



GULL WINGS NEWSLETTER

Torrey Pines Gulls Radio Control Soaring Society (TPG)

AMA Charter Club 129

Website: www.torreypinesgulls.org

Editor – Dale Gottdank

Message from the President

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Ian Cummings

This will be my last letter as your TPG President. It's time for me to move on, so I hope one of you will consider filling the position of either President or VP. If you have an interest in serving on the board, please contact [Dale Gottdank](mailto:dale.gottdank@torreypinesgulls.org) to get your name on the ballot at the holiday party where votes will be tallied.

As you may already know, the FAA plans to begin implementing Remote ID regulations in September 2023. In a nutshell, you will be required to have a remote ID broadcast module on any plane weighing more than 250 grams, with the exception of flight operations within an FAA-Recognized Identification Area (FRIA). Applications to the FAA for FRIA status will be accepted from FAA-recognized Community-Based Organizations (CBOs). The Academy of Model Aeronautics (AMA) has just been officially named as the first FAA-recognized CBO and will begin applying on our behalf for FRIA status. We expect all three TPG flying sites to be granted FRIA status and will keep you posted on the progress. This is yet another reminder of the value and importance of your TPG and AMA memberships. It's that time of year, so please make sure you renew your membership for 2023. Here's the link: [TPG Membership](http://www.torreypinesgulls.org/membership).

Message from the President (continued)

I want to take this moment to thank the dedicated Club Officers (see page 37) for all of their work throughout the year. There are many tasks that need to be handled in order to keep an organization like this running, and this group of guys makes sure the tasks get completed, day after day and year after year. Many of the officers have served selflessly for many years, making sure funds are accounted for, events get organized, communications carried out, policies are established, web page is updated, etc., etc. The list goes on. Special recognition goes out to Dale Gottdank, who tirelessly handles three jobs: Secretary, Communications Officer, and Newsletter Editor. Thanks guys!

And lastly, please submit your RSVP for this year's holiday party scheduled for Sunday, Dec 11. There is no charge for members, but we need a head count for ordering food. If you're not on the RSVP list, you may not get fed. See details on page 3 below.

Happy Landings,

Ian



Brad Lang's Super Hawk over Torrey (Aaron Wallace photo)



It's That Time Again Gulls!

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

No cover charge

Food will be provided by

Phil's BBQ

There will also be a vintage RC kit free raffle prize!

Bring a dozen holiday themed cookies to share for dessert.

Doors open at *4:00 pm*, and we'll kick off the 2022 annual meeting and awards presentations sometime after *5 pm*.

Please RSVP by December 4

to vp@torreypinesgulls.org so we can give our host a head count.

Hope to see you there!

Bob Hirsch
Torrey Pines Gulls
2022 Vice President



TPG December/January Events

DATE	EVENT	COMMENTS
December 11	Torrey Pines Gulls Holiday Party	AleSmith Brewing Company 9990 AleSmith Ct, San Diego, CA 92126
January 7	January Kickoff Fun Fly – Bring What You Have!	Torrey Pines Gliderport No Contest Registration Required Fun Fly!
January 8	F5J Contest	Encinitas Flight Center Register on F3X Vault
January 14	DLG Contest	Poway Flight Center Register on F3X Vault



George's Strega flyby (Marty Dine photo)

Club Meetings, Contests and Activities

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

Our club meetings are currently conducted via Zoom, so it's really easy to join in, chat with flying buddies and hear a great presentation about RC soaring and related topics...**and don't forget** our monthly raffle!

Our last meeting, on October 25th, featured Corky Miller of [Sonoran Laser Art](#) and Larry Jolly sharing some of their knowledge and experience about F3RES, the new FAI class "F3L" that utilizes 2 Meter - Light Weight - Bungee launch - RES gliders. It was a fun meeting, with lots of questions and input from attendees and garnered some real interest in this new FAI Class.

Also, congratulations to Paul Nibecker, winner of the free raffle prize; a vintage Dodgson Designs Todi Kit!

Our next meeting will be the Annual Holiday Party on Sunday, December 11th at the AleSmith Brewing Co. **in person!** Don't miss it!

Be on the lookout for upcoming meeting 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!

November Issue highlights include:

- [Holiday Party Announcement!](#)
- [What is LSF? League of Silent Flight Explained by Gary Fogel](#)
- [USA F5J Team Selects by Mike Smith and Tom Kiesling](#)
- [2010 Modeler of the Year John Bruner by Gary Fogel](#)
- [Photo of the Year Winner](#)

Please send in your articles or photos (communications@torreypinesgulls.org) 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. Photos should be in their original, high-resolution format. The newsletter can be found on the Torrey Pines Gulls website at <http://www.torreypinesgulls.org>.

News from the Slope – Mark Baldacchino, Slope Coordinator



Bob Hirsch for
Mark Baldacchino

There is not a lot to report this time, and in some ways that's a good thing as tension between RC pilots and PG pilots continues to ease up.

PG instructors have been better about stressing the safety rules to their students and communications in general have improved. Having a spotter or two when we fly has made a difference, let's continue to do this for everyone's safety.

For this month's glider that maidenied at Torrey, I present Mark Baldacchino's "built from plans" Aquila. Every rib, every piece was hand cut and beautifully finished. You can imagine what a sight it was in the air with the sun coming through the transparent covering. Congratulations Mark, well done!



Mark with his scratch-built Aquila.

News from the Slope (continued)

Here's our schedule of fun fly events for 2023. We hope to see you at the slope next year!

TPG Gliderport Schedule for 2023

January 7 th	2023 Kickoff Event – Bring what you have.
February 11 th	Fly 'n Swap – A Day to Fly + Swap Meet. Clean out your garage and make room for more birds.
March 11 th	Scale Planes – Both TPG and TPSSS Fun Fly Day
April 15 th	Old School Vintage/Classic Woodies – BOTs, Olys, Sagittas...whatever is built-up wood
May 13 th	Foamies – Ahis, Alulas, Ka-8's, Radians...If it's foam, this is your day!
June 3 rd	11 th Annual Katie Martin International Tribute. A Bob Martin event for mostly Hobie Hawks: RCGroups
June 10 th	Landing Strip Contest – Get closest to the pin. Ribbons for 1 st , 2 nd and 3 rd
July 8 th	Aerobatics Day – TWF/PWF...Jesters, Ahis, Shrikes; whatever turns on a dime
August 12 th	Fly 'n Swap Again! – A Day to Fly + Swap Meet. Clean out your garage and make room for more birds.
September 9 th	Old School Vintage/Classic Woodies Again! – BOTs, Olys, Sagittas...whatever is built-up wood
October 21 st	Redman Rules & Landing Contest – Ribbons for 1 st , 2 nd and 3 rd . For the uninitiated, Redman Rules involve beer can bowling and limbo line.
November 25 th	No Shopping Saturday – A couple of days after Thanksgiving to get out of the house

That's all for this month, see you all in the air and please fly safe!

