



GULL WINGS NEWSLETTER – NOVEMBER 2019

Torrey Pines Gulls Radio Control Soaring Society (TPG)

AMA Charter Club 129

Website: www.torreypinesgulls.org

Editor – Dale Gottdank

Message from the President



Craig Hanson

Hi Gulls! It's just about Halloween, and the Holiday season is fast approaching.

Our annual Christmas party is around the corner. It's scheduled for Wednesday, December 11th at AleSmith Brewing Company in Mira Mesa. The address is: 9990 AleSmith Ct., San Diego, CA 92126. We have Dugout 19, same as last year. The room is reserved from 6pm to 10pm.

There will be no cover charge this year, however, I will not be catering. Instead, we'll try using the food truck "Up in Smoke BBQ". Each person will pay for their own dinner. NOTE: The food truck will only be available until 8pm. Here's the link to the menu: <https://www.smokedfood.net/menu-1>.

Hopefully I can coax Ian into doing another video on the big screen - that was fun last year! We'll also be holding elections for club officers for 2020 and announcing the 2019 Modeler of the Year.

For desert I have an idea: I encourage everyone to bring a dozen HOMEMADE cookies to share (my wife says I have to make my own this year).

Blue Skies,

Craig Hanson
TPG President

craighanson1256@gmail.com

Inside This Issue

- 1 Message from the President
- 3 Club Meetings, Contests and Activities
Newsletter This Month
- 4 Club Membership Update
- 6 RCGroups – Torrey Pines Gulls Forum
- 7 What do YOU think?
TPG Facebook page
Yahoo Forum
- 8 Club Flying Site Panoramas
- 9 Fun for Builders!
- 10 News from the Slope
- 14 Club Competition Activity, including Inaugural F5J Contest
- 16 TD Contest Report
- 18 TPG Adds F5J Contest Format
- 21 F5J Thermal Contest Rules Excerpt
- 25 DLG June Contest Report
- 27 LSF (League of Silent Flight) Report
- 28 TPG History: The Trophy – Gary Fogel
- 31 Photo of the Month Contest
- 42 Club Officers and Contact Information
- 43 Quote of the Month

Message from the President (continued)



Howdy there Gulls!

We are happy to announce that this year's
TPG Holiday Party will be held on *Wednesday December
11th* at the *AleSmith Brewing Company, 9990 AleSmith
Court, San Diego, CA 92126 (off Miramar Road)*

No cover charge

Food will be provided by

Up In Smoke BBQ food truck (cash/credit)

Up In Smoke menu: <https://www.smokedfood.net/menu-1>

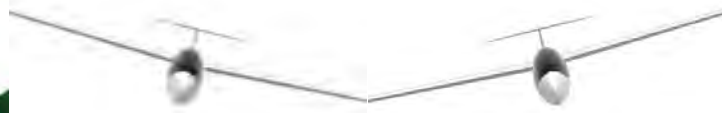
Bring a dozen homemade cookies to share for dessert.

*Doors open at 6:00 pm, and we will kick off the 2016
awards sometime after 7 pm.*

*Please rsvp by December 4 to craighanson1256@gmail.com
or text me at 858-212-4208, so we can give our host a
head count.*

Hope to see you there!

*Craig Hanson
Torrey Pines Gulls
2019 President*



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!

Get ready for the upcoming F5J competition in November! Check out [Steve Condon's announcement on page 14](#) and [Mike Smith's article on page 17](#). Also, we're continuing our series by [Gary Fogel on the club's history](#), with 1990 Co-Modeler of the Year, [Martin "Joe" McBride following last month's hiatus](#).

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!

All's well and nothing new to report as we enter the last months of 2019.

Best regards,

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.

