



# GULL WINGS NEWSLETTER – SUMMER 2020

Torrey Pines Gulls Radio Control Soaring Society (TPG)

AMA Charter Club 129

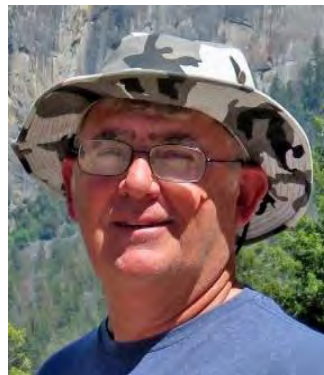
Website: [www.torreypinesgulls.org](http://www.torreypinesgulls.org)

Editor – Dale Gottdank

## Message from the President

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Craig Hanson

Hello Flyers!

We are slowly starting to open, out at Torrey Pines. We still need to be wearing masks and keeping our distance.

We had few problems that should be cleared up. High speed runs should be done above the deck at a minimum of 60 feet. These are office runs and downwind approaches. We should never be flying over people above the path. If you're not sure, have a spotter. Touch and goes and flying through are one thing, high speed runs are another.

Smoking is another issue. Torrey is a state park. There is no smoking.

We're still not ready to have our fun flies. There are just too many people and it's too congested. Let's make the best of this and all work together to make this flying site safe and fun.

Thanks, and Blue Skies,

Craig Hanson  
 TPG President  
[craighanson1256@gmail.com](mailto:craighanson1256@gmail.com)

## Club Meetings, Contests and Activities

The Torrey Pines Gulls hosts monthly contests, fun-fly events, LSF (League of Silent Flight)) Soaring Accomplishment Program and onsite clinics. 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

Please contribute to our **GULL WINGS NEWSLETTER**



Dale Gottdank

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!

HUGE Summer Issue highlights include:

- Profile of 1992 Modeler of the Year Steve Condon (Gary Fogel)
- TPG at 50: Looking Back photo essay: Hourglass Field – Part 2 (Gary Fogel)
- More COVID-19 stay-at-home projects
- 2020 PSS Fest at Cajon Pass (Greg Houck & Friends)
- Newly added Items for Sale Section at the end of the Newsletter

Please send in your articles or photos ([submit@torreypinesgulls.org](mailto:submit@torreypinesgulls.org)) 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 – Cliff Hunter



Cliff Hunter

Hello Gulls,

As of June 21, 2020 we have received (3) new and renewed members, for a total of 116 total club members. The latest members are: Aaron Davis, James VanWinkle and Mike Verzuh. Welcome to all members. My goal of membership is to have your membership card and key in the mail within one week of receiving your application and payment.

Now is the time to become a new club member. By joining in July through September, you pay half the applicable rate. Instead of \$60.00 you pay \$30.00.

Please contact me ([cfhunter@att.net](mailto:cfhunter@att.net)) if you have not received a 2020 membership card and a key. The key gives you access to the gates at our Encinitas and Poway flying sites. All flying sites (Torrey Pines, Encinitas and Poway) have recently been mowed and are in great condition.

Your yearly membership allows TPG to continue to provide you with:

- Access to three Flying Fields in La Jolla (Torrey Pines Gliderport), Encinitas and Poway.
- Monthly (or thereabouts) fun-fly events held at the world famous Torrey Pines Gliderport, and events at our Poway and Encinitas Flight Centers, 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 RC soaring pilots 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 yearly holiday party to gather with flying buddies, friends and family.
- A website for current and past information [www.torreypinesgulls.org](http://www.torreypinesgulls.org)
- A monthly newsletter with updated information, contest reports and interesting articles to help keep members informed.
- We are an AMA Chartered Club, #129, with benefits such as field Insurance, etc.



New member, James VanWinkle sent us this shot of his Sagitta and Gentle Lady his first time at the Encinitas Field.

## Club Membership Update (continued)

Our web based process for new and renewal membership is working well. Please use the following link when signing up. <http://www.torreypinesgulls.org/membership/>.

We ask both renewing and new members to pay online using PayPal. PayPal allows payment using PayPal, debit or credit card.

However, if you chose to pay by check or cash please email me at: [cfhunter@att.net](mailto:cfhunter@att.net) and I will mail you a membership application form. When the form is completed please mail your membership application and payment using the provided preaddressed return envelope to the TPG Treasurer, Don Lochhead.

Annual Membership Dues are as follows:

- Adult \$60
- Full-time Students \$30
- Flyers under 15 years old \$5
- Full-time students \$30 per year
- Receive a credit of up to \$20 on your annual dues. \$10.00 per each half-day working at any TPG flying field

New members joining in the first six months of the year pay the full rate. Those joining in July through September pay half the applicable rate. If you are a new member joining in October through December you pay the full rate but your membership is considered paid through the end of the following year.

If you haven't renewed yet, or would like to join the club for the first time, go to <http://www.torreypinesgulls.org/membership/> and click on the tab "Membership." We'll make it as simple as possible to continue your membership.

We request online payment via PayPal, which allows payment using PayPal, debit or credit card.

However, if you chose to pay by check or cash, please email me at: [cfhunter@att.net](mailto:cfhunter@att.net) and I will mail you a membership application form. When the form is completed, please mail your membership application and payment using the provided preaddressed return envelope to the TPG Treasurer, Don Lochhead.

Cliff Hunter  
Membership Chairman  
[cfhunter@att.net](mailto:cfhunter@att.net)

Note: TPG membership information will not be shared or sold and will only be used to contact members for purposes of TPG business.

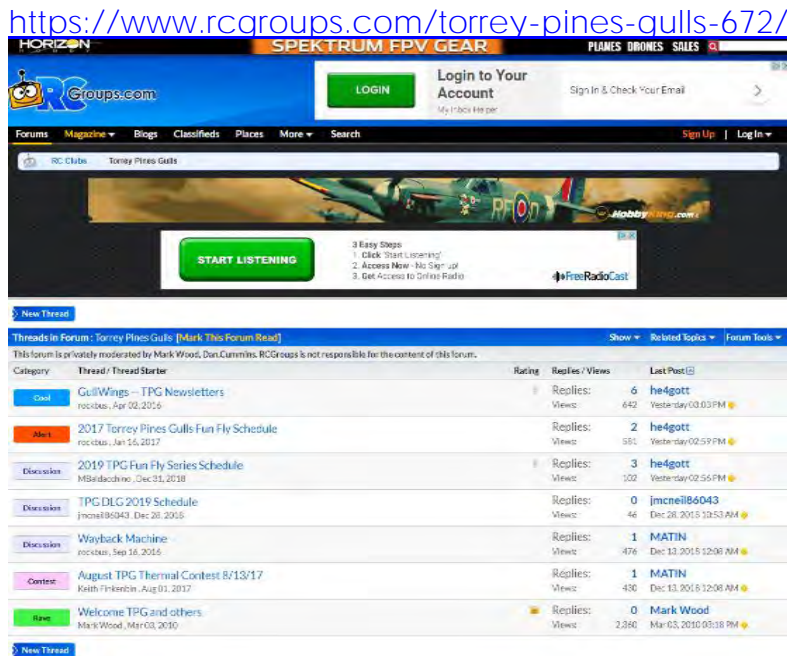
## RCGroups – Torrey Pines Gulls Forum

# 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
Good	GullWings – TPG Newsletters roccas - Apr 02, 2016		Replies: 6 Views: 642	he4gott Yesterday 03:03 PM
Alert	2017 Torrey Pines Gulls Fun Fly Schedule roccas - Jan 16, 2017		Replies: 2 Views: 551	he4gott Yesterday 02:59 PM
Discussion	2019 TPG Fun Fly Series Schedule MBAldacchino - Dec 31, 2018		Replies: 3 Views: 102	he4gott Yesterday 02:56 PM
Discussion	TPG DLG 2019 Schedule jmcnel86043 - Dec 28, 2018		Replies: 0 Views: 46	jmcnel86043 Dec 28, 2018 12:53 AM
Discussion	Wayback Machine roccas - Sep 18, 2016		Replies: 1 Views: 476	MATIN Dec 13, 2018 12:08 AM
Contest	August TPG Thermal Contest 8/13/17 Keith Thierstein - Aug 01, 2017		Replies: 1 Views: 430	MATIN Dec 13, 2018 12:08 AM
None	Welcome TPG and others MarkWood - Mar 03, 2010		Replies: 0 Views: 2,360	Mark Wood Mar 03, 2010 09:18 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 old 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 for new content posted by club members and friends.