Blue skies,

Bob Hirsch
TPG Vice President

November F5J Contest Report – Steve Condon, CD

Soaring conditions on Sunday the 13th were perfect for F5J competition. There were low-level thermals forming, but many were underdeveloped and required quite a bit of finesse to work while weak, and patience for them to break loose (or not) and gain real altitude (or land early!). Because there was a 2-day F5J contest happening on this weekend up in Perris, we had a modest 6-pilot group which allowed us to fly 6 rounds and be done around noon. Most of this group has known each other for about three decades so there was some lively banter and great flying camaraderie. It was a low-key time that was super fun!

As I mentioned, the conditions were a bit tricky and the scores reflect this. If you look at the point spread on a round by round basis, you can see the serious carnage that happened. There was not a lot of middle ground for most of us, except for the one pilot able to hang consistent on all 6 flights. Our old pal Arthur finished the contest with a blue ribbon and no round with less than a 935. Well done, Arthur!!



Setting up for the contest (Bob Hirsch photo)



Tom Watson's Ultima 2 (Bob Hirsch photo)

The F3XVault scores are shown on the next page.







The 5J schedule is out for 2023, so if you have a plane for this task, the experienced pilots will be happy to assist you. I hope you'll plan to come join the fun.

Happy Holidays everyone!!

Steve Condon

November F5J Contest Report – Steve Condon, CD

Rounds (1-6)

#	Pilot Name	Total	Diff	Completed Rounds (1 Drop In Effect)						Sub	Drop	Pen	Percent
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6				
1	6 Arthur Markiewicz 	4943.36		935.00	1000	998.23	962.87	982.26	1000	5878.44	935.08		100.00%
2	4 Mike Smith 	4532.72	-410.64	1000	951.58	556.99	1000	1000	581.14	5089.71	556.99		91.69%
3	1 Tom Watson 	4516.04	-16.68	572.18	1000	1000	279.66	978.89	964.97	4789.70	273.66		91.36%
4	3 Steve Condon 	4456.22	-59.82	705.99	750.23	1000	1000	1000	930.92	4787.14	330.92		90.15%
5	2 Dale Osborn 	4342.06	-114.16	813.14	660.21	983.17	295.38	885.54	1000	4637.44	295.38		87.84%
6	10 Don van gundy 	1000.00	-3342.06	1000	0.00	0.00	0.00	0.00	0.00	1000.00			20.23%



Launching my Vixen 2 Cross-Tail (Bob Hirsch photo)



Winner, Arthur Markiewicz's Vinco, Tom Watson's Ultima 2 and my Vixen 2 (Bob Hirsch photo)

November DLG Contest Report – Chuck Norris, CD

The November F3K contest wrapped up the 2023 F3K series, with eight pilots attending. We flew six rounds with two groups of four pilots each. This meant everyone was either flying or timing for every flight group, but we added extra time between groups to give people a little time to enter scores, prepare airplanes, and visit. The forecast was for Santa Ana winds in the morning, but fortunately they held off until later in the day.

The day started off with soft lift that built over the first couple of rounds, but by round 3 became variable enough that scores started to spread out a bit. Then, by the last round (Poker) conditions were very tough with most people making conservative declarations. Group A saw good lift develop in the second half of the window, and three of us made successful “End of Window” calls, but by the time group B flew, that reliable thermal had gone and none appeared to take its place.

All in all, it was a very enjoyable contest. There was one midair with no damage, and one pilot (me) who had to make an emergency repair on their launch peg, but everyone took their planes home in one piece, and I think everyone had a good time. The F3KVault scores are below.

Thanks everyone who participated in F3K this year! Come to the holiday party to see who won the 2022 F3K Series awards (and enjoy some Phil's BBQ)!

Preliminary Overall Standings

Rounds (1-6)

#	Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)					
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	1 Mengchen Li 🇨🇳	5884.55		896.95	1000	1000	1000	987.60	1000
2	3 Chuck Norris 🇺🇸	5553.91	-330.64	801.41	1000	1000	1000	1000	752.50
3	5 Gary Fogel 🇺🇸	5177.15	-376.76	1000	1000	971.22	649.34	1000	556.59
4	8 John McNeil 🇺🇸	4722.04	-455.11	1000	1000	927.81	228.74	1000	565.49
5	4 Justin Tolman 🇺🇸	4696.47	-25.57	965.27	1000	963.14	469.86	998.20	300.00
6	2 Clifford Hunter 🇺🇸	4377.72	-318.75	682.88	802.50	813.84	299.65	778.85	1000
7	7 Dale Osborn 🇺🇸	3367.69	-1010.03	551.07	450.63	715.13	133.08	517.78	1000
8	6 Don Lochhead 🇺🇸	3316.55	-51.14	566.61	675.00	650.25	328.39	396.30	700.00

USA F5J Team Selects – Mike Smith

Silent Wings Ranch, SWSS Club Field in Maricopa, AZ
Oct. 28-30, 2022

I was never 'planning' to compete for a place on the 2023 US F5J Team. Really. I hadn't even considered entering the contest until about 2 weeks before the event.

Going back about a year...

My buddies over in Germany and Lithuania designed a new F5J model called the Cobalt. It was a super cool glider that featured a very thin airfoil. Great L/D and penetration was the promise of the thin wing, but what about thermalling and minimum sink performance? To counter the negative aspects of the reduced lift of a thin airfoil, they teamed up with Philip Kolb and designed an articulated flap system that offered a camber system that more closely created a curve to the airfoil than just a kink at the flap line. The theory is that with the reduced drag from a lower deflection angle over two hinge lines the uber-thin wing could be made to fly like a thick high camber airfoil without the huge drag penalty of the same camber setting across one hinge. That was the theory. I had high hopes. And Stream Team does magnificent work, so I said sure, I'll buy one. Then the shop burned down! There was lots of damage, but after some time, news arrived that the Cobalt molds had survived. Oh, and it's not called the Cobalt any more. It's now called the Phoenix. PhoenixDF for double flap...Phew! It will rise from the ashes. After a few months, I got notice that a box was headed for SoCal.