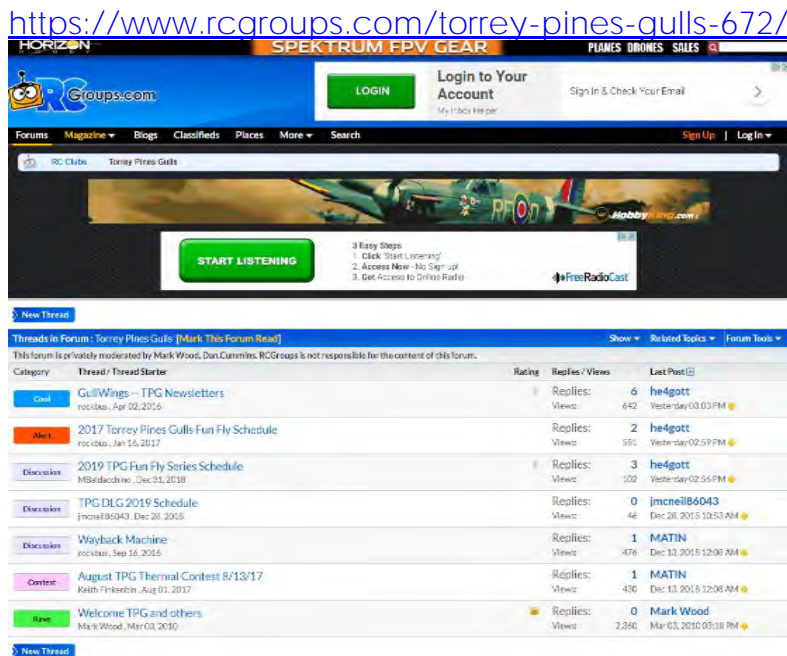
RCGroups – Torrey Pines Gulls Forum

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
Cool	GullWings - TPG Newsletters roccdas, Apr 02, 2016		6 642	he4gott Yesterday 03:03 PM
Plans	2017 Torrey Pines Gulls Fun Fly Schedule roccdas, Jan 16, 2017		2 581	he4gott Yesterday 02:59 PM
Discussion	2019 TPG Fun Fly Series Schedule MSBachino, Dec 01, 2018		3 102	he4gott Yesterday 02:56 PM
Discussion	TPG DLG 2019 Schedule jmcnelB6043, Dec 28, 2018		0 46	jmcnelB6043 Dec 28, 2018 12:53 AM
Discussion	Wayback Machine roccdas, Sep 16, 2016		1 476	MATIN Dec 13, 2018 12:08 AM
Contest	August TPG Thermal Contest 8/13/17 Keith Finken, Aug 01, 2017		1 430	MATIN Dec 13, 2018 12:08 AM
Plans	Welcome TPG and others Mark Wood, Mar 03, 2010		0 2,360	Mark Wood Mar 03, 2010 05:18 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?

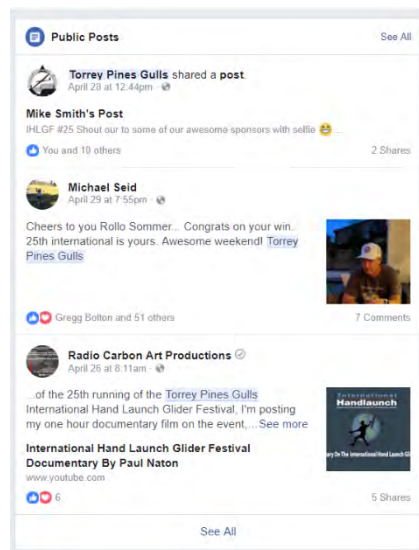
You can express your opinion at: www.torreypinesgulls.org.

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.