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

The screenshot shows the Facebook page for Torrey Pines Gulls. The page header includes the name 'Torrey Pines Gulls' and navigation options like 'Home', 'Create', and 'Notifications'. The cover photo depicts two individuals in a field working on a large, white and red model airplane. The main post is from John Blasko, dated February 2 at 8:46 PM, and contains the following text:

**Torrey Pines Gulls**  
Published by John Blasko [?] · February 2 at 8:46 PM · 🌐

IF YOU FLY RC, READ THIS article by our own Dr. Gary Fogel. You can find the full article on our February newsletter on PAGE 2 at <http://www.torreypinesgulls.org/.../GullWings2020-02-February...>

We cannot stress enough how important is to get involved with this issue NOW. So please read on...

~-Comments on FAA's Proposed Rule "Remote Identification of Unmanned Aircraft Systems" by Gary Fogel~-. See More

Below the main post, there is a section for 'Visitor Posts' featuring comments from Dale Gottdank and Jack Zabawa. Dale Gottdank's posts mention the February newsletter and the TPG Newsletter. Jack Zabawa's post is about RC Paramodels.

## Club Flying Site Panoramas – Ian Cummings

Here are Ian Cummings' immersive panoramas of our world class flying sites; the world famous Torrey Pines Gliderport, Poway Flight Center, where each year the club sponsors the IHLGF (International Hand Launch Glider Festival) and the Encinitas Flight Center. Clicking on the pictures takes you to our sites:

Click on this photo to visit the Torrey Pines Gliderport.



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



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



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



Mark Baldacchino

Happy July, TP Gulls!

If you haven't heard by now, we have the green light to fly at Torrey Pines Gliderport...sort of. What I mean is that the dirt parking lot is open, and we can venture out to enjoy the world's best slope within reason. The Gulls board had a meeting in June, and we decided as a team that we should NOT hold any Fun Fly events

for the foreseeable future; probably the rest of the year. However, not all is lost as we can fly there with some common sense. When you check-in at the Glider Port, you'll be asked to sign a COVID-19 waiver for liability reasons. You're also asked to wear a mask, and keep six (6) feet apart, that's it! If we can keep within the State and County guidelines of these parameters, especially in the pit area, we should be able to continue to fly. The events that have been cancelled this year will NOT be rescheduled this year, but will be moved to next year. This includes the 50<sup>th</sup> Anniversary, which was scheduled for this August, but we'll just make it bigger and better, and celebrate it in the summer of 2021.

A big THANK YOU to our President Craig, and Vice President Ian who took time out of their busy day to clean up the weeds and brush at our site. Craig hitched-up our riding lawn mower on the trailer, and Ian helped whack mega amounts of brush. A couple of great things happened that day; the landing zone and adjacent area is meticulously groomed, and the second is that with the large amounts of tall grass that got knocked down, landing in the LZ is like landing on a three inch padded bed comforter! Scratching the underside of your plane won't happen for quite a while.



Since we're on this subject, and can't rely on the Gliderport folks to cleanup this area for us, I'm asking all of you to help pitch in. Bring some gloves, a rake, shovel, gas powered weed trimmer to help get this done; many hands make light work. We won't need to do this event this year, but we'll coordinate a cleanup day next spring. Look for a schedule on this newsletter and or RCGroups, under Slope/ San Diego Sloping.





## News from the Slope (continued)

During the first weekend that the Gliderport reopened, a handful of Gulls showed up to fly wearing their masks. As easy as it sounds, keeping six feet apart, especially at the one picnic bench on the mound, is a real challenge. Yet, it was an exciting day for Bob Hirsch who used to fly at Torrey about 25 years ago. He's since rejoined our club, is getting back into soaring, and he got re-certified to fly! I think we all remember the day when we first threw a plane off the cliff, flew for a while and successfully landed. Well, Bob had his special day and is SO very happy to be back! Being recently retired, you'll see Bob at Torrey quite often, too.



Bob Hirsch on June 12<sup>th</sup>, and checked-out to fly (Mark Baldacchino photo)

While we continue to wait-out this pandemic, by staying home as much as possible, there are projects that can be done. Our VP, Ian Cummings saved a partial Airtronics Aquila kit from making it to the landfill a few months ago, and I intercepted it. This is the first, pretty much, scratch build that I'm attempting of a standard size Airtronics Aquila. Check it out in the COVID-19 Stay-at-Home Projects section starting on page 16.

Stay safe, take your vitamins, keep clean, and stay strong! This, too, shall pass!!

Best Regards,

Mark Baldacchino  
Slope Coordinator

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

## Club Competition Activity

### Thermal Duration / F5J

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Tom Watson

#### TD Coordinator – Tom Watson

For Thermal Duration and F5J contest dates, check the calendar on the Torrey Pines Gulls website:

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

For contest rules, check the following link on the Torrey Pines Gulls website:

<http://www.torreypinesgulls.org/torrey-pines-gulls-thermal-competition-rules/>

Also, be sure to subscribe to the RCGroups 2020 TPG TD contest schedule thread for the latest contest news:

<https://www.rcgroups.com/forums/showthread.php?3479943-2020-TPG-TD-contest-schedule>

or contact Tom Watson at [tewatson60@outlook.com](mailto:tewatson60@outlook.com)

### Hand Launch / DLG / F3K

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Chuck Norris

#### DLG Coordinator – Chuck Norris

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/>

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.

Also, be sure to subscribe to the RCGroups 2020 Torrey Pines Gulls DLG Contest/Clinic Series thread for the latest contest news:

<https://www.rcgroups.com/forums/showthread.php?3475065-2020-Torrey-Pines-Gulls-DLG-Contest-Clinic-Series>

or contact Chuck Norris at [chuck@clnorris.com](mailto:chuck@clnorris.com)

## Club Competition Activity (continued)

### F5J Explained

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Mike Smith

#### CD Mike Smith

This event is 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, follow this link:

<http://www.f5j-usa.com/f5j-primer/>

For F5J and Thermal Duration contest dates, check the calendar on the Torrey Pines Gulls website: <http://www.torreypinesgulls.org/calendar/>

Also, be sure to subscribe to the RCGroups 2020 TPG F5J contest schedule thread for the latest contest news:

<https://www.rcgroups.com/forums/showthread.php?3479945-2020-TPG-F5J-contest-schedule>

Mike Smith, CD

## Thermal Duration/F5J Contest Report – Tom Watson

Unfortunately, due to COVID-19 pandemic, the June F5J contest was cancelled.

We are re-starting our 2020 thermal contest series with F5J at Poway on July 12th.



## F3K/DLG Hand Launch Gliders June Contest Report – Chuck Norris

On June 20, we celebrated the first of our "Covid Cup" F3K contests! It sure felt great to be flying again!

Six pilots arrived that Saturday morning, everyone wearing masks and honoring our rules about social distancing. Pilots attending were Brent Lytle, Marc Maher, Dale Osborn, Dan Gebhardt, Gary Fogel and me, Chuck Norris. Honestly, aside from the masks and a bit of extra care when near other people, it didn't feel all that different from a normal contest. And did I mention, it felt /good/ to be competing again!



(Gary Fogel photo)

During the warmup before the start of the contest, the air was soft, but the lift was everywhere. But conditions deteriorated by the start of the contest, and (almost) everyone struggled with the round 1's task, The Ladder, with only Gary Fogel getting the 2:00. In group A, everyone got a 1:45, so K's for everyone, but Gary's 2:00 gave him the win for group B.

Round 2 was Last Three, 3:00 Max, and as group A took the field, the air was still challenging. Although there were several 3:00 flights, no one was able to string three of them together. Gary took group A dropping a whopping 2:36 out of the possible 9:00. In group B, Brent managed to string together two 3 minute flights, but only managed 1:53 for his 3rd flight.

Somewhere around this point, I'm not exactly sure when but the scores indicate it may have been the last flight of round 2, Dan Gebhardt's throwing peg started to make noises that predicted a failure was imminent. He started to get creative with his throwing style, trying to keep it from giving way completely, but ultimately one arm of the t-peg finally broke completely off! This did not stop him, however, and he switched to a kind of side-arm hold on the wingtip that did not allow him full-power launches, but kept him flying. Most other pilots would have called it a day, but Dan is apparently much more stubborn than most, and managed to finish out the contest.

## F3K/DLG Hand Launch Gliders June Contest Report (continued)

Round 3 was All Up Last Down, and again the air did not allow anyone to get 3 threes. Again, it was Gary taking group A and Brent taking group B. Gary managed the only 3:00 for the group, and Brent managed two 3:00s, but only a 1:53 on the third flight.

Round 4, Poker, started off well, with all group A pilots putting in good performances. I brought up the rear in group A dropping 1 minute (which I was personally pleased about) but Brent and Gary did still better, dropping only 9 sec and 19 sec respectively. Group B was won by Marc Maher dropping only 24.2 seconds.