F5J Team Select Graphic painted on the grass, NFL style (Mike Smith photo)

It arrived. It sat on the shelf while I played around with the big gliders. Then it sat some more. Then I built it, finally. I maiden'd it. Flew it a few more times the following weekend, then took it with me to the Fall Aerotow in Visalia. I tested this newfangled double flap to see if the minimum sink performance was noticeably better. I honestly couldn't tell in the 2-3 flights I made that weekend if it was working. This is all happening around the first of October. I felt like it was going to be a fun glider to fly, but I was uncertain as to the effectiveness of the flap system. Also, as an early production model, my glider came in at an all-up weight of 50.8 oz. Not a light weight by today's examples of 36 oz Plus Xs. It needed to be tested against other gliders and other pilots, so I thought, what better way to test the glider than in a competition, and what better competition than the Team Selects. Flying over 3 days against the nation's best with a real prize on the line. I knew they would all be sharp and flying with their best tactics and their "A" game. So, I signed up.

USA F5J Team Selects – Mike Smith (continued)



Mike's Concept PhoenixDF (Mike Smith photo)

I know, this is supposed to be an article about the team selects, but I think it's important to note why I decided to go. OK, on to the contest.

The Silent Wings Ranch is a field purchased by Justin Rizer for the sole purpose of flying RC Gliders. All types and sizes of RC gliders. Hand launch, F3Res, F3J, F5J, and Aerotow/GPS racing gliders at 1/3 and 40% scale. It sits in the desert to the west of Maricopa, quite close to Estrella Glider Port. All sorts of weather conditions can occur at this field. The flying field is all grass and is super friendly to landing 5J models. There could not have been a better venue chosen for this competition.



PhoenixDF float mode camber setting... +/- 15 mm measured at the root (Mike Smith photo)

USA F5J Team Selects – Mike Smith (continued)

60 pilots registered for this competition! It would be one of the biggest team selection contests ever, if not single biggest. Practice day, Thursday, provided some very nice temperatures and some calm winds. It was perfect for trimming and tuning and practicing low level thermalling. Morning thermals actually started showing around 9am. Some very light low-level lift was present. Everyone was having a good time and were being very smart about not flying if the sky was too crowded. I didn't notice any crashes, so everyone had their full fleet going into the start of the comp. Of note was that the motor restart rule was set to not allow restarts at all. I was very happy to know that, since that is the way the contest will be run at the World Champs; not being able to restart your motor after trying and failing to find lift in an area and at an altitude that won't allow for a glide back to landing spot. Being able to restart a motor on a glider after not finding lift changes the soaring mindset for this event in a big way...but don't get me started. Note that I mentioned the weather on practice day was perfect...



North side pits at sunrise (Mike Smith photo)

Competition day one opened and the wind arrived. With wind in the morning and no known thermal conditions, the first round was a launch high enough to make 10 minutes without lift and try to avoid sink kind of round. The first group showed the way and set the flight plan for the next groups. Some lift in the form of a light wave was found and guys started trying to launch low, but still make contact with that lift. 5J is an event where one has to know how fast one's glider climbs so as to be able to climb to a target altitude consistently. Consistent estimates of altitude by pilot judgement are just not accurate. Many pilots were able to fly out

USA F5J Team Selects – Mike Smith (continued)

the max time in those conditions, so that meant we couldn't make any mistakes. There were up to 12 pilots in each group. So, if your strategy involved scanning the pilots in your group to try and determine what chance you had to win against them was not at all advisable. Anyone in the group could pull out a max from a low launch, so flying just a tad bit on the conservative side was a good idea. If conditions dropped a thermal right in front of you at 30 meters, sure, take it. To set out to launch low in any round without a clear thermal or worse yet, if what you thought was a clear thermal vanished, you were going to land early. Silver lining, at least the landing pattern would be clear for you. It's a real bummer to be sitting in the pits 2 minutes into your group, watching 11 other pilots climb in a thermal they caught where you weren't. Leaving yourself with options was so important, even if it was one or two options from an otherwise too low launch; not being the lowest guy every time has its own rewards. Remember, contestants only get to drop one bad score, so having two low scores makes it really tough to recover from. In fact, all you can do at that point is not lose any more and hope that others have a worse 2nd bad flight than you. It's a helpless feeling for sure.



Gavin Trussel digging around in his glider with an iX20 beard

As I recall, the wind stayed around for most of the day, dying down later in the afternoon for the last few groups. By the end of the first day, after the drop applied at round 5, the top ten spots saw all of the hot regulars doing pretty well. I was sitting pretty after applying the drop for a round where I got beat by Mr. Wurts by about 30 seconds. By round 5, the air started developing and launches got lower. Lowest launch in round 5 was by Charlie Morris in Group 5, 37 meters.

USA F5J Team Selects – Mike Smith (continued)

Day two was a little nicer. The forecast did not include wind. At least the one source said no wind, but they were wrong. More wind, same strategy. But the wind died sooner and allowed for some more aggressive launches. Lowest launch on day two was in round group 2 at 32 meters by Mr. Wurts. By this group it was clear the conditions had turned. Many, maybe a majority, of the launches were below 100 meters. By round 12 most every pilot in the group was launching to around 50 meters.

Day three weather was superb. The minimum flight time was increased to 15 minutes. High launches were the thing until thermals started popping. Group 5 had some low launchers getting all their times, with Joe Dougherty getting 15 minutes starting from a height of 27 meters! The next lowest launcher to Joe was Steve Wilcox at 63 meters. That is quite the disparity. By rounds 15 and 16, the leaders were being very careful and taking a little higher launches than others trying to make up ground. Jon Butler, Joe Dougherty and Randy West launched at 30 meters or lower with the next lowest launch being nearly 50 meters. Round 16 saw the wind switch around and made for some rather interesting groups. I timed for Tom Kiesling in group 2, and man did he end up way downwind and low. He started to glide back to the field from a too-low altitude, when he ran smack dab into a nice thermal. If you have ever seen Tom fly, he can usually be found as the dude that is furthest away from the field and usually all by himself. This was one of those quintessentially Kiesling flights. That thermal turned out to be a very nice one and he climbed out to an even tinier speck before he started back to the landing zone. Tom flew very strong over the course of the competition. Flying his own-design T-tailed models. Very unique, and he made them look very nice in the air.

The contest finished with me taking the top spot (the plane worked fantastically), with Joe Wurts in 2nd (isn't he from NZ these days?) and Tom Kiesling rounding out the team in 3rd. Actually, the team must include at least the first alternate team pilot, which is 4th place, Jim McCarthy. Great flying all 3 days by everyone, which featured many low saves, some from about 20 feet. There was one flight where John Hoff landed his newly modified folding wing Volo after a mid-thermal love tap broke his tip joiner, but not all the way through. He brought it in for a very nicely controlled landing, close to his landing zone. Not sure if he got points...

