

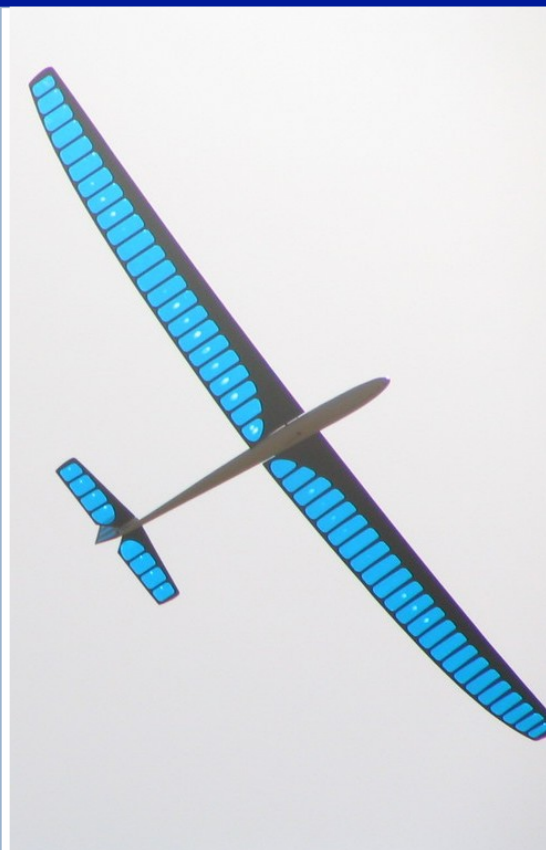
GullWings Meeting Season

Torrey Pines Gulls Radio Control Soaring Society

October 2007

Right:

Not all the club planes are fast...some are just pretty.



Cliff's Notes From the Top

Cliff Hunter, President

The next TPG Club meeting will be on October 9, 2007 at the Aerospace Museum from 7:00pm till 9:00pm. We'll have TPG T-shirts for sale, so get them while they're hot!

It's that time for elections. At our November meeting we will hold elections for the 2008 Club Officers. The TPG Board of Directors has not nominated positions as of yet, so if you are interested in being a club officer please contact any current Board member so you can be nominated. Several Board members terms are up (Maximum two years) in any position.) The following are the positions available and who is in the current position. Please step up and help maintain a great soaring club by volunteering to become club officer.

<u>Position</u>	<u>Current Officers</u>
President:	Cliff Hunter
Vice-President:	Doug Rubin
Treasurer:	Keith Finkenbiner
Secretary:	Adam Smith
Membership:	Parviz Kamiab
Slope Coordinator:	Mike Lance
Thermal Coordinator:	Parviz Kamiab
Winch Master:	Eric Hoffman
Newsletter Editor:	Bill Eckles
Web Master:	Steve Hurd
Raffle Coordinator:	John Bruner/Alan
"Moose" Butler	
IHLGF Registrar/Coord	Ron Scharck
TP Soaring Council Rep (Mike Lance/David Klien	
TP Soaring Council Rep (AMA): is open	
Historian:	Gary Fogel

No Board meeting yet: There will not be a club officers' meeting on October 3 because of the Visalia Fall Fest which is October 6 & 7. I will be on vacation and flying in Visalia. We'll try to schedule it just after the club meeting.

There will not be a thermal contest October 14, 2007, Sunday because this month we are hosting the SC2 contest on October 28. This contest will include the monthly contest so mark your calendars. The contest will start signing up flyers at 0830. This will be a very interesting and fun contest. We need club members to help with this contest, so please volunteer by calling Keith at 1-760-216-6349 if you can help! We should have around 60 pilots in the contest.

The next TPG HLG contest will be on Saturday, Oct 20. Registration is on field. You must be signed in before the pilots meeting which will be at 9:45am sharp. The first heat starts at 10am.

Continuing on with the F3K tasks that Drew and Michael got started this summer, the October contest will consist of the following 6tasks:

- 1: Task A - multiples of 30 seconds
- 2: Task H - 15 second ladder, 2 min max
- 3: Task C - last two flights, 3 min max
- 4: Task J - 3 longest out of 6 flights, 3 min max
- 5: Task P - 1, 2, 3, 4 min flight, any order
- 6: Task B - last flight, 5 min max

Rules will be F3K provisional as published starting on page 12 of the March 2007 issue of RCSD. Please read through the entire F3K rules, not just the tasks listed above.

See you at the field!

Cliff

How to Recover from that Mishap Program for October

Doug Rubin, Vice President

Mike Morgan is going to be our guest speaker this month! Mike is going to show you how to repair your planes! Mike started modeling at the age of 4, he lived for every moment working in the garage. Learning the secrets of model building from his father, a master builder, has carried him through a life long hobby.

Today, he builds both sport and scale models for customers Using modern tools such as a computer linked to a CNC router, he's able to build very accurate and detailed models. A large vinyl cutter is used to cut stencils for painted markings, with a computer graphic background, his projects have a professional finished look. Today Mike owns and operates DWFoamies, a business that manufactures Depron foam airplanes.