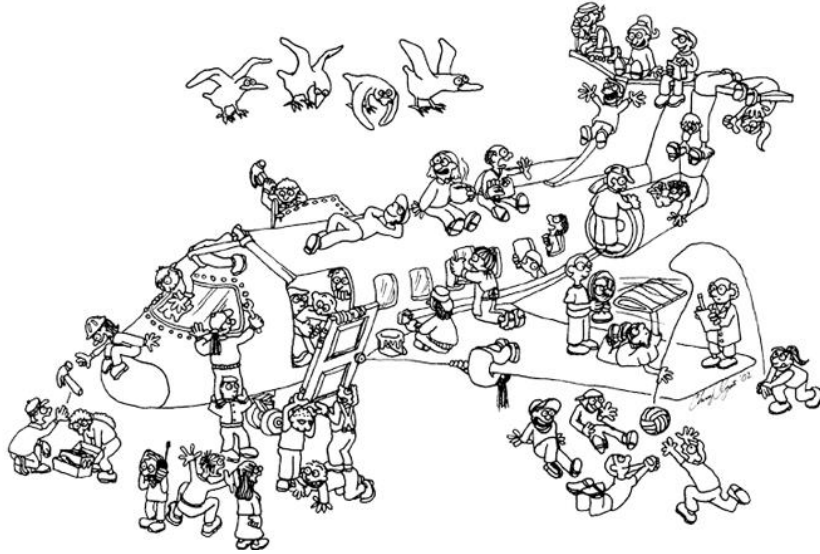


Click on this photo to visit the TPG Encinitas Flight Center.



Fun for Builders! – Ward Hagaman

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 Wednesday, November 6. If anyone would like to come over and build, or BS, or both, Ward plans to be out in the garage from 5 PM until 9 or so.

News from the Slope – Mark Baldacchino, Slope Coordinator



Mark Baldacchino

Hi TP Gulls, and Happy November!

Where has this year gone? Thanksgiving is almost here already! We have one more fun fly at the Torrey Pines Gliderport for the year called, "No Shopping Saturday", and is the weekend before Thanksgiving. This'll be a "run-what-ya-brung" day; just a day to get out and enjoy some fresh air, hopefully some nice west wind, and great comradery.



Speaking of comradery and fun fly's, we had a nice turn-out on September 21st, called Vintage/Crunchies. Maybe next year I'll rename it to "Woodies." There were about 15 pilots who brought planes made mostly of balsa and plastic film coating such as Monokote®. I'm not sure if you're following in RCGroups, under "Sloping" and the "TPG fun Fly Series for 2019", but I think the word is getting out that Torrey Pines is becoming a better place to enjoy RC sailplane sloping. We're doing our part by limiting the number of planes in the air to seven, (7), and the paraglider flight director(s) have stepped up rule enforcement with flying one in the window, and calling or whistling through; we're getting there!



Mark Baldacchino photo

News from the Slope (continued)

What was cool to see is three of these RC pilots came back to fly with us after years of hiatus. In fact one of them renewed his AMA after seven years! Let's keep the momentum going, guys!

On another note, we had a Soaring Council meeting on October 2st, and we're all in agreement that we need some signage to keep people out of the landing zone. I feel bad for yelling at people to get out of the way when they're strolling through to hurry as a 25lb. six meter missile is coming in at 80mph. There's just no warning for the public to stay clear of that area for their safety. I'm sourcing some signs as I write this at the end of October. Hopefully we'll have signs by Q1, 2020.



Mark Baldacchino photo



News from the Slope (continued)



Mark Baldacchino photo

News from the Slope (continued)

SAFETY



TIP

This month I'd like to post a simple preflight check list that we should all be doing:

Before Powering Up -

- Check Battery Voltage - Is your battery fully charged?
- Check Transmitter Power - Is your battery low?

- After Power Up -

- Check Surfaces - Are they loose? Check pushrods, linkages, clevises and hinges.
- Check Control Direction - **check direction with 'high five' technique.**
- Check Airframe - are there any noticeable issues with loose wings/tail/ hatch or canopy, etc.?
- Check Servos - do they move freely?
- Check Center of Gravity - check balance of the aircraft with the battery installed.