Round 5, Five 2s, the air was much more cooperative, with a lot of 2s logged. Gary took group A with Brent barely squeaking by Marc in group to win with an additional 8 seconds of air time.

Round 6, One, Two, Three Any Order, finally had decent air for most pilots (myself excepted) with all pilots (except me) getting a solid 4:00. Brent and Gary were neck and neck with Brent dropping only 5 seconds and Gary 7.8 sec. They were in groups A and B respectively though, so they each earned the K for that round.

When the scores were totaled, Brent took the contest, earning a solid 6000 points for the contest. Gary was a close second with 5728 points.

By unanimous decision, Dan Gebhardt won the official Covid Cup trophy, a practical (and valuable!) roll of toilet paper! His performance in the face of adversity was inspiring, and he was often right in the gaggle of pilots climbing out in a thermal, but having gotten there with a much lower launch.



(Gary Fogel photo)



(Gary Fogel photo)

## F3K/DLG Hand Launch Gliders June Contest Report (continued)



Ceremonial awarding of the "trophy" (Gary Fogel photo)

I think we successfully demonstrated that it is very possible to run an F3K contest safely and successfully, following our simple list of rules:

- 1) Pilots must have a mask when arriving at the field.
- 2) Masks are required when you are within 6 ft. of separation such as during pilots meeting.
- 3) Masks are optional when flying or timing, as long as the 6 ft. separation is maintained.
- 4) Pre-registration and payment for each event is required via F3XVault. No cash registration on site. Events may have a maximum capacity; monitor RCGroups for information. In those cases, registration would be on a first come first served basis.
- 5) Scoring will be through mobile devices direct to F3XVault.
- 6) Maintain 6ft separation between pilots and timers at all times.
- 7) Please stay home if you do not feel well or have any symptoms associated with Covid-19.

### Lessons Learned for Next Time

- Self-entry of scores on The Vault went pretty well, but we learned that it would be a good idea to have paper notes to refer to in the case of inadvertent problems with scores entry.
- Masks and separation were easy to manage.
- When timing, I found myself wanting to lean in closer to my pilot than 6-ft separation would indicate to quietly tell them about my reads or where other pilots were finding lift. Bringing a mask onto the field would be a good idea.

All in all, I think this was a very successful contest and I look forward to keeping the monthly series going. We will, of course, have to watch the news to see if the second wave of Covid-19 infections causes stricter shutdown rules that may legally prevent us from getting together, but I am now quite confident that with the cooperation of our pilots, it is very possible to hold a contest with a minimum of risk to everyone attending.

My heartfelt "THANKS!" goes out to all our pilots for helping make this a success!

Chuck Norris, TPG DLG Coordinator

## LSF Report – Ray Pili



Saturday August 8<sup>th</sup> is the next LSF (League of Silent Flight) Day at the Poway field.

We will follow the COVID-19 rules outlined by Chuck Norris for the Poway DLG contests. I paraphrase:

- 1) Pilots must have a mask when arriving at the field.
- 2) Masks are required when you are within 6 feet of separation such as during pilots meeting.
- 3) Masks are optional when flying or timing, as long as the 6 feet separation is maintained.
- 4) Hand Sanitizers/disinfectant wipes will be provided for users of high starts and winches and any measuring devices used.
- 5) Everyone is encouraged to bring their own writing utensils to record results and to sign as witness.
- 6) Maintain 6 feet separation between pilots and timers at all times.
- 7) Please stay home if you do not feel well or have any symptoms associated with Covid-19.

As a reminder, LSF is a 5 level program for RC Glider Pilots. Each level has increasingly more difficult tasks. LSF involves Slope flying, Thermal flying, Spot landings and Contest participation. Each level must be completed before proceeding to the next. Makes for a well-rounded RC Glider pilot.

The pure glider program is called SAP (Soaring Accomplishment Program).  
The electric launched glider program is called Electric SAP (ESAP).

This table outlines the various tasks required for each level. (Source: <https://www.silentflight.org/index.php/lsf-program/lsf-tasks>)

Requirements	Primary	Intermediate			Advanced
Level	I	II	III	IV	V
Thermal Duration	5 min.	15 min.	30 min	1 hr	2 hrs.
Slope Duration	15 min.*	1 Hr.*	2 hrs.*	4 hrs.*	8 hrs.
Precision Spot Landing	5 landings 3m (9.84 ft) or less	10 landings 1.5m (4.92 ft. or less)	None	None	None
Goal and Return	None	None	1km (0.62 mi.)	2km (1.24 mi.)	10km(6.2 mi)
Competition	None	6 contests** w/ 1 place or 3,000 pts	6 contests** w/ 2 place or 4,500 pts	6 contests** w/ 2 places and 1 win or 6,000 pts	6 contests** with 12,000 points including 3 wins



## LSF Report (continued)

As you can see, Level I is not that difficult if you are a thermal pilot. If you fly slope only, that 5 min. thermal will tear you down. With Poway and Torrey within fairly close proximity, I believe someone local can complete Level I in one day.

If you are interested in participating, bring your AMA card, a thermal plane or e-thermal glider such as the E-flite Radian and download a copy of the Accomplishment Vouchers (SAP or ESAP) from the LSF site (<https://www.silentflight.org/index.php/lsf-program/lsf-tasks>). The event is free, you don't have to be a Gulls member.

The Vouchers describe in more detail what each task involves and the credentials of your witnesses. Submittal of a completed voucher is as follows:

1. Email the LSF Secretary John Marien: [john@ne-aero.com](mailto:john@ne-aero.com) a clear photo, or PDF scan of your completed (and signed by witnesses) Voucher.

That's it. No more sending money or sending your original hard copy.

John will then review your voucher and email you your acceptance or rejection of the voucher submission. If for some reason your voucher is rejected, you will have to adjudicate rejections with John.

Another nice change is while you are waiting for a reply you can download a new voucher and start on the next level.

With the allowance of F5J flying at Poway, we might throw in a demonstration of F5J to give folks an idea of the type of equipment needed to participate and what the tasks are. If you are interested, send me an email.

Blue Skies,

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



Ray Pili photo)

## COVID-19 Stay-at-Home Projects (What've you been up to?)

Last month, we showed some of what TPG Members have been up to during the COVID-19 Stay-at-Home order. Here's another:

Here's an update from Cliff Hunter on the progress of his Yellow Jacket 3.5M RES. H'es waiting for the rest of the covering to finish the project.

*The Yellow Jacket 3.5M RES is designed for electric launching. This is a very competitive model in F5J against all other build up "Ribbed" wing models. While the wing does flex it is very strong, durable and forgiving. The center wing spoiler is very effective for descent's and spot landings. Here is the web site address:*

<https://sonoranlaserart.com/product/yellow-jacket-3-5m-res-electric-f5j-and-ales/>



## What've you been up to? (continued)



## What've you been up to? (continued)

Slope Coordinator Mark Baldacchino has been working on this Airtronics Aquila. Here's his story:

*While we continue to wait-out this pandemic, by staying home as much as possible, there are projects that can be done. Our VP, Ian Cummings saved this partial kit from making it to the landfill a few months ago, and I intercepted it. This is the first, pretty much, scratch build that I'm attempting of a standard size Airtronics Aquila. I ordered all of the wood from Balsa USA, who are a great bunch of people, and been keeping busy. Making rib templates, building an elevator control horn, and starting to assemble this beauty has been keeping me sane. Here's a few pics of what I've been up to:*