His CNC router runs 24 hours a day cutting foamie kits. For more information on the products he has to offer, check out www.DWFoamies.com

News from the Cliff

Mike Lance, Slope Coordinator

The days have been crisp and clear with nice on-shore flow and winds have been 12 to 15 mph from the west for the last month. We are moving in to that time of the year that the winds will be spotty so it is time to go aero towing. If you are interested give me call and I will tell you where we will be towing and how to get there. If you have never done any towing come give it a try

and you will have a great time.

This will be a busy month with two events happening at Visalia. The Aero Tow event is on the 19th, 20th and 21st. Visalia is well known for great thermal activity, so come up and do some towing. You will have a great time.

There have been many changes at Torrey Pines Glider Port. Dave Jebb had to stop watering the grass at the cliff and take out all the water lines. The Health Department made him take out the grill so there are just deli sandwiches and cold drinks.

The next phase of hearings with the City of San Diego will be about a building that was added onto without permits. We will keep you all up to date as we hear what happens. You should read an article in the San Diego Union Tribune from Monday the 1st of October titled: "Glider pilots fear UCSD dormitory will interfere with famous flight park." This has been one of the main subjects at the Soaring Council meetings and we need everyone's help. Please take the time to read the article and come to the Council meeting if you can.

That is all for now. Remember that if you come flying at Torrey Pines be sure to have a spotter on the weekends and follow all the flying rules.

The Real Thing

Alan "Moose" Butler

Thursday, September 20, 2007

Well, here I was. On my way to fulfilling a dream I had had since the age of 13 or so.

Forty years later I'm heading for Warner Springs and Sky Sailing to take a ride in a real full-scale sailplane. WOW!! Some birthday present!

We roll into the parking lot just after 1PM and the cloudy skies are starting to clear. My pilot, Polly, says that we can go up after all. The

Month	HLG	RES/TD	RES/TD Contest Director	(SC)2 TD	Other	Meeting
Oct	20	28	K. Finkenbiner	28 TPG (Poway)	6-7 Visalia TD	9
Nov	17	11	Parviz Kamiab	18 (Make-up Date)		13
Dec	1	9	Aaron Valdez			11

required paperwork is done, the standard warnings are issued and acknowledged and we head out to the plane itself.

The red and yellow Schweizer 2-32 looks much bigger than I had thought it would, but I am used to looking at 1/4 scale models. It is a VERY tight squeeze for me, even with the seat pads removed entirely. My feet are tightly pressed against the rudder pedals, my right knee is jammed against the elevator trim and the left one is blocking the travel of the spoiler controls. The seat belts fit ok. Now, the control stick. I can move the stick left, right, forward, but not back. No UP! Polly apologizes but I'm not going to be able to fly the plane, I can concentrate on enjoying the ride.

As she removes the stick, I think that maybe I shouldn't have had that big breakfast after all. As the tow plane gets into position, we all pose for the wing-mounted camera. Polly gets into the glider, and explains what she will do as she fastens her seat belts and runs through her mental pre-flight check list. Ailerons, brakes, elevator, rudder, spoilers all operate properly, as long as I move the body parts that are in the way. Ryan hooks up the tow line, a big "Thumbs Up" to our audience (my wife and her sister) and we're off.

The wings level almost immediately after we begin moving. I wonder what the stall speed of this sailplane is. The takeoff is not unlike an airliner, just much sooner and at a lower airspeed.

I release the death grip I have on the bar across the front of the cockpit and relax. We hit a little turbulence and I suddenly remember that I DON'T LIKE roller coasters.

The Warner Springs Gliderport is at about 2,900 feet elevation. As we ascend behind the tow plane, Polly decides that we are going to 8,000 and radios that to the tow pilot. There is a big hole through the clouds and we head in that direction. I am really enjoying this now, nice and relaxed. Then we hit our first thermal.

It felt as if we had driven over a REALLY big curb. The climb indicator went to 400 feet per minute of up and Polly had to push down on the elevator to stay behind the tow plane! WOW!

Once again I wished I hadn't eaten a big



breakfast. I was SO excited! This is what happens to my models! It was very enlightening. I think to myself that this should make me a much better R/C pilot. Polly tells me that was "a little bump".

So, I look down and all around as we circle up through the clouds behind the tow plane.

Palomar Mountain is off to the west a bit and we are just above it when Polly dives the plane a bit to slack off the towline for release. I'm not expecting this and once again regret breakfast.

The tow plane banks away and we are SOARING!

Everyone I have asked about what it is like to ride in a glider has said the same thing: "Noisy".

It IS! The wind is very loud. Makes sense if you think about it, but for some reason we don't.

We are about 8,000 feet above sea level. That's higher than Denver! The Warner Springs Gliderport is a distant scratch on the valley floor.

Lake Henshaw glistens in the sun that is now shining everywhere. Polly points out the Palomar Observatory and heads over to get a shot of us with it in the background. I am overwhelmed with joy, wonder, and awe. I will be for weeks, I'm sure.