- Environment Check -

- Check for people - Make sure there will be no people under/ below your flight path, as well as other planes, paragliders, and those birds; all kinds of them. Then **YELL out that you're launching**
- Check wind direction - Also check for areas where wind may be turbulent or unpredictable, especially if a paraglider just passes through the window. Rather, wait 30 seconds before launching..
- Plan climb out and pattern - Think about direction of takeoff and your general flight pattern (if applicable). In other words, if you launch from the mound or the cliffs **edge, what's your plan "B"?** Where are you going to bring it in if the wind drops?
- Plan landing - Think about which direction you will approach from and where you will land. Fly over the parking lot side rather than the shack side. There are usually too many people on the south side.

Torrey Pines Gliderport Schedule:

- 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/november-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>

Club Competition Activity (continued)

F5J - Thermal Duration with Electric Motor and Altimeter/Motor Run Timer



Steve Condon

CD – Steve Condon

F5J Inaugural Contest at Poway Field

Saturday November 9, 2019

Pilot's meeting 8:45am - First Flight 9:00am

As this is the first TPG F5J event, it will be open to all electric sailplanes, so anyone that with an electric model (Radian, Sport model, etc.) can give it a try. However, it is important to state that all airplanes must be equipped with an approved F5J Competition Altimeter.

If you don't have one, SoaringUSA sells several for around \$60. Click here to check out the Altis Nano. <https://www.soaringusa.com/Altis-Competition-Altimeter-NANO.html>

Entry Fee is \$5 for members, \$10 for non-members. Two pilot classes will be flown: *Sportsman and Expert*.

To learn more about F5J, read the article Mike Smith wrote for the October TPG newsletter, reprinted here on page 18 and FAI rules, pages 21-24.

Tasks:

F5J is man-on-man scoring. We will fly a minimum of three 10-minute rounds according to F5J Rules (1 point per second, 50 points for landing) normalized to 1000 points in each flight group.

If time permits, we will fly a 4th round. Landing points are on a 10 meter FAI tape with one meter increments. Within 1M is 50 points, 2M is 45 and so on.

Come on out to the Poway field and join the fun!

Steve Condon, CD

Thermal Duration Contest Report – Cliff Hunter

So far this year we have only had two Thermal Duration contests; one in May, 2019 and the other, this October 13, 2019.

The first reason for the few Thermal Duration Contests this year is rain, and more rain. The second reason is the lack of participation by club members. The bottom line is no one seems to have interest in flying thermal Duration Contests or there are other conflicting activities.

With that said:

October 13, 2019 contest had 6 pilots. The tasks were drawn from a hat. (Poker style draw)
The results are as follows:

Task #1 was a one minute round fast turnaround and 15 points per second over/under

Task #2 was a four minute round

Task #3 was a five minute round

Task #4 was a ten minute round

All tasks were 950 points for the flight time.

All landings were on a standard tape. 100 points for the landing.

What made this contest very interesting was the 1 minute round, because of the 15 points per second for over or under 1 minute.

The first place winner was Tom Watson with a score of	3957.8
Second place was Mike Smith with a score of	3948.3
Third place was Steve Hurd with a score of	3625.8
Fourth place was Doug Cronkhite with a score of	3385.3
Fifth place was Mario Scolari with a score of	3345.0
Sixth place was Cliff Hunter with a score of	2950.0

Everyone had a great time and the weather was great. It was good to see everyone challenged by the one minute round and there was no sitting around!

The next Thermal Duration contest is November 10, 2019 at the Encinitas Field.

Who would like to be the CD email me please!

Cliff

cfhunter@att.net

Thermal Duration Contest Report (continued)



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?