The gliders flown included all of the usual suspects: Explorers, Q4s, Volos, Plus Xs, Voyagers, Prestige 2PKs, Ultimas, Ultima 2s, and many others. I think the most represented model there might have been the Plus X. It seemed like every round had multiple Plus Xs locked and loaded. There were two PhoenixDFs. Charlie Morris flew his for a few rounds. His is the first flying Phoenix in the US. I flew my Phoenix for every round. I did not have any ballast provisions, so it flew at 50.8 oz in the wind and in the calm. Float mode is an extreme camber mode I set up and practiced with on Thursday. Camber measures about 15mm at the root trailing edge! It slows the glider down, allowing me to keep in in the core of tiny light, low-lever thermals. I fell in love with float mode on Thursday, and it saved my bacon in one round where Tim Traver was calling for me. I was battling to climb in some puff on the downwind edge of the field. Tim, air caller extraordinaire, kept me apprised of a thermal he thought, might be developing over the upwind edge of the thermal. I was maintaining, but nothing was developing. Finally, my luck ran out and I had to move toward us and that 'maybe' thermal Tim was watching. I was at about 20 ft by then, right about at the end of the landing tape and I felt a little lift. I turned

USA F5J Team Selects – Mike Smith (continued)

immediately and popped it into float mode. Tim was right. There was a thermal developing there and it was right where I needed it most. Tim, I really owe that one to you.

Things I've taken away from this Team Selects are the pilot skills have really increased. Blame/Credit that to the US F5J tour. Warren Day is now the Commandant of the Tour. Your own Torrey Pines Gulls 5J contest series is also very competitive, yet fun for all; a great event to come out to no matter what your skills are. There is no better way to learn than to compete.



The final podium. Tom Kiesling 3rd, Joe Wurts 2nd, Mike Smith 1st

SWSS served us lunch each day. Pizza, sandwiches, and a taco truck. We did not stop the competition to eat, so everyone had to pick their time to fuel up carefully so as to not miss their group or that of the pilot they had committed to time for. The whole event ran very smoothly. Hats off to Justin and the whole SWSS crew; fantastic job! Full scores and metrics are posted on the [F3XVault](#).

Super fun; please make plans to come out and fly some F5J. Even the foamy Radian events are fun and challenging. Check out the TPG calendar.

Best wishes,

Mike

Check out a few more photos on the following pages

USA F5J Team Selects – Mike Smith (continued)



Jeff Carr, Jim McCarthy, Gavin Trussel, John Armstrong, John Hoff and a few other guys hanging out at the north end patio pavilion, Silent Wings Ranch (Mike Smith photo)



SpaceX launch as seen from the SWSS Team Select Field (Mike Smith photo)

USA F5J Team Selects – Mike Smith (continued)



Jet contrails at sunrise (Mike Smith photo)



Another shot of the SpaceX launch (Mike Smith photo)

USA F5J Team Selects – Tom Kiesling

My journey to the US F5J team selection began early last summer. From the incarnation of the event, it was clear that it was the revolutionary change that thermal duration competition needed. I watched with interest as new models were developed and the event exploded into one of the more popular disciplines. However, I refrained from participating and focused on flying F3B. With the pandemic, an opportunity presented itself with down time from F3B freeing up time to build my own F5J model. Building my own molded model had been on my list of things to do since 2004. In 2006 I got as far as buying a CNC router and a house for it to go into. By then, European F3J models were getting down to the target weights I was interested in and motivation for making my own model waned. Then I met my wife and moved to California and building a molded model got pushed aside until last summer.

As a motivator to get my model built, I promised myself that I wouldn't fly in any F5J events until it was complete. First flights happened in October of 2021. First contest was a TPG club event. First Tour event was the December event at the Ranch. This was my first experience at the Ranch, and after first arriving, it was clear that it is a special place created with a lot of hard work and vision. It was clear that I had a lot to learn, but this contest provided incentive to prepare for the TS. It was clear my model was competitive enough even though heavy. Next steps were to build some lighter models and go to a bunch of contests to get myself up to speed as quickly as I could without going completely overboard.



A couple of my F5J ships. The one on the left was flown a bit at the Team Selects, but wasn't my main entry.

USA F5J Team Selects – Tom Kiesling (continued)



Another of my F5J models. This one was entered, but not flown, in the Team Selects

Determining how much time and effort to put into preparing for a team selection is an interesting calculus. F5J has a relatively high standard deviation relative to other soaring disciplines. Evaluating the point of diminishing returns is something that is different for everyone. Prior to the TS I was able to fly two events at the Ranch. This was enough to learn the conditions there would be challenging and likely wouldn't come down to a low launch event. I felt my lightest model at 46.8 ounces was light enough that building a lighter model for the TS would not be time well spent. Several practice sessions prior to the TS, I set my ARMT to FAI mode and focused on getting 10 minutes every flight with high confidence rather than the lowest altitude possible. Landing practice I only focused enough to get within a few seconds. Spending effort trying to get the last second reliably was again something I didn't feel was worthwhile.

For the event itself, SWSS went all out to put on a world class event. This was one of the larger TS we've had in recent years, and it had a World Championship feel to it. The spray-painted logo on the grass hinted at a Super Bowl caliber event and left one wondering who would be performing at the half time show. The organization was superb, and the venue delivered. Conditions were challenging each day and made for great contest conditions.

USA F5J Team Selects – Tom Kiesling (continued)

With five groups, there was plenty of down time and enough spread that the TPG pilots and the F5Jinla pilots could work together for timing duty. Most rounds I was able to work with Tim Traver who has been my usual timer at most events. When Tim and I conflicted, Mike Smith, Warren Day, Josh Freund, John Butler, and Thomas Cooke were available to help. So, while there wasn't team protection, finding a familiar timer was never an issue making for a pleasant event.

One of the fun things about the nature of F5J is that altitude weighted scoring leads to last second saves or misses depending on how well you estimated the margin needed with your start height. For a high stakes TS, I tend on the conservative side. This typically meant launching 10 or 15 meters higher than what I estimated to be necessary. The conditions at the Ranch are tricky enough that this extra conservatism certainly paid off on several flights.