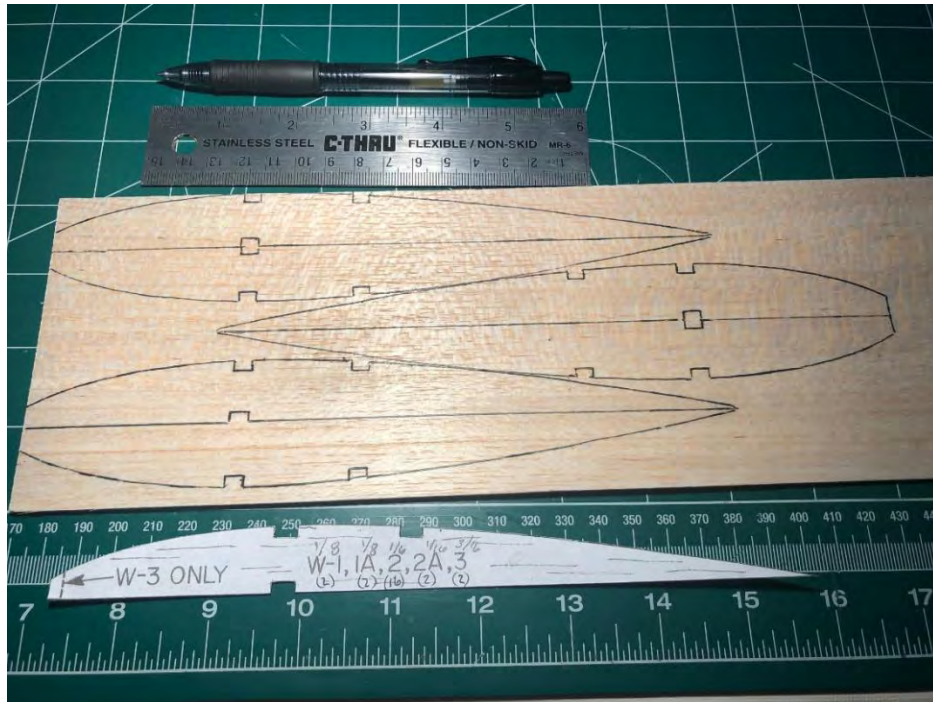


A fuse, a root rib, a few balsa blocks, instructions, and drawings is where I started. (Mark Baldacchino photo)

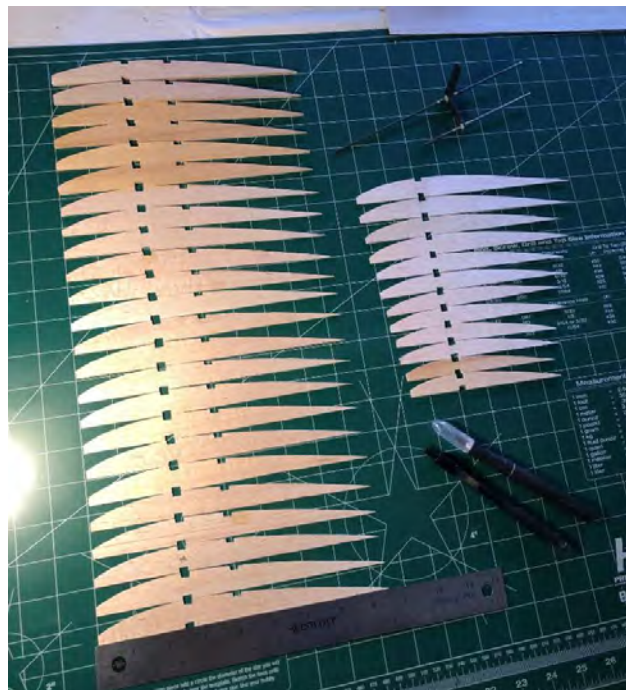


A carbon control horn made from scratch (Mark Baldacchino photo)

## What've you been up to? (continued)



I made an inner panel rib template from plastic to trace the shapes onto the balsa sheets. (Mark Baldacchino photo)



The tedious part of cutting them all out. But, hey! I'm in no rush. © (Mark Baldacchino photo)

*I've since built the tail feathers, and have the inner panel to the wing mostly done. When I have a spare hour or more, I just get busy and time flies. I hope you're up to some sort of building project to take advantage of this weird time that we're in.*

## What've you been up to? (continued)

The Editor finally refurbished his 1990's Dodgson Pivot (pre-computer radio mechanical wingeron/rudder linkage) with new battery and rebalancing, including the original over & under UltraCote rudder and elevator hinges.



## TPG at 50: Looking Back – Gary Fogel

### Hourglass Field – Part 2

Recently I provided an accounting of Hourglass Field and its history. Here are some additional photos of some thermal duration activities at Hourglass in the late 1970s and into the early to mid-1980s. Photos care of both TPG members Frank Cox and Larry Fogel and now in the G. Fogel collection.

Additional information on the history of Hourglass Field can be found here:

[https://en.wikipedia.org/wiki/Hourglass\\_Field](https://en.wikipedia.org/wiki/Hourglass_Field)

[http://www.airfields-freeman.com/CA/Airfields\\_CA\\_SanDiego\\_N.htm#hourglass](http://www.airfields-freeman.com/CA/Airfields_CA_SanDiego_N.htm#hourglass)



Ron Plante aerial photo of Hourglass Field circa 1964 courtesy of [Abandoned & Little-Known Airfields](#)

## TPG at 50: Looking Back (continued)



A colorful Graupner Cumulus from the mid-1970s. I believe the Cumulus was the first production kit offering a plastic fuselage. The kit came pretty much pre-built with balsa sheeted foam core wings and tails, plastic fuse – basically install your gear and go. This made it a very popular plane, although without spoilers, it was difficult for landing tasks.



## TPG at 50: Looking Back (continued)

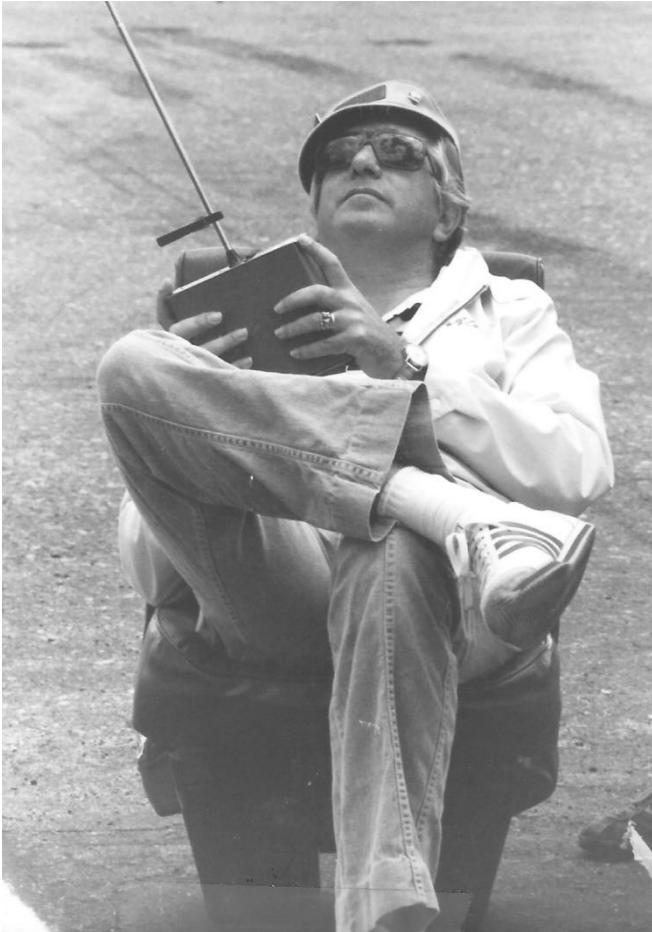


Al Doig built the prototype Aquila Grande seen here and test flew it at Hourglass Field. Al was quite a builder and would routinely prototype aircraft for manufacturers, mainly those produced by Airtronics. He also prototyped the Airtronics Olympic 650 at Hourglass and Torrey Pines.



Al Doig launching the prototype Aquila Grande showing some great form and the flaps on takeoff. Note the police car and cones in the background as a part of police vehicle training which sometimes was in parallel to TPG activities at the site.

## TPG at 50: Looking Back (continued)



Alex Mladineo enjoying the thermals at Hourglass in what looks to be a very comfy chair. This photo was taken during his successful 2-hour thermal duration flight for LSF Level V.



Lots of club TPG pride in the jackets and t-shirts! This is the view looking to the northwest.

## TPG at 50: Looking Back (continued)



A later photo of what is likely the same Aquila in the previous picture being launched at Hourglass. This is the view looking north.



In the early 1980s, 2-meter gliders were a new class and experienced lots of interest. This picture shows Ken Raymond with his new 2-meter design at Hourglass. View is to the northeast with the hillsides east of I-15 in the background. The nearest buildings to Hourglass were Miramar College to the immediate southeast, a school to the west of the field across Black Mtn Road, and then the stores to the north along Mira Mesa Blvd. Everything to the east was wonderfully open space, except I-15.

## TPG at 50: Looking Back (continued)



Larry Fogel launches his Airtronics Grand Esprit at Hourglass in roughly the late 1970s.

## TPG at 50: Looking Back (continued)



Larry Fogel's Grand Esprit on the tarmac at Hourglass. This plane still survives in its original monokote in the Fogel collection. The Grand Esprit was one of the earliest RC sailplane designs to include spoilers. Plus it had a nice grace in form that still makes it a classic.

## TPG at 50: Looking Back (continued)



Larry Fogel getting ready to launch his Ken Bates-designed 100" Windlord flying wing in the early 1980s.