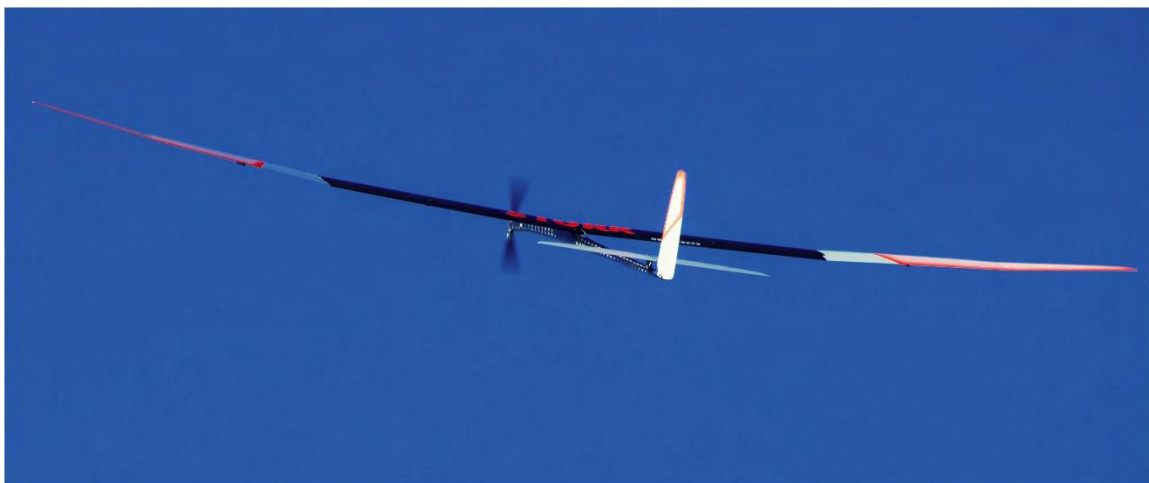
Here's how it all comes together. We all gather, CD calls for the flight groups as created in F3X Vault or Glider Score or whatever and the first group walks out to their designated landing spot. There will be 5 minutes of preparation time once the flight group is called to get your planes and your timer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

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 October Contest Report – Gary Fogel (CD)

We had a nice turnout of 11 pilots on Saturday October 19 for the second to last discus launch glider contest/clinic of the season. The weather couldn't have been nicer; clear skies, light winds throughout much of the day. Under high pressure, the thermals were weak, and would often move around faster than the light winds would suggest, as they bubbled in different directions. The air was thus surprisingly dynamic for what would normally be very calm looking conditions.

Of the 11 pilots, many were from out of town: Marc Maher from Orange County; Kevin Jantz from Thousand Oaks; Doug Cronkhite on a visit from Asia; new "regulars" Ron Rossetti and Austin Gossard from Riverside – it was great to see such enthusiasm. Also it was great to see UCSD student Mengchen Li in the contest, as he has quite an arm and can throw with the best of them.

As CD I wanted to challenge the pilots right away, so the first round was Task A – last flight in a 7 min window (5:00 max). Heat A struggled in the light air with three of the six pilots getting just over 3 minutes. However, heat B was well timed as two pilots maxed their times. It's amazing what a difference a few minutes can make between rounds.

Round 2 was Ladder. Most pilots were able to use the early rounds to find their 1:45 and 2:00 minute rides. The lift was pretty stationary so if you found something it would hang around long enough for another throw.

Round 3 was three 3:20 max flights. A turnaround task. People in Heat A did great! People in Heat B not so much. Given I was in Heat B, I was happy with an 8 min. 51 sec. total. Dale Osborn had the misfortune to fly someone else's plane during Round 3 Heat A and damaged his snipe as a result. He went to the backup in Round 4.

Round 4 was an All Up Last Down task. I enjoy this one the most, as it really tests flying ability, especially in the conditions we had where the thermals were now starting to spread apart and yet still remain weak. One had to really get the launch right and make quick decisions to succeed. We then took a short break for me to discuss thermal spacing – that as the morning goes on the thermals get higher but also get further apart from each other which requires the pilot to think about search strategies differently over time, and also be sure they are high enough in one thermal before seeking the next. It was a timely discussion as that was precisely what was happening around us.