I won't go into the details of each flight but will talk about my drop and a few of the more memorable flights. I had back-to-back rounds in rounds 2 and 3. These were early on Friday – the windiest day of the contest. Round 2, I don't recall if the group didn't launch high enough to get into the wave lift that is typically present in the morning wind or if the wave just wasn't working. All the group got low early in the round, and many landed before 4 minutes. Tim Johnson and I found a low thermal at around 7 minutes. We were both low and a bit downwind. The wind was relatively strong, and our climb rate wasn't great in the choppy air. Tim and I were the last up and it became clear that whoever could land within 75 meters was going to win the round. Prior to this flight, I had seen someone land just inside 75 meters, so I knew exactly where I needed to get to land in bounds. I left the thermal when I felt I could still make the boundary and drove my model back to the 74-meter mark. Tim did a few more circles and landed out. It was an intense flight for just the second round. Before I had a chance to compose myself, I had to fly again in the next group. I launched relatively high, but the air was still not great. Tim Traver was my caller and he pointed out a bird that was in lift. I started to slowly head for it but didn't go all the way to it. Warren Day was already in the bird's air, and I didn't want to risk a midair if I didn't have to. I tried to connect on the upwind side of the thermal. I missed and tried to catch up to Warren, but it was too late. I was out the bottom and there wasn't anything to be done but land. Now I had my drop, and my hand was forced to take an even more conservative stance. The lesson learned was to take a breath and reset between back-to-back rounds.

Round 14 was a really fun flight, and it is on video! This was the second round of the last day. The wave wasn't strong, and the lift had just started to develop. I had taken a conservative launch but didn't really connect with much. Tim was my caller, and we were both looking for anyone that connected. With about 6 minutes to go in the 15-minute flight, we spotted Steve Wilcox Jr. in some nice air. He was in reach, but not very high. You can watch the sequence in the linked image on the following page. Tuan Le had a live feed of the event and was able to capture the details of this flight. Bob McGowan joined Junior and I for the last few minutes. Some of the passes were not as close as they looked in the video. I did my best to maintain clearance of everyone and recall only one pass that was closer than I'd like.

USA F5J Team Selects – Tom Kiesling (continued)



Screenshot of the round 14 video (click on the image to see the video <https://youtu.be/WBlVA3Yhbys?t=10388>)

My last flight was also a memorable one. I was in a reasonable position, but not so great that I could afford to go very high. Randy West was in my group, and he is known to go low. 4 or 5 of us had the same read. I launched to 70 meters and Randy launched to 36 meters. If I had my time and a landing, this delta would be fine. We all hooked up initially and things were looking okay. Quickly the initial thermal broke up or we lost contact. I found a few more pockets of lift, but nothing solid and was just drifting down wind. I wasn't very high and maybe a half mile out. Things were getting a bit desperate. Mike Smith was my caller, and he was watching Tim Traver and another pilot in an upwind thermal which was likely out of reach, but really my only fallback position. I started to head for their position knowing that there was a good chance I'd find something before I reached them (there was a lot of activity near where I was, but it wasn't easy to connect with it) or potentially land out – half the field had already landed early or landed out. As soon as I started upwind, I connected with the heart of the thermal I was trying to connect with. I was able to wrap it up in the core and establish a healthy climb rate. I stayed with that thermal until I got to a comfortable altitude about a mile out. I was able to cruise back at 5 minutes to go for an easy finish. Randy West didn't connect with the heart of the thermal until even later and had to make the 2-minute dash back to the field for a well-deserved 1000-point round. For me it was an exciting end to a challenging contest.

John Armstrong is a fantastic ambassador for the SWSS club and the soaring community in general. The selfless effort he puts in to make the event even better than it already was, is inspiring. From keeping us fed to keeping the road wet down for dust control to maintain happy neighbors as well as helping with tools and equipment, he goes above and beyond. Justin Rizer is equally outstanding in his efforts. He is the reason the Ranch exists. On top of providing and maintaining an amazing facility, he also volunteered to work the event as an official. Really a class act. All the SWSS club members that worked as officials and behind the scenes did a great job along with the CD, Sandy Smith. Longtime friend, Don Scegiel took on the role of the head jurist and made sure everything was by the book. This is a difficult thankless job that Don executed perfectly. Thanks to all – you make me proud to be a member of the US soaring community!

Sincerely,

Tom Kiesling

TPG History: The Trophy – Gary Fogel

This Month: John Bruner, 2010 Modeler of the Year



Once again, we come to a modeler who meant a lot to the Torrey Pines Gulls but for which I do not have a lot of information. I've tried without success to reach out to John, so I hope he's doing OK but I was unable to interview him for this article which is really a shame.

John joined the club sometime in the late 1970s. He mainly flew for the enjoyment of the hobby and camaraderie with friends and did not partake in too many contests. He was often found at Hourglass Field in Mira Mesa enjoying thermals from the winch on the weekends. As the Class B 2-meter category was then new on the scene, John became interested in it and began flying a Questor. Again, not being a contest sort of guy, he placed 12th out of 12 but had a good time with friends Frank Cox, Bob Peck, Larry Fogel, Roger Taylor, Alex Mladineo, and contest winner Al Doig. John also enjoyed flying an Olympic 650.

In 1979, John volunteered to assist as Newsletter Editor and also club photographer, and this continued into 1980. That same year, the first "2-meter World Cup Contest" was held at Lancaster, California. This was well attended by 50 contestants including Al Doig, Don Edberg, Rick Schrameck, Roger Taylor, Bob Torres, and Bob Worley. There was a lot of growth in 2-meter at that time. John helped do his part locally to encourage that enthusiasm. Under tough and cold conditions on January 19-20, 1980, TPGer Bob Torres flying his "Buteo" took first place with Don Edberg second by only 3.9 points flying a Sagitta 600.



TPG History: The Trophy (continued)

During 1980 as Editor, John took many different aliases in the list of the Board of Directors; sometimes calling himself Tony DeThermal. By mid-1980, Pepper Kay expressed interest in the role of Newsletter Editor and the job became his. I'm not sure what was going on for John such that his term was so limited.

In 1983, John volunteered to serve as Secretary for the Gulls. In those days the club still had its monthly meetings at the Aerospace Museum. But once again, by 1984 he was back to just having fun flying with the club. Throughout the 1980s, 1990s, and 2000s, John would appear every now and then at a contest or a fun fly, always keeping in touch with friends. He also enjoyed being a member of the Torrey Pines Scale Soaring Society for a time, flying with them at their thermal field in Rancho Penasquitos for weekly fun flies.