In contrast to the popular kits like the Aquila or Cumulus, some modelers would make their own designs using kits as a basis. Those of you who are familiar with the Mark's Models Windfree will immediately recognize this highly modified glider by TPGer Bob Freymuth - the aft portion of this plane is from a stock Windfree, the wings look stock... but what is going on up front?!?



## TPG at 50: Looking Back (continued)



Bob Simon launches his Pipsqueak in one of the thermal duration contests at Hourglass. Bob generated a series of very small planes for both the slope and thermal that really pushed the boundaries of the mini gear at the time. Reminder that this was in the early to mid-1980s and he was truly a pioneer when it came to what we now call hand launch. He had the right idea ahead of his time.

The Airtronics Sagitta shown here was the next step up from the Airtronics Aquila. Both aircraft designed by Lee Renaud, both were outstanding performers in their time. More info on Lee Renaud can be found at:

[modelaircraft.org/sites/default/files/files/RenaudLee.pdf](http://modelaircraft.org/sites/default/files/files/RenaudLee.pdf)



## TPG at 50: Looking Back (continued)



Larry Fogel landing his 140" Legion Air at Hourglass.



## 2020 PSS Fake Fest Photos – Greg Houck (and friends)

This being an even numbered year, the annual Power Scale Slope (PSS) Fest (ISR club-sanctioned event) is replaced with what's known as Fake Fest. Not limited to true "scale" models, and with no prizes to be awarded, this is all about the pure fun of hanging out with your flying buddies, admiring each other's handiwork and flying awesome pumps in 25-35 mph (or higher) winds. Here's Brian Laird's summary of this year's event followed by photos from Greg Houck, Dave Arnold, Dan Cummins and Matin Taraz:

*"Saturday was a good solid Cajon day. Pretty sure the winds were blowing decent by mid-morning and by early afternoon were 25-35mph. Just a really nice day. Friday was insane, I got there at 10:30 and it was already blowing probably 25mph, by noon it was trying to blow the easy-up away. Soon after, it was 35-50+mph. Great lift but a little uncomfortable when flying. Sand and stuff getting blown into your eyes just ain't that much fun. Unfortunately the winds took a turn on Sunday and were not forecast to switch west until late afternoon. We were all pretty frazzled from 2 great days so we just decided to head home rather than wait till 3pm for the winds to arrive.*

*The nice thing this year was the relative lack of carnage. There were a few midairs and a few other mishaps but overall the carnage count was a lot lower than normal. Unfortunately for me it was a lot higher than normal. I lost a Zephyr to a head on mid-air (those are never good) and Dutchy lost my F-80 after a midair that he could not recover from (broke on impact not from the midair). The F-80 is toast but the Zephyr is already in the body shop getting the dents "buffed" out. Joe Cormier also had a rough weekend planting his racer at near max velocity on Friday, then fixing it, then it went in again on Sunday. I think the best crash award has to go to Ben for his Raptor. It looked like it went thru a wood chipper."*



Dave Arnold photo

## 2020 PSS Fake Fest Photos (continued)



Greg Houck photo



Greg Houck photo

## 2020 PSS Fake Fest Photos (continued)



Greg Houck photo

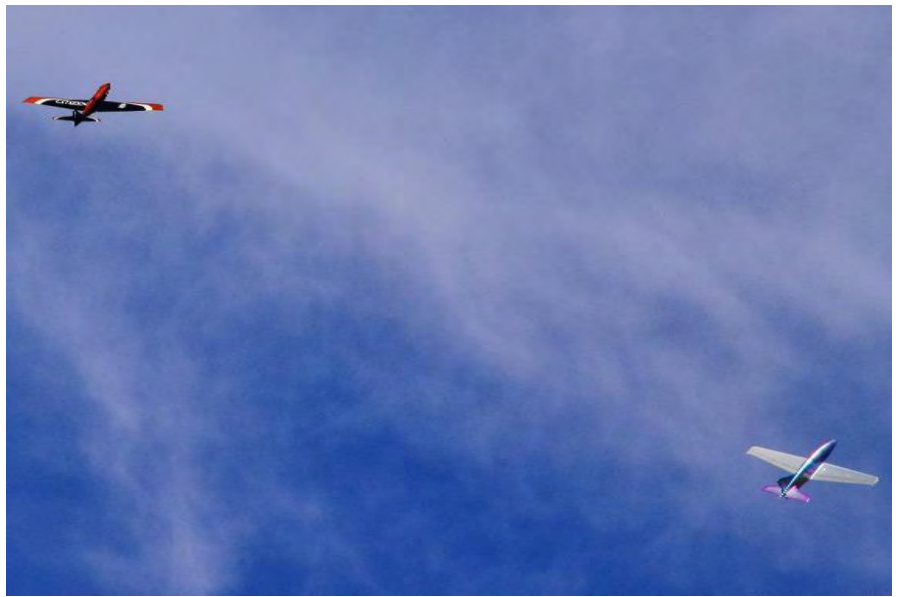


Greg Houck photo

## 2020 PSS Fake Fest Photos (continued)



Greg Houck photo



Greg Houck photo



Greg Houck photo

## 2020 PSS Fake Fest Photos (continued)



Dan Cummins photo



Dan Cummins photo



Greg Houck photo

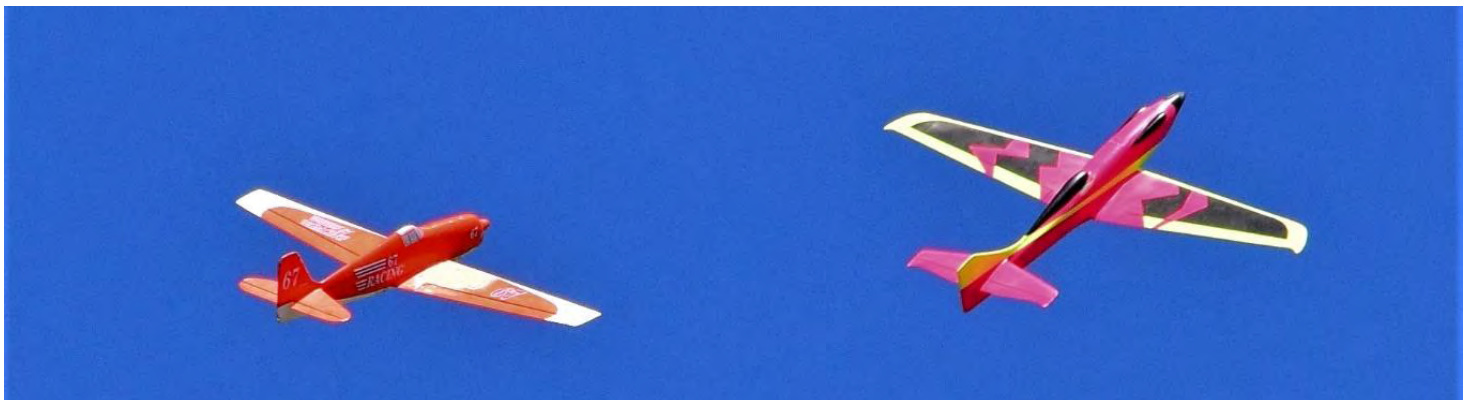
## 2020 PSS Fake Fest Photos (continued)