DLG October Contest Report (continued)

We started back up with Round 5 (Task J – last three (3:00 max)). This was a tricky round, especially heat A. Maybe there was some residual “break mode” going on because the top score (Chuck Norris) was 7:53. It was difficult air. By heat B things were better but still a bit tricky. Unfortunately, Dale Osborn had another mishap with his backup plane and was out of the running in that round. Hopefully he'll have both planes repaired for next month.

The last round, Round 6, was Big Ladder. It was a separator, and required really good focus on turnarounds and having lift in mind before each throw. Austin Gossard and Ray Pili had an unfortunate midair that took Austin out with tail damage but I think Ray's plane was OK.

In the end, the CD came out on top (honest, it wasn't rigged) followed by Mengchen Li and Doug Cronkhite in the top three. Final scores can be found here:

https://www.f3xvault.com/?action=event&function=event_view&event_id=1479

Be sure to join us next month as our very own Chuck Norris will be CD. You know it's going to be a kick butt contest when Chuck Norris is the CD. The contest will be November 16 and already we have 4 pilots signed up, so go here and sign up now before Chuck Norris comes knocking at your door and you find yourself begging for mercy.

https://www.f3xvault.com/?action=event&function=event_view&event_id=1480

We've been averaging about 13 pilots/contest all year which is really good and the proceeds not only benefit TPG but also the USA F3K team.

The November contest will conclude the series for 2019. We may have a nice fun fly in December instead of a contest where people can just come to tune up, get pointers, practice, as 2020 will be here before we know it, and then it will be time for IHLGF 2020!

We'll announce a date for that December DLG fun fly/tune up later.

Best,

Gary



LSF Report – Ray Pili



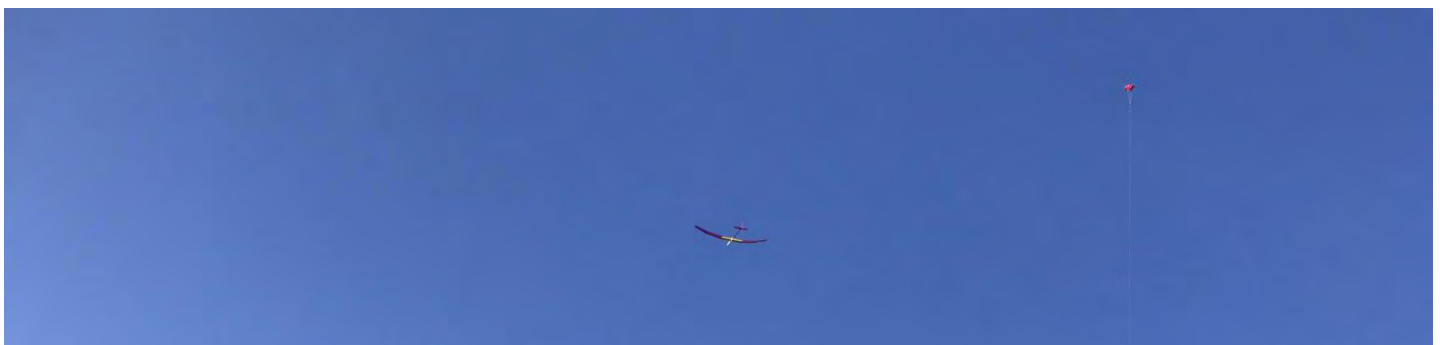
We held an LSF Attempt Day on October 12th, however no new LSF achievements were recorded.

Gary, Scott McCurdy, President Craig, and Phil Davy, who showed up to buy a plane from Gary, were present, in addition to myself.

Scott was able to maiden one of his sailplanes off a Hi-Start. He has quite a collection of vintage sailplanes.



Craig launching (Ray Pili photo)



Scott's plane (Ray Pili photo)

Next LSF Attempt Day, Poway, is December 7th.