In the late 2000s the club was in dire need of a solid raffle chairman. The job was done so expertly for so many years by Ron Scharck and others to amass amazing prizes at each general meeting. It often felt like there were so many prizes that despite more than 80 people attending a meeting, a majority went home with something. The raffles and guest speakers became a main attraction, and the club needed someone to step up to continue it. John volunteered for this post in 2007. Assisted by Alan "Moose" Butler for periods, between 2007-2010 John really pushed hard to continue the excellence of the raffle. Month after month going to the hobby shops; with a TPG budget in mind, buying up stuff, advertising it in the newsletter, encouraging people to attend at the field, holding out some gems for the end of year holiday party, etc. It's a lot of work! As a result of all of this hard work, TPG decided in 2010 to honor John with the Modeler of the Year Award. He was definitely in the trenches helping to make the club meetings fun and exciting for all.



John Bruner with his 2-meter Airtronics Questor at Hourglass Field in 1978.

TPG History: The Trophy (continued)

John continued flying with the club through the 2010s but health issues made it harder to do so. It was a pleasure seeing him attend the 50th anniversary virtual party for TPG on zoom during the pandemic, however thereafter I've lost touch with him. John was one of those guys who was always behind the scenes doing what was needed for the club in a very friendly and happy way.



Don Edberg (left) and Roger Taylor (right) freezing while soaring at the first ever 2-meter World Cup in 1980 (Larry Fogel photo).



Don Edberg (left), Bob Torres (middle), Roger Taylor (right) watching Bob go waaaaaaay downwind during one of his flights at the 2-meter World Cup. Bob became the first champ for this series and TPG did well as a club!

Club Membership Update – Cliff Hunter



Cliff Hunter

Hello Gulls,

For the 2022 calendar year, the club membership was 134. **That is great news! With that said, it's time to renew your TPG Membership for calendar year 2023.** Please use the link below when joining as a new member or renewing an existing membership. Fill out the registration form completely and pay using PayPal, credit card or check. If you have not signed up for the TPG Google Group, you will be sent an individual email when becoming a member.

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

Membership Activity Summary as of November 21, 2022

The table below is a summary of lifetime members, new and renewed full members, and youth members; based on completed registration forms received from members.

2023 Membership Totals	
Date	11-21-2022
New Members	6
Renewal Members	29
Total new/renewal members for 2023	35

Membership Processing

Please use the link below when joining as a new member or renewing an existing membership. Fill out the registration form completely and pay using PayPal, credit card or check. Current members will receive a renewal notice using the TPG Google Group email process. If you have not signed up for the TPG Google Group, you will be sent an individual email.

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

All new and renewing members will receive a membership card and key (if requested, for Encinitas and Poway). The key provides access to the gates at our Encinitas and Poway flying sites. Members who fly at the Torrey Pines Gliderport and are Gliderport rated will receive a club lanyard from a club representative at the Gliderport. Members must wear the lanyard with the membership card attached when flying at the Gliderport, for safety reasons. Remember, you must have a current AMA membership to join TPG. To join AMA, follow this link: <https://join.modelaircraft.org/torreypinesgulls/>

Please contact me at: membership@torreypinesgulls.org if you have not received your membership materials or have any membership-related questions.

Club Membership Update (continued)

Annual Membership

TPG's membership period is January 1st through December 31st. Renewals begin November 1st of each year.

Club Dues are as follows:

- Full Members – \$60 per year
- Youth Members (19 years or younger) – \$5 per year
- Student Members (full-time) – \$30 per year
- Work Credit You will receive a credit of up to \$20 on your annual dues; \$10 per each half-day working at any TPG flying field. When filling out your registration form, there is a place to input your hours/credit.

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.

You can get more detailed information regarding your yearly membership benefits by using the following link: [Torrey Pines Gulls Membership Guide](#), which will provide answers to many of your questions regarding Torrey Pines Gulls activities. Also review the TPG Club Bylaws for more information at: [Club Bylaws](#)

Cliff Hunter

Membership Chairman

membership@torreypinesgulls.org

760-703-4497 cell

Sample Membership Card



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

Where We Fly – 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.



How We Compete

Thermal Duration / F5J Contest Series



Tom Watson

Thermal 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 2023 TPG TD & F5J contest schedule thread for the latest contest news:

<https://www.rcgroups.com/forums/showthread.php?4241075-2023-Torrey-Pines-Gulls-TD-F5J-contest-schedule>

or contact Tom Watson at thermal@torreypinesgulls.org

Hand Launch / DLG / F3K Contest Series



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/>

Also, be sure to subscribe to the RCGroups 2022 Torrey Pines Gulls DLG Contest/Clinic Series thread for the latest contest news when it's posted.

or contact Chuck Norris at dlg@torreypinesgulls.org

How We Compete (continued)

2022 F5J Fun Fly and Contest/Clinic Series



Don Lochhead

November 5th was the fourth and final event for the year. We started out calling this a foamy event because the Night Radian was (and continues to be) the most popular plane to fly. However, as the year progressed, we have been simply calling it an F5J Fun Fly because any glider under 2 meters that can be flown to the F5J rules as we apply them at Poway is welcome. In fact, our February event was won by Corky Miller flying his Yellow Jacket.

We configure the field with landing tapes and the sound system to get as close to full-up F5J flying as possible. To maximize everyone's time flying we reduce the flight window to 7 minutes.

If you have been thinking about getting into F5J, but weren't sure where to start, this is the event for you. Night Radians are not only affordable but also fly surprisingly well. In fact, they have even been known to be spotted at our regular F5J monthly contests.

Pilots meeting is at 8:45 with first up at 9 am. We typically fly five rounds of a 3-heat format finishing up by noon. The event is free to TPG members and \$5 for guests. We do ask everyone to pre-register on the F3X Vault so we know how many pilots to expect and can run the matrix ahead of time.

https://f3xvault.com/?action=event&function=event_view&event_id=2601

Also, keep an eye out for the 2023 TPG F5J Fun Fly thread on RCGroups so everyone can stay up to date on the events.

We are hoping that these events will help to introduce new pilots to what TPG has to offer.

See you at our next F5J Fun Fly on January 28, 2023!



What is LSF? – Gary Fogel



League of Silent Flight



Gary Fogel

The League of Silent Flight (LSF) <https://www.silentflight.org/> is the special interest group (SIG) representing RC soaring to the Academy of Model Aeronautics. LSF has its own lengthy and important history, having first been conceived of in Northern California over 50 years ago, and helps arrange the annual RC soaring Nationals at Muncie, Indiana each summer. Additional info on its history can be found here: <http://www.silentflight.org/images/documents/lfsstory.pdf>

In addition to this, LSF has two types of Soaring Accomplishment Programs (SAPs) that encourage personal skill development in the sport and are fun! There is an SAP that is strictly for RC soaring (the oldest and original SAP) and with the advent of electric launch methods, an eSAP was added more recently that duplicates the original SAP but with the use of electric motors for launch.