Greg Houck photo



Greg Houck photo



Greg Houck photo

## 2020 PSS Fake Fest Photos (continued)



Greg Houck photo



Greg Houck photo

## 2020 PSS Fake Fest Photos (continued)



Matin Taraz photo



Greg Houck photo



Matin Taraz photo



Greg Houck photo



Greg Houck photo



Dan Cummins photo



## 2020 PSS Fake Fest Photos (continued)



Greg Houck photo



Greg Houck photo

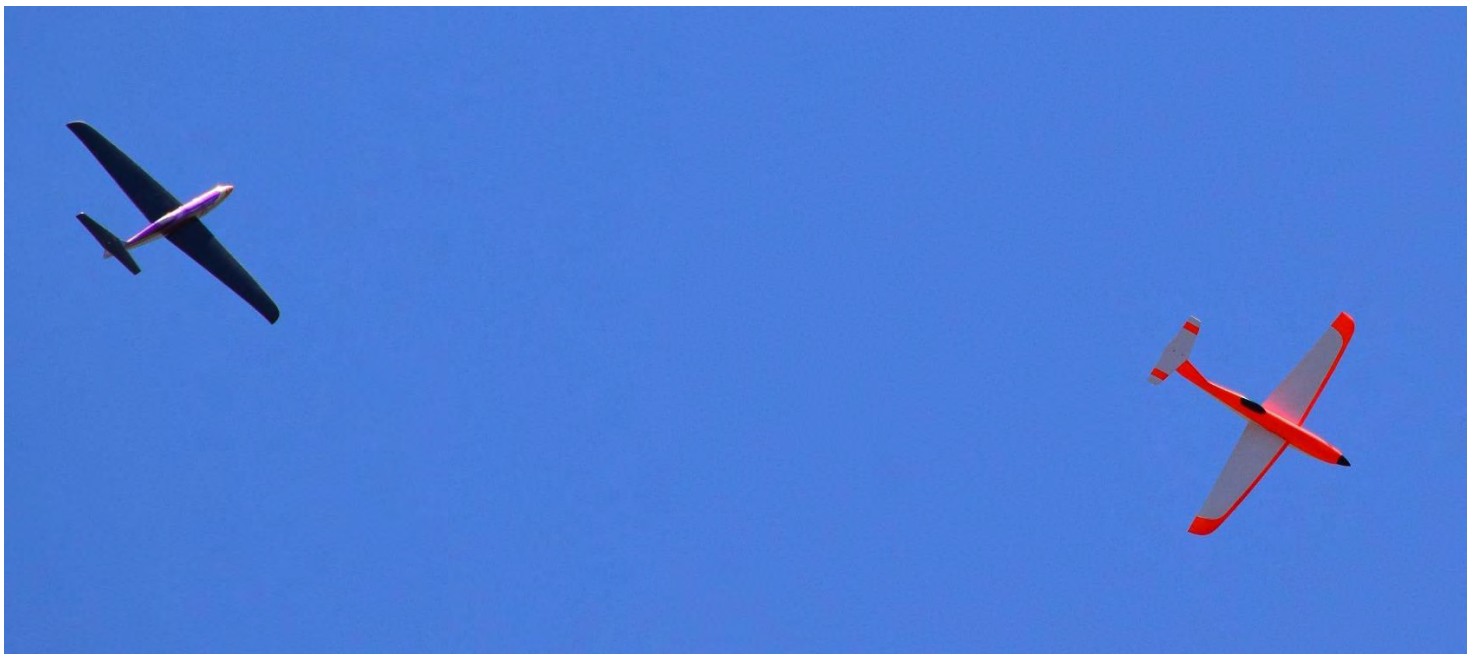


Greg Houck photo

## 2020 PSS Fake Fest Photos (continued)



Dave Arnold photo



Greg Houck photo

## 2020 PSS Fake Fest Photos (continued)



Greg Houck photo



Greg Houck photo



Greg Houck photo

## TPG History: The Trophy – Gary Fogel



### This Month: Steve Condon, 1992 Modeler of the Year

Some months I have no content. Other months I have a lot of content. Fortunately for us, this is one of the months with lots of info on our Modeler of the Year from 1992 – Steve Condon.

Like many of us, Steve and his twin brother Scott were introduced to RC at an early age of about 4 or 5 by their father Dave Condon. Dave was into flying RC powered models in 1967-1968 and enjoyed flying a Senior Falcon. Steve and Scott's parents arranged for them to have 2x3 tables in their bedroom for the purpose of building stick and tissue free flight planes. Now that's a cool set of forward-thinking parents!

Unfortunately, the Senior Falcon didn't last all that long and after a crash, Dave took a hiatus from RC. In 1971, the Condon's came to learn of someone getting out of RC gliding and by way of this person they happened to acquire 2 radios, a Mark's Model's Windfree kit a Mark's Model's Windward (ready to fly) and a Midwest Lil' T. This collection of gliders set the family back again on the path of RC. Soon they added a Questor and a Soarcraft Libelle and Soarcraft ASW-17 to the fleet.

At the time they lived in the Bay Area. Soon they joined the very popular South Bay Soaring Society (SBSS) in about 1972 or 1973. SBSS member Fred Weaver took the Condon sons under his instruction as coach for contests, thermaling, timing, etc.



## TPG History: The Trophy (continued)



Figure 1. Scott (left) Dave (middle) and Steve Condon pose in 1968 with their Senior Falcon.

The Condons grew up flying in the club contest circuit both Standard Class, then Open Class thermal duration, and also slope races at Davenport. They used to also enjoy fun flying at Sunset Beach just south of Santa Cruz. Steve Condon served as Contest Director for the first time in 1978, a contest called "Battle of the Big Ones," held at Curtis Junior High School. The club members of the SBSS treated all of the kids with great care and respect, realizing that youth represented the future of their organization. It is something that the Condons will always remember.

In 1979 the family moved to Orange County. They made a fresh start and focused mostly on sport flying in the Mission Viejo area. It was during this time that they also took side trips to Torrey Pines, starting to fly there in 1979 and into the 1980s.

The boys attended high school at the time and did not have the time to fly in contests, nor did they join the Harbor Soaring Society (HSS) that was the large RC glider club in the area. They mainly just enjoyed flying at Kite Hill. Steve remembers serving as a witness for the second person to ever achieve LSF Level V at the age of 14.

## TPG History: The Trophy (continued)



Steve (left) with a Questor, Dave (middle) with a Windfree, and Scott (right) with what appears to be a Pierce Arrow in the early 1970s.



Steve with a Soarcraft Libelle (left) and Scott with an Aquila XL (right) in 1976.

## TPG History: The Trophy (continued)



Steve with the Olympic II (left) and Scott with an Aquila (and a cool National Soaring Society t-shirt) on the right at the annual "North – South" thermal contest between members of clubs in northern California vs. those in southern California.

## TPG History: The Trophy (continued)



David Condon (left), Steve Condon (middle), Scott Condon at Salt Creek in about 1980.



Steve Condon flying at Salt Creek on crutches while managing to avoid hang gliders. Now that's dedication!



Steve Condon flying from a hill in Mission Viejo in the 1980s.



## TPG History: The Trophy (continued)



Steve launching a Bird of Time at a thermal field in Aliso Viejo in the 1980s.

After high school, Steve attended San Diego State University in 1982. He flew both a Bird of Time and an Aquila but life took him to the east coast for a time, and he flew with an RC club in Pennsylvania for a period of about 6 months. He moved back to San Diego thereafter and joined the TPG in 1989 recognizing some familiar faces (Don Edberg, Steve Neu, and others) as well as meeting SBSS members at contests. Initially as a new TPG member not only were the thermal contests at Hourglass Field in Mira Mesa but also at Montgomery-Waller Park in Chula Vista. Steve remembers attending these TD meets regularly. At one contest at Montgomery-Waller, then TPG President Bill Liscomb entered his  $\frac{1}{4}$  scale ASW-20 in the thermal duration contest and proceeded to launch it off the winch and do well. This allowed Steve to get to know Bill and also form an interest in scale soaring.

However, the same period of 1989-1990 represented a time of considerable division in the TPG. Bill Liscomb tried to have these communities come together but that proved to be more difficult and challenging than Bill could take and he resigned as President. Volunteering to fill this void, Steve went rapidly from relative newcomer to new president of the TPG. While the club was having internal politics, actually local RC soaring was witnessing a considerable rise and diversity of effort. TPG member Charlie Richardson was kitting a popular line of slope racers and the cliff was busy with activity every weekend.

## TPG History: The Trophy (continued)

Aaron Valdes was keeping thermal duration contests going, and the club was very involved in SC<sup>2</sup> contests. F3B was also becoming a popular international competitive event, and even this new aspect of “hand launch” gliding was becoming en vogue. Add to this a group of people in the Gulls who enjoyed scale soaring and sport flying – RC gliding was very strong. At 29 years of age, Steve recognized this and set forth to focus on events and fun rather than infighting. He pulled together a fantastic and very active Board of Directors that eagerly gathered around Steve as a leader. This included Ron

Scharck, who became Raffle Coordinator and helped make the monthly meetings something everyone wanted to attend. Literally, there would be 100 people at a monthly meeting, there to hear the meeting and the speaker but also there to take part in the “super raffle”.

A local internet entrepreneur, Jerry Fry built the TPG website and local tech guru Tom Clarkson created a computer scoring system for contests. John McNeil, Steve Condon, Ron Scharck, Steve Stricklett and others planned for a way to get the TPG out in front on hand launch and the IHLGF was the result. In short, Steve led a team that propelled the TPG into new directions and new prosperity. It was a phase change.