Blue Skies,

Ray Pili
LSF Coordinator
tpgslope@gmail.com

TPG History: The Trophy – Gary Fogel



This Month: **Martin “Joe” McBride, 1990** Co-Modeler of the Year

Joe McBride came to the Torrey Pines Gulls in the mid-1980s. I'm not sure what his background was, but he was always a friendly guy willing to help others whenever possible. Quickly he volunteered as TPG Vice President, serving in that role in 1986 while Angelo Orona was President. Joe flew both slope and thermal. At the slope he flew a combination of models, but for thermal duration he mainly flew an Olympic 650 as that was “the” entry-level 2-meter plane of the time for the contest circuit. . At the time in thermal duration there was either “open class” or “2-meter” and both were quite popular. Joe was pretty competitive and finished in 7th place out of 26 pilots for the overall standings in open class TD in 1986. As VP, he was also in charge of making sure the club had its prizes for the monthly raffle at the club meetings, which at the time were still held at the Aerospace Museum at Balboa Park.

For instance, at the September 1986 meeting he had arranged for several prizes including a kit for a Prodigy. Tickets were \$1 each or six tickets for \$5. The Prodigy was a 2-meter glider designed by Paul Carlson in the 1980s. It was one of the first RC gliders to make use of the soon-to-be-very popular airfoils by Michael Selig. Paul Carlson had used the design to take first place in 2-meter at the RC soaring NATS, and with the same plane he placed second in Standard class and third in Open. So the Prodigy was a very popular thing to have in a raffle.



TPG History: The Trophy (continued)



RCSD Cover from September 1986 showing NATS winner with Prodigy glider

Joe also served as Contest Director for the annual “Redman Rules” contest on July 26, 1986. This was a TPG-unique contest (I hope we run it again in 2020!) with three types of slope events – beer can bowling, limbo, and carrier landing. For beer can bowling each participant has three tries to knock over a pyramid of beer cans. For limbo the pilot had to fly under a string suspended between two balsa poles at a height of 3-4 feet. And for carrier landing a narrow rectangular grid/carpet was used where the pilot had to come to a stop on the carpet. Not as easy as it sounds. For each task pilots had three tries, the first try worth 400 points, the other two 300 points. 15 pilots took part in the contest, Phil Merrick was first place with 1000 points. Next best was Cliff Manzke with 500. I’m not sure how it’s actually possible to get either 1000 points or 500 points from the scoring method being used, but it doesn’t matter; people had fun. A part of Joe’s write up told the story:

“Some of the noteworthy happenings included Larry Fogel crashing the plane that he, Gary, and Angelo were flying, thus putting three people out of the contest. Another was Bud Lavagino making a downwind approach at the beer cans with his Son of Savage. He hit the ground at an impressively high speed about five feet in front of the beer cans. Even more impressive, he was able to repair the damage with tape and continue in the contest.”