Each SAP consists of a series of five levels of achievement with increasing difficulty (Figure 1). The levels involve slope and thermal soaring, spot landings, cross-country flights and participation at contests. A pilot needs to achieve Level I before proceeding to Level II and so forth all the way up through Level V.

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

Fig. 1. The requirements for the LSF SAP and eSAP levels of achievement. (Source: <https://www.silentflight.org/index.php/lfs-program/lfs-tasks>)

The people who originated the program in the 1970s arranged it such that it was easy for novice pilots to attain Level I with minimum effort. However, as pilots proceed through intermediate levels, they have to attend contests (with increasing number of total contestants per contest to qualify) and accumulate points (and/or wins). For instance, for Level II a contest can be as few as five participants, whereas by Level IV the contest has to be at least 15 participants. This requirement helps drive interest in contests as they are crucial towards proceeding to the next level. Those interested in the LSF program help foster contest development.

What is LSF? – (continued)



Similarly, pilots who regularly hone their skills at contests generally improve in overall performance and over time, seek increasingly different and difficult tasks. By the time a pilot achieves Level IV, the Level V tasks can feel daunting. A 2-hour thermal duration flight. An 8-hour slope duration flight (some refer to this as the “bladder test”). A goal and return cross-country flight of 6.2 miles out and 6.2 miles back. Its longer than it seems. And Level V requires 3 contest wins at large contests over 20 participants. These days it can be hard to find contests of this size, and the requirement to win them really means the pilot has to be on the top of their game. It can take years or decades for a pilot to complete Level V. Some pilots never do complete Level V; in fact, only 138 people in the history of the program have done so.

So how do you get started? It's EASY. Firstly, go to:

<https://www.silentflight.org/index.php/lsf-program/lsf-tasks>

and print out a copy of the voucher form. Choose the path you wish (SAP and/or eSAP)

Bring the appropriate voucher with you to any of our many TPG events in 2023 and participate! If, for instance, you are flying in an F5J contest, each landing can be considered as a spot landing for the Level I and II requirements. Even the contest flights can have sufficient time to satisfy Level I requirements. Whenever you do make an achievement, have the contest director or your timer sign your form as a witness. We have Torrey Pines Gliderport (and other slopes) at our disposal – easy to get a 15 min slope flight with your buddies.

Once you've completed all of the Level I tasks, submit the completed voucher to LSF Secretary John Marien at john@ne-aero.com as a pdf scan or photo that clearly shows the witness signatures. 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.

A question then – who in the TPG has what LSF levels in SAP and eSAP? Well, we collect that information as a part of membership renewal. The Table on the following page provides the current LSF Levels for those who indicated so on their membership forms. This can (and should!) of course change over time.

Note that we have 10 members who are Level I. It doesn't take much for them to get to Level II. At the other end of the spectrum, we have 8 members who are Level IV. It's going to take some teamwork to get them to Level V. In between we have lots of pilots who can benefit by flying in our contests or getting out for some slope duration at Torrey, etc. If you aren't on the list and have achieved an LSF level, please let me know.

What is LSF? – (continued)



Last Name	First Name	SAP	eSAP
Blodgett	Edward	Level I	
Brooksby	Chris	Level I	
Butler	Alan "Moose"	Level I	
Hanson	Craig	Level I	
Houck	Greg	Level I	
Hunter	Cliff	Level I	
Lochhead	Donald	Level I	
McFarland	Dan	Level I	
Metzdorff	Eric	Level I	
Ungar	Kyle	Level I	
Cummings	Ian	Level II	
Cummins	Dan	Level II	
Hanson	Kirk	Level II	
McNeil	John	Level II	
Miller	Corky	Level II	
Pili	Ray	Level II	Level I
Redman	Mike	Level II	
Rozek	Dieter	Level II	
Kiesling	Thomas	Level III	
Norris	Charles	Level III	
Verzuh	Mike	Level III	
Ward	Les	Level III	
Warner	Garth	Level III	
Clerx	Ben	Level IV	Level I
Condon	Steve	Level IV	
Fogel	Gary	Level IV	Level II
Hall	Dave	Level IV	Level I
Schafer	Chris	Level IV	
Smith	Mike	Level IV	
Throop	Terry	Level IV	
Watson	Tom	Level IV	

How many Level increases can TPG members achieve in 2023 for either SAP or eSAP? Feel free to reach out to me or others on this list and they will be pleased to help recommend some strategies or serve as a witness if they can for your achievements. If there is interest, we could arrange special LSF days; however, at present, none are scheduled for 2023. Use our many contests and fun flies as a way to help advance in these programs. Just be sure to bring your vouchers and if necessary, arrange in advance for the proper number and type of witnesses so they can sign your form afterwards.

Want to find out more? Check out the LSF program at:

<https://www.silentflight.org/index.php>.

How We Connect – Google Groups

Don't forget to join



For all current and recently joined TPG members:

In order to maintain a line of communication among members, we have a TPG Google Group. Please make sure that our club Membership Chairman has your current email address. You can confirm this by contacting membership@torreypinesgulls.org. If you are not already a member of the TPG Google Group, you will be sent an invitation to join.

When you join as a member of the private TPG Google Group, the club will distribute notifications, newsletters, contest events and holiday party info, etc. This information will keep you informed of all club activities throughout the year. You **don't** need a Gmail address to participate in Google Groups, but you do need to be a member of TPG.



Google Groups provides a great way of communicating with one another. If you have any questions or concerns about almost anything having to do with flying, building, finding another club member, etc., you can post them on Google Groups. It also allows you to send links and attachments, just like regular email.

...and, very importantly, since all postings/emails are done through Google Groups, your actual email address is not visible when notifications are sent out to the club members. Also, only members of the group can post to the group, so joining the group does not add to your spam burden.

So, verify that the club has your correct email, make sure you receive an invitation to join Google Groups and sign up!