In 1991, Steve Condon took a road trip to Oregon. He flew RC sailplanes at the famous Eagle Butte, and drove Highway 395 back down from Oregon and on a whim, went over Tioga Pass to camp in Yosemite for a couple of nights. At the time, RC was not forbidden, so he flew a 2m Bird of Time at Tuolumne Meadows and found the lift (and sink) to be super. The next year the entire Condon family returned to Tuolumne Meadows to camp and also fly RC - including flying in Ahwahnee Meadow in Yosemite Valley with the blessing of the ranger who asked only that they land if they heard a helicopter coming. This was great fun and very scenic stuff! In 1999, the Condons returned once again but this time Scott drove to Glacier Point. There at 3240 feet above the valley below, Scott threw a Calypso Cobra off the top while Steve piloted the RC plane from the valley below. The flight was perfect, and ended with a speed run and a hand catch, something Steve and family will never forget.



Scott (left), David (middle), and Steve (right) at Yosemite Valley in 1993. Good times and a great father-son-son connection.

## TPG History: The Trophy (continued)



Either Steve is getting smaller with age or the models are getting bigger. Here is a recent pic of Steve with his beautiful 1/3 scale Jonker JS-1 Revelation enjoying some aerotowing at the Palomar Flyers field.

In 1992, the TPG awarded the Modeler of the Year trophy to Steve for his many actions as President that helped grow the club and its vitality for years to come. That same year, Steve was heavily focused on slope racing, traveling all over to race. He also helped encourage man-on-man slope races and helped start the 60" slope race class. In 1993 Steve served as team helper to the US team that went to the F3B world championships in Kafir Saba, Israel. In 1994 he was a pilot on the US team that went to the first F5D world championships in Australia. In 1999, he once again flew as a pilot on the US team, this time in F3B along with Joe Wurts and Daryl Perkins in South Africa. After this, while raising his children Steve refocused on occasional club contests and sport flying rather than big competition flying.

However, more recently, he has become interested in GPS triangle racing with his 7 meter 1/3 scale JS1 sailplane and also the "light" class with a converted F3J Vixen, which is simultaneously challenging, exhilarating, frustrating and fun. He's also helping boost interest in F5J in the TPG, which presents another new direction for the club, and RC soaring in general.

## 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**:

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 [submit@torreypinesgulls.org](mailto:submit@torreypinesgulls.org). Please provide your name, location of photo and photo description.

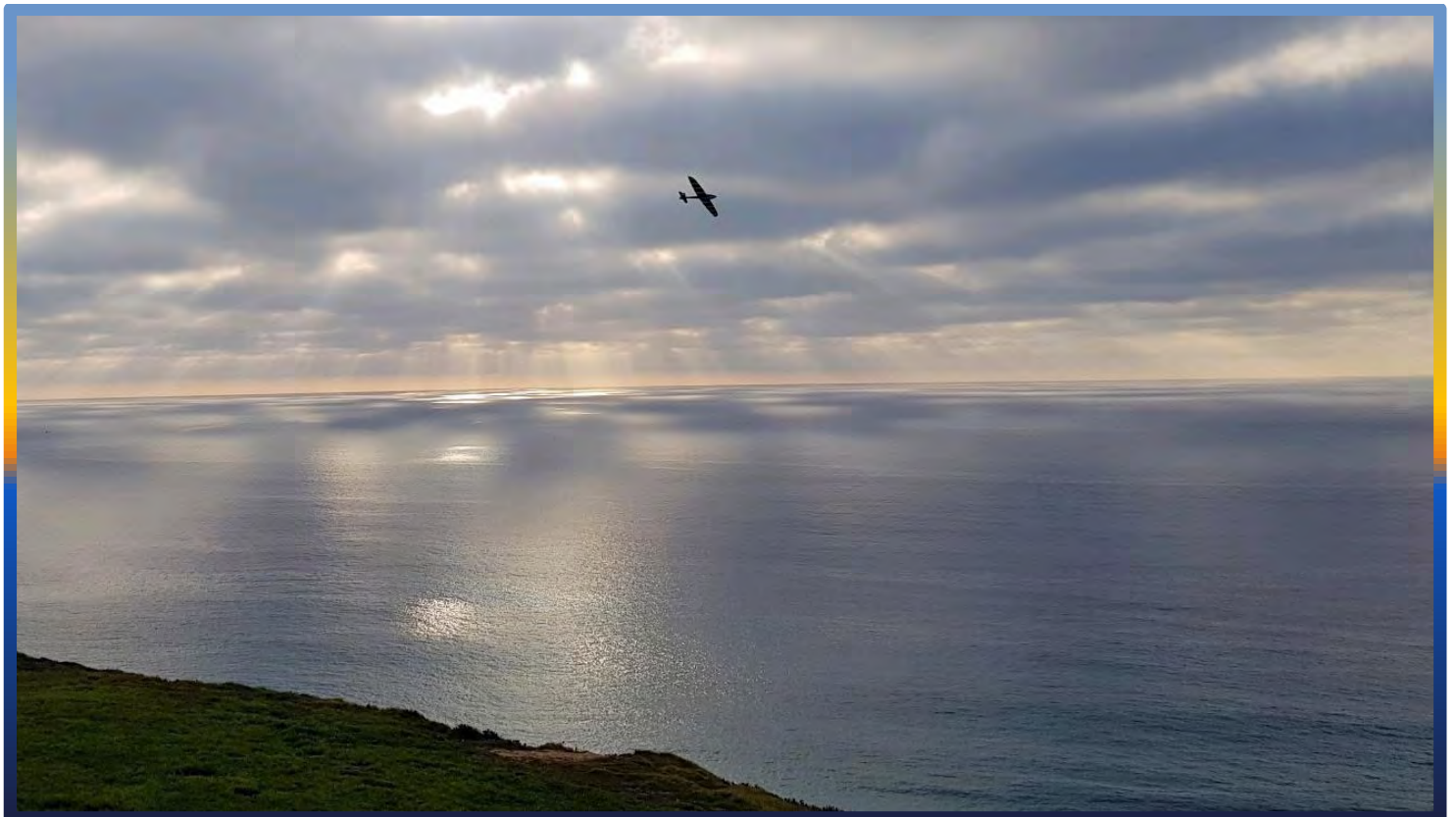


January Winner – Mark B. launching his Ka-8 at Torrey (Bob Hirsch photo)

## Photo of the Month Contest (continued)



February Winner – Phil Davy flying DS laps with his Pitbull F3B 2x ST (Chuck "Slopedaddy" Erdahl photo)



March Winner – Ahi late afternoon (Matin Taraz photo)

## Photo of the Month Contest (continued)



April Co-Winner – Steffen Peters' LET Model DG 1000 landing (Thomas Moller photo)