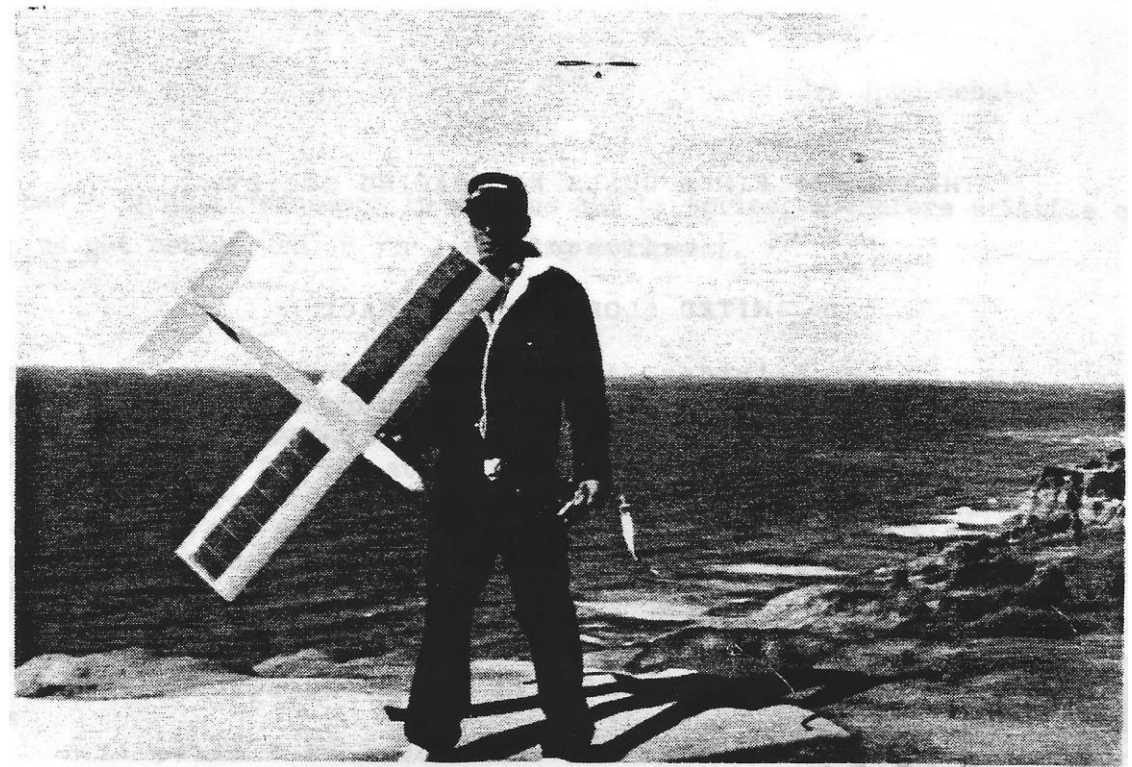
TPG History: The Trophy (continued)

In 1987, Joe was elected TPG President. He also became interested in scale and purchased a ¼ scale Discus from Larry Fogel. He continued flying in monthly thermal contests, ending 1987 in 6th place out of 23 pilots overall for open class TD in 1987. After his one-year term, he was succeeded by Larry Fogel in 1988 as club president. Continuing with Joe's interest in competition he placed 6th out of 25 in open in the final standings for 1988, 5th in 2 meter out of 25. He served as Flight Director for the TPG in 1989, essentially a position of safety officer for all club fields, and placed 10th overall out of 32 in open TD, 9th out of 27 in 2 meter in the year end 1989 standings.

In 1990, Angelo Orona and Joe McBride were elected once again as President and Vice President respectively, effectively duplicating their roles in 1986. Joe continued to serve as

Contest Director for several club contests, for instance the thermal contest which was held at Montgomery-Waller Park in south Bay in March 1990. He continued on as VP again in 1991. At the annual banquet of the membership held February 23, 1991 at Seapoint Hotel, the Modeler of the Year trophy was awarded to both Joe McBride and Richard Bledsoe – each able to have it at their house for 6 months out of the year. We'll learn more about Richard Bledsoe next time.

I also recall that for a period of time in the late 1990s, Joe McBride flew the indoor RC balloon for the San Diego Gulls ice hockey team at the Sports Arena at halftime. So he was actually involved with two different "Gulls" local gulls groups!



Joe McBride at Torrey.

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 photo)



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

Photo of the Month Contest (continued)



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



(October Co-Winner – Dave Arnold's TFLG-built P-51at Cajon (Greg Houck photo))

Photo of the Month Contest (continued)



Stehl Donahue's Rodent burns up the slope at Manilla, NSW, Australia (Matin Taraz photo)



Brian Laird launching his Red Baron BD-5 at Manilla, NSW, Australia (Matin Taraz photo)

Photo of the Month Contest (continued)



Launching at Cajon (Dave Arnold photo)



November Winner – Justin's Buzz over Torrey (Dave Arnold 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:

“Trouble in the air is very rare. It is hitting the ground that causes it.”

~ Amelia Earhart, 20 Hrs 40 Mins, 1928



Torrey Sunset (Marty Dine photo)