Polly explains to me that Warner Springs is unique in that it has all 4 types of lift available, which amazes me, and then begins to show me them. We slowly descend below the clouds and head underneath them to catch some nice thermals. As we fly towards Hot springs peak,

we hit several boomers, some as strong as 800 – 1000 ft/min of lift. Occasionally, we hit sink, too. First one is scary, but fun due to the confidence I have in my pilot. When we reach the peak, Ryan joins us with a passenger he has in the Grob.

The Grob is a higher performance sailplane to begin with and he has a much lighter passenger, so they are zooming all around us. I feel as if we are in a WWII dogfight, (only friendly). Polly asks “Do you mind if I maneuver more aggressively?”

“Please DO!” I answer, wondering just who the hell said that. She begins

doing a series of wingovers that is so much fun I think my face would be permanently smiling.

We follow Ryan a bit, he follows us a bit. We fly together as if in formation, at least it seems that way to me. We soar up and down in the slope lift at the peak, just a few hundred feet above the boulders on the mountain. I am having a BLAST.

Polly points out the Gliderport just a short distance away and I realize that our time is over. We

head for the landing pattern, trim for landing and I practice keeping my knee clear of the spoiler controls.

We sail through the landing pattern: approach, base, final, down. The smoothest landing I’ve ever seen.

The ship eases to a stop, the wingtip drops down, and we’re done. Polly releases the canopy, gets out and helps me out. I’m still a little rubber-legged, but very, VERY happy. I have the wing camera pictures but my memories of this will live in my mind for the rest of my life and I am extremely grateful for the chance to experience such things. Thanks to my wonderful wife, Cathy for such a moving experience and thoughtful gift, and to God for making everything else possible.

H LG CD pack

Drew Arnett

I've put together a lot of information to help contest directors to set up a HLG contest and Steve has put it on the website. If you have the need, please feel free to use it. We've tried to make it pretty comprehensive. Meanwhile, be sure to give the contest in October a try



Above:

Moose over Warner Springs. That broad grin says it all about how much he likes that "full size" soaring. Beats Quarter-scale, right?!

if you have any HLG interest. It will be on the 20th and sign up is at the field before 9:45. It will be lots of fun and good competition.

Torrey Pines Gulls Board of Directors -- 2007

President	Cliff Hunter	760-744-6396	cfhunter@hughes.net
Vice President	Doug Rubin	619-925-5357	dougrubin@san.rr.com
Past President	Garth Warner	760-746-4949	gwarner@sandiegozoo.org
Secretary	Adam Smith	858-278-8088	wholeman55@aol.com
Treasurer	Keith Finkenbiner	760-216-6349	keithone@cox.net
Membership	Parviz Kamiab	858-824-6351	pkamiab@hotmail.com
Newsletter Editor	Bill Eckles	858-703-4521	tunabiker1@hotmail.com
Winchmaster	Eric Hoffman	619-750-9151	m33@cox.net
HLG Coordinator	Drew Arnett	858-722-3651	arnett.drew@gmail.com
Thermal Coordinator	Parviz Kamiab	858-824-6351	pkamiab@hotmail.com
SC2 Representative	Keith Finkenbiner	760-216-6349	keithone@cox.net
Training Coordinator			
Slope Coordinator	Mike Lance		mike.lance@cobrausa.com
Webmaster	Steve Hurd	760-943-8304	steve@torreypinesgulls.org
Raffle Chairman	John Bruner	858-278-3378	jjbruner@san.rr.com
	Alan "Moose" Butler	619-200-6034	moose_daddy@hotmail.com
IHLGF Registrar	Ron Scharck	619-913-4949	scharck@kw.com
TP Soaring Council Rep (TPG)			
TP Soaring Council Reg (AMA)			
Historian	Gary Fogel		gfogel@natural-selection.com

Club Mentors



Parviz Kamiab
858-824-6351
Poway Field



David Klein
858-336-7827
Torrey Slope



Alan "Moose" Butler
619-200-6034
Torrey Slope

Next General Meeting...

October 9, 2007 at 7:00 PM
San Diego Aerospace Museum
Balboa Park

The Torrey Pines Gulls Radio Control Soaring Society

A non-profit society whose primary purpose is to support and encourage the activities of its members engaged in radio controlled sailplane flying

Trading Page

Buy, Sell or Trade

(Just keep it honest!)

Nothing new for sale this month!
Clean your cupboards before
Christmas.

Clean out that closet or garage!

Someone wants that equipment
you don't use anymore.

Sell it here to folks who will
appreciate it.



Full Service Auto Repair by
ASE Certified - Master

THE SMOG STATION 1
9585 Black Mountain Rd.
San Diego, CA 92126
Tel:(858) 549-9550
Fax:(858) 549-1565

www.smogstation1.com



**See
Moose
for Smog!**

International Hand Launch Glider Festival 2007

Sponsors

(As of March – More coming!)

Host Sponsor

Airtronics

Gold Sponsors

Discount Hobby Warehouse

Dymond Hobbies

Hitec/RCD

Hobby Club

JR Radios

Kennedy Composites

Pacific Glider Works

Maple Leaf Design

Without the support of these fine companies, the success of the IHLGF would not be possible.

When you are thinking of buying a hobby-related item, please consider these outstanding companies first.