surface finish. The dust accumulation on the bottom of the wing indicates it was upside down in the tree, and the paint on the wing top looks as good as it did new. Once I cleaned off the dust, it still looks almost new. Three of the four servos still work correctly. One wing is broken, but the skins are completely intact, so it should be a very straightforward repair. The horizontal stab was damaged, but I happened to have a new Vibe tail in my toolbox.

So I think you'll all have a chance to see it flying at a contest soon.

Next contest at Poway is Oct 19th with Chuck Norris as CD.

Remember to sign up for Blue Skies over Nevada Oct 5/6  
<https://www.rcgroups.com/forums/show...er-Nevada-2019>

Keep an eye out for the Matt's Cookie Toss up at Long Beach too.

Blue Skies,

Ray Pili



## 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](mailto:tpgslope@gmail.com)

## 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)



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)



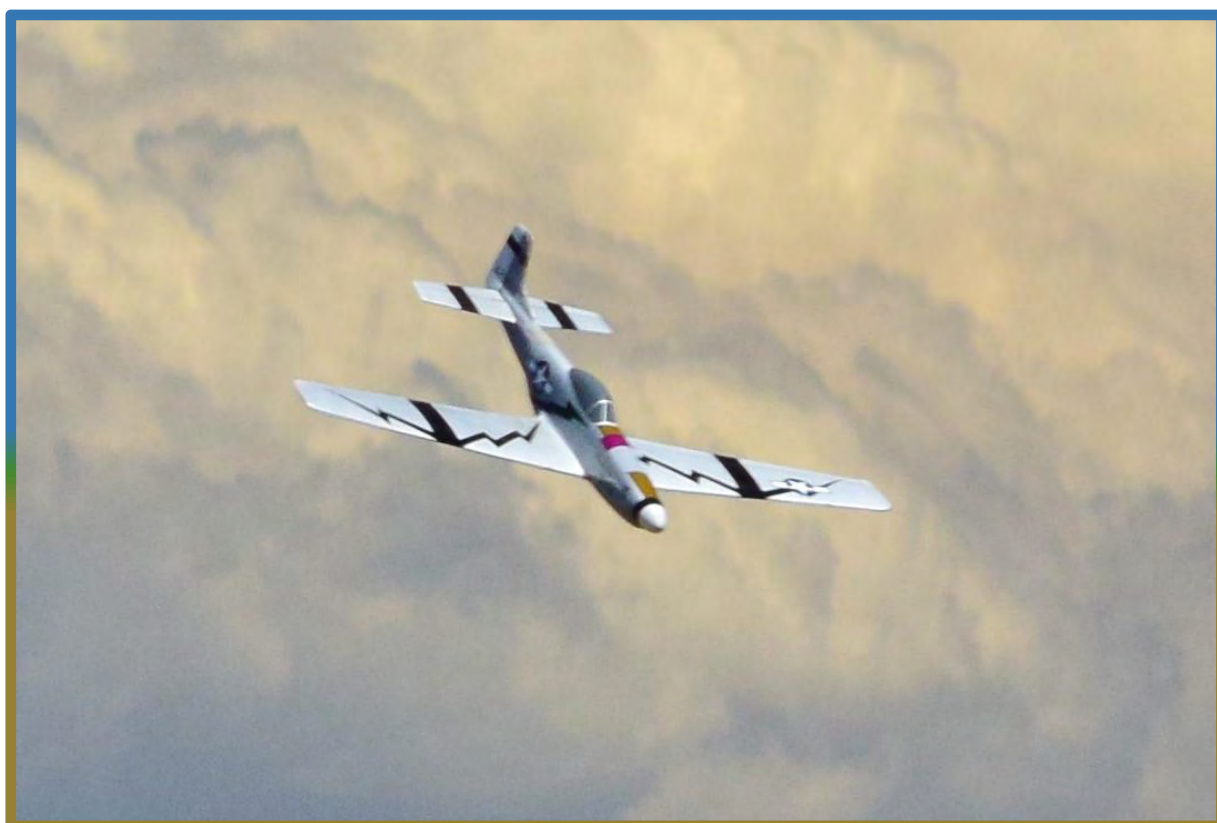
Summer Co-Winner – Sal Peluso's giant Sinbad over Torrey (Gary Fogel photo photo)



## Photo of the Month Contest (continued)



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



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

## Photo of the Month Contest (continued)



Xperience Pro-Carbon 3.3m DS'ing (Phil Davy photo)



HS-87 launch at Manilla, NSW, Australia (Owen Hedger photo)

## Photo of the Month Contest (continued)



(October Winner – Phil Davy's Pit Bull just after launch (Phil Davy photo))



(October Winner – Phil Davy's Pit Bull just after launch (Phil Davy photo))

## Club Officers and Contact Information

President	Craig Hanson	<a href="mailto:TPGulls@gmail.com">TPGulls@gmail.com</a>
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>
Thermal Coordinator	Cliff Hunter	<a href="mailto:cfhunter@att.net">cfhunter@att.net</a>
Communications Officer	Dale Gottdank	<a href="mailto:dgottdank@gmail.com">dgottdank@gmail.com</a>
Slope Coordinator	Mark Baldacchino	<a href="mailto:mbaldacchino@san.rr.com">mbaldacchino@san.rr.com</a>
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Winchmaster	Mark Canfield	<a href="mailto:mcanfield5@roadrunner.com">mcanfield5@roadrunner.com</a>
F3K Coordinator	Gary Fogel	<a href="mailto:gfogel@natural-selection.com">gfogel@natural-selection.com</a>
IHLGF Coordinator	Mike Smith	<a href="mailto:mike@themapsmith.com">mike@themapsmith.com</a>
Safety Officer	Mark Baldacchino	<a href="mailto:mbaldacchino@san.rr.com">mbaldacchino@san.rr.com</a>
Webmaster	Steve Hurd	<a href="mailto:steve@torreypinesgulls.org">steve@torreypinesgulls.org</a>
Historian	Gary Fogel	<a href="mailto:garyfogel@gmail.com">garyfogel@gmail.com</a>
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:

*“The air up there in the clouds is very pure and fine, bracing and delicious. And why shouldn't it be? — it is the same the angels breathe.”*

*~ Mark Twain*



Torrey Sunset (Marty Dine photo)

## In Memoriam



Oran “**Oranator**” West Bloodsworth Jr.

Feb 10, 1965 – Sep 23, 2019

A Celebration of Life Service for Oran will be held at the  
Elks Lodge  
444 Country Club Lane, Oceanside, CA 92054  
Saturday, October 12, 2019  
1:30 pm – 3:30 pm