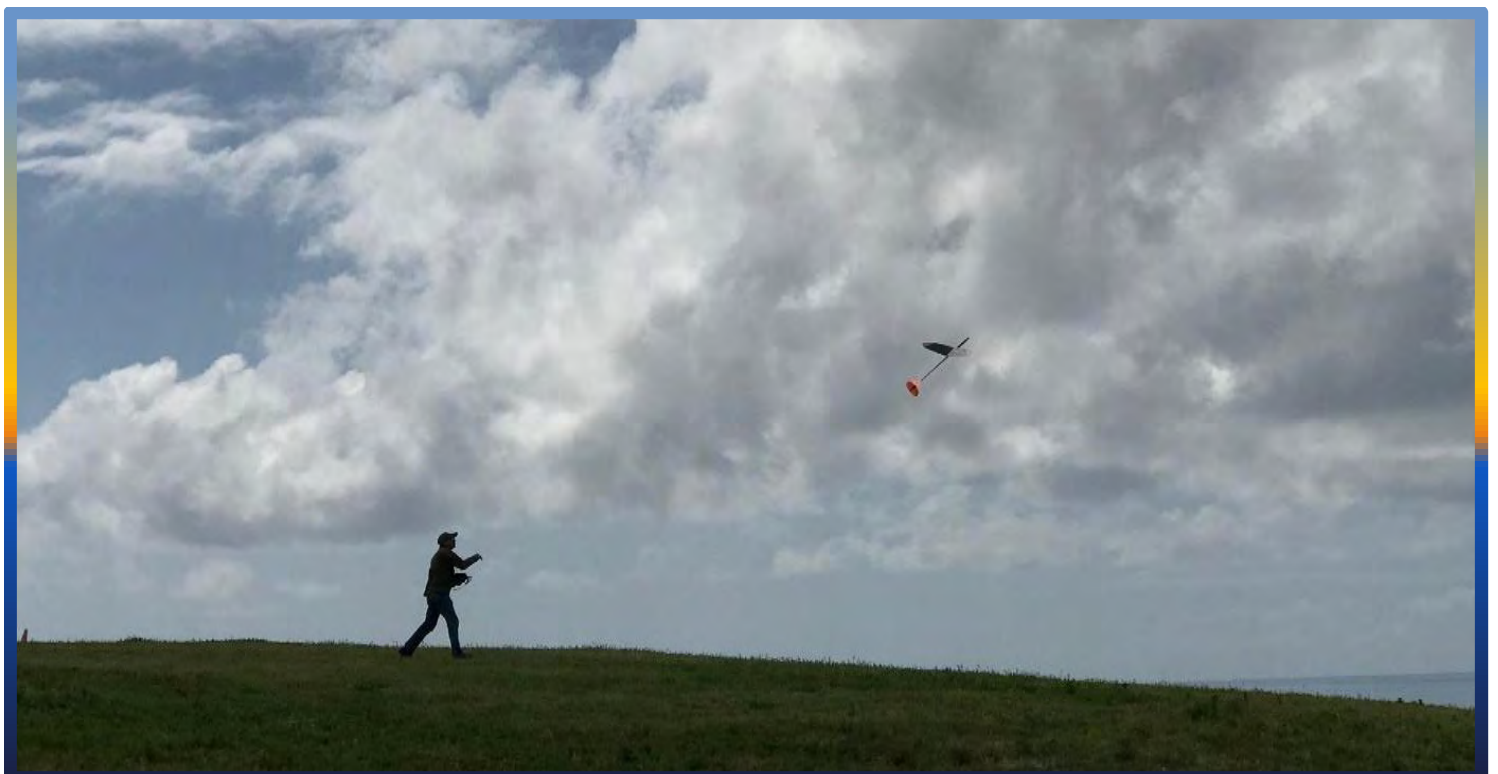


April Co-Winner – Chuck Slopedaddy" Erdahl launching his 3m Ascot F3F at Bill's Hill (Ian Cummings photo)

## Photo of the Month Contest (continued)



April Co-Winner – Ray Pili's Pitbull over Torrey (Greg Houck photo)



May Co-Winner – Veep Ian Cummings and his DLG on a calm Torrey day (David Fierro photo)

## Photo of the Month Contest (continued)



May Co-Winner – Prez Craig Hanson landing his Shadow at Blossom (Roxy Hanson photo).



June Winner – BD-5 "landing" at Cajon (Dave Arnold photo)



## Photo of the Month Contest (continued)



Jim B. speed run at Lake Hodges (Tom Drake photo)

## Photo of the Month Contest (continued)



Matin Taraz flying his Mini Vision at Torrey (Greg Houck photo)



Brian Laird launching Phil's Zephyr at Cajon Fake Fest (Matin Taraz photo)

Photo of the Month Contest (continued)



Joe Cormier's BD-5 at Cajon Fake Fest (Greg Houck photo)



Zero flyby at Cajon Fake Fest (Greg Houck photo)

## Photo of the Month Contest (continued)



Thunderbolt over Cajon (Greg Houck photo)



Mike Franzen launching Joe's Zephyr at Cajon Fake Fest (Dave Arnold photo)

## Photo of the Month Contest (continued)



July/August (Summer) Winner – Tucano landing at Cajon Fake Fest (Greg Houck photo)

## Club Officers and Contact Information

President	Craig Hanson	<a href="mailto:TPGulls@gmail.com">TPGulls@gmail.com</a>
Vice-President	Ian Cummings	<a href="mailto:icummings@earthlink.net">icummings@earthlink.net</a>
Past President	Craig Hanson	<a href="mailto:craighanson1256@gmail.com">craighanson1256@gmail.com</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	Tom Watson	<a href="mailto:tewatson60@outlook.com">tewatson60@outlook.com</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>
Membership Chair	Cliff Hunter	<a href="mailto:cfhunter@att.net">cfhunter@att.net</a>
Winchmaster	To be filled	
F3K Coordinator	Chuck Norris	<a href="mailto:chuck@cnorris.com">chuck@cnorris.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)	Mark Baldacchino	<a href="mailto:mbaldacchino@san.rr.com">mbaldacchino@san.rr.com</a>

### Executive Officers



Craig Hanson



Ian Cummings



Dale Gottdank



Don Lochhead



Tom Watson



Mark Baldacchino



Cliff Hunter



## Quote of the Month:

*“Smell the sea, and feel the sky. Let your soul and spirit fly.”*

*~ Van Morrison*



Torrey Sunset (Marty Dine photo)



To all interested RC Flyers:

Keith Finkenbiner has retired from Radio Control flying. Over the years, Keith has collected equipment used to make and fly Radio Control planes.

The following equipment and items are "FOR SALE". Don't miss out purchasing as many items as you would like. All sales will be final and the preferred payment is cash, no PayPal and no shipping of items.

Please call Cliff Hunter @ 760-703-4497. Details for pick up and payment can be worked out.

Please do not disturb Keith. Thank you!



\$175

## Night Radian

### New in box Bind-n-Fly ready

- Flite Test crew approved including their exclusive trim scheme design
- Integrated high-visibility LED lights feature 100+ color, sequence and timing combinations
- Fully-molded horizontal tail for improved durability, performance and LED integration
- Transparent canopy hatch is magnetic to offer easy battery compartment access
- Bolt-on, two-piece wing with carbon-fiber wing joiner rigidity
- 30A ESC plus a high-power brushless motor with folding prop
- Lightweight and durable composite reinforced EPO construction
- No glue required for assembly—can be ready to fly in less time than it takes to charge a battery

Not included:

- Full-range, 4+ Channel transmitter and receiver
  - 1300–2200mAh 3S LiPo flight battery
  - Compatible LiPo charger

Contact:

Cliff Hunter 760-703-4497





\$100.00

Radian Pro  
All servos installed ready to fly  
30 Amp Pro SB brushless ESC, AR  
7600 receiver  
3S 11.1 V 2200 mAh Battery

Previous owner:  
Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$85.00

Bike stand for plane, adjustable in  
all directions

Previous owner:  
Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497

Plane not included!



\$35/each

Wing Bags (3 available)

Previous owner:  
Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$100

SporTube - New

Previous owner:  
Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$200

DX9 used radio 9 channel DSMX Telemetry System with case

Previous owner:  
Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$300. 00

DX18 Channel DSMX Telemetry system, manual, charger and JR DSM metal carrying case

Previous owner Keith  
Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$250

JR 9303 2.4 GHz 9 channel computer radio and transmitter with Pelican 1450 case.

Previous owner Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$250

JR 9303 2.4 GHz 9 channel computer radio and transmitter with case

Previous owner Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$10/each

RC Radio Cases (3 available)

Previous owner:  
Keith Finkenbiner

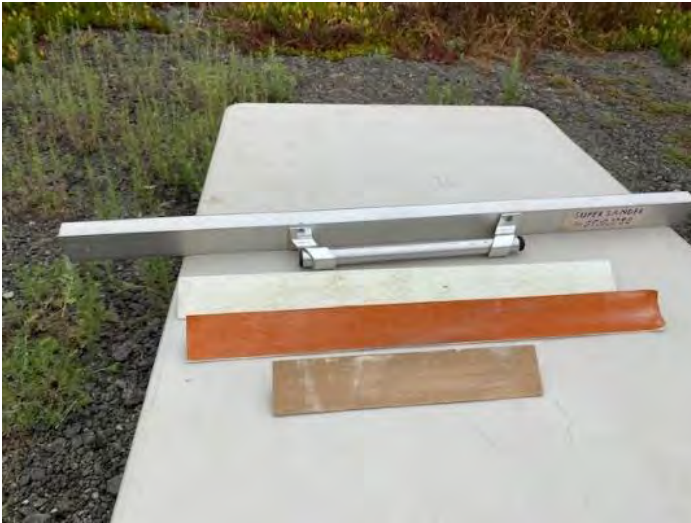
Contact:  
Cliff Hunter 760-703-4497



\$5/each

Model Incidence Meters  
Previous owner Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$25 for all four

Sanding Blocks

- (1) 11"
- (2) 22"
- (1) 38"

Previous owner Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$25/each

Lift-n-Lok flight box  
2 available

Previous owner:  
Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$200

Blade 350 QX bind and fly

Previous owner:  
Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$40

Makita Impact Drill 12v with  
charger and 2 batteries in case  
(New)

Previous owner Keith  
Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$40

Makita Drill 12v with charger and 2 batteries in case (New)

Previous owner Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$40

Craftsman Drill 12v with charger and 1 battery in case (New)

Previous owner Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497





\$20

12 Volt Multifunction tool

Previous owner Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$20

12 Volt mini drill with 60PC accessories (New)

Previous owner Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$5

Hole Saw in Case

Previous owner Keith  
Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$15

Drill Doctor in Case

Previous owner Keith  
Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$15

Craftsman wench and socket set in case

Previous owner Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497



\$10

25 foot extension cord I case

Previous owner Keith Finkenbiner

Contact:  
Cliff Hunter 760-703-4497