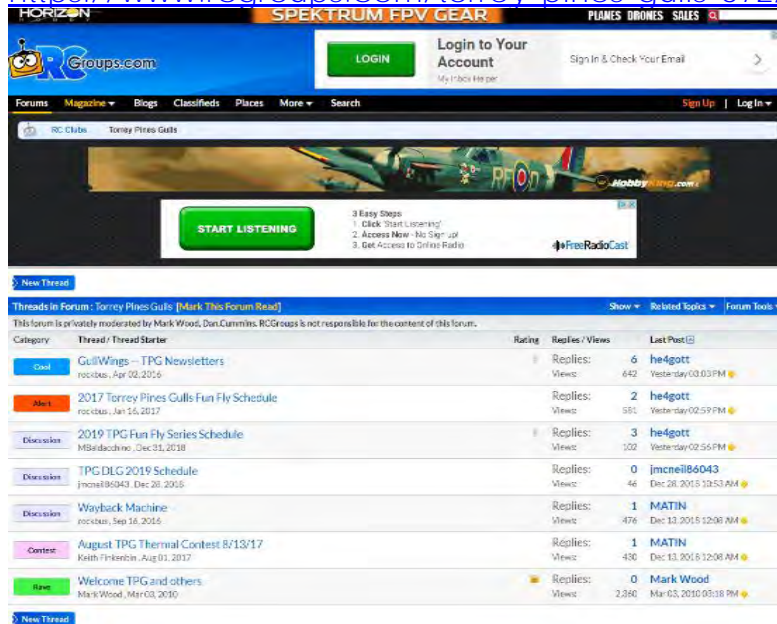
RCGroups – Torrey Pines Gulls Forum

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/>



The screenshot shows the RCGroups website interface. At the top, there are navigation links for 'FORUMS', 'MAGAZINE', 'BLOGS', 'CLASSIFIEDS', 'PLACES', and 'MORE'. A 'LOGIN' button is prominently displayed, along with a 'Sign Up' link. Below the navigation, there is a banner for 'START LISTENING' with a 'FreeRadioCast' logo. The main content area is titled 'Threads in Forum: Torrey Pines Gulls' and contains a table of forum threads.

Category	Thread / Thread Starter	Rating	Replies / Views	Last Post
Cool	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: 561	he4gott Yesterday 02:59 PM
Discussion	2019 TPG Fun Fly Series Schedule M8elbachne, Dec 31, 2018		Replies: 3 Views: 202	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 16, 2016		Replies: 1 Views: 476	MATIN Dec 13, 2018 12:08 AM
Contest	August TPG Thermal Contest 8/13/17 Keith Finbech, Aug 01, 2017		Replies: 1 Views: 430	MATIN Dec 13, 2018 12:08 AM
New	Welcome TPG and others Mark Wood, Mar 03, 2010		Replies: 0 Views: 2,240	Mark Wood Mar 03, 2010 03:18 PM

If you haven't yet joined RCGroups, click on the **Sign Up** link at the upper right and follow the instructions.

Once you've navigated to the Torrey Pines Gulls Forum, you can subscribe to the Forum or to any of the individual threads within the Forum.

To subscribe to the Forum, click the **Forum Tools** link and select "Subscribe to This Forum" from the dropdown menu. Then choose from the notification dropdown menu. If you want to subscribe to a specific thread, click to open the thread, and click the **Thread Tools** link. Select "Subscribe to This Thread" from the dropdown menu. Again, choose from the notification dropdown menu.

Unlike the 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?

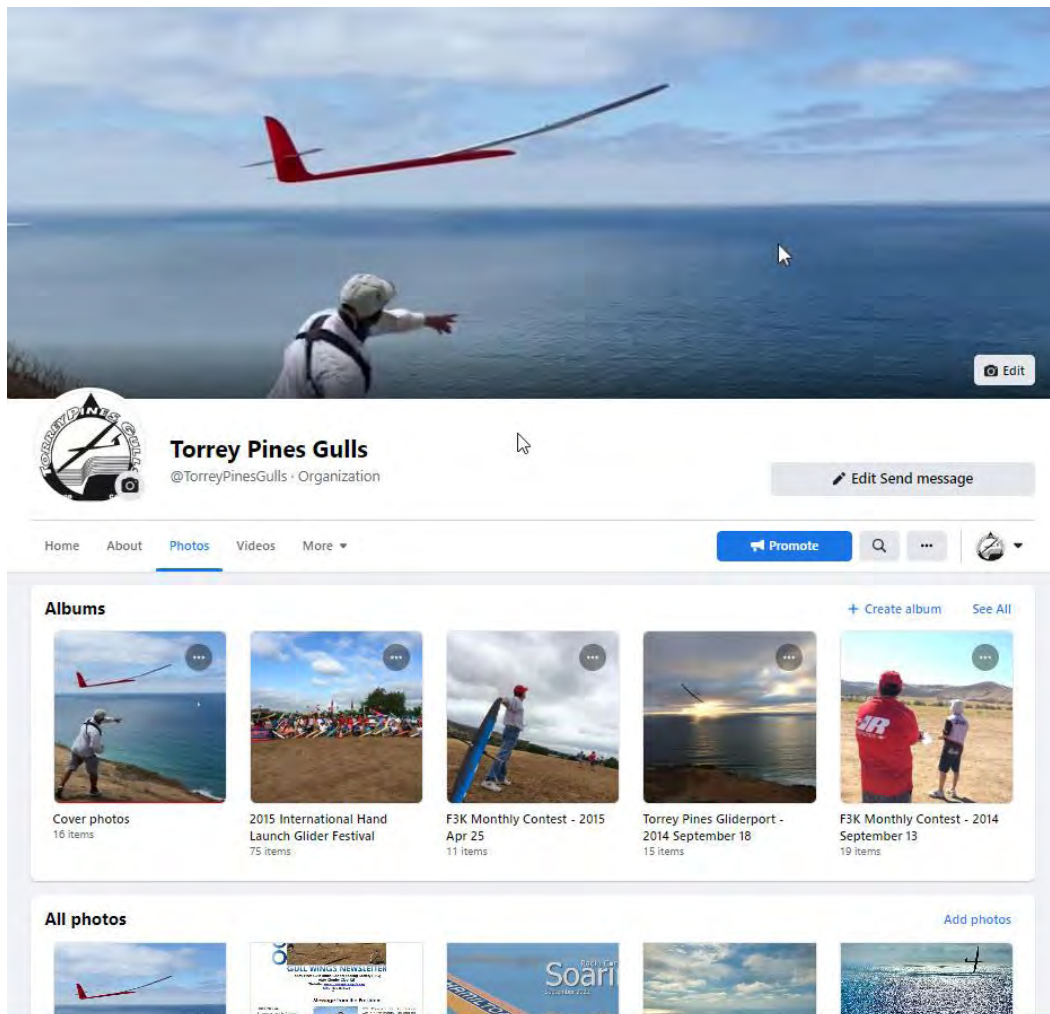
You can express your opinion at: www.torreypinesgulls.org.

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/>



Club Officers and Contact Information

President	Ian Cummings	president@torreypinesgulls.org
Vice-President	Bob Hirsch	vp@torreypinesgulls.org
Past President	Craig Hanson	
Secretary	Dale Gottdank	secretary@torreypinesgulls.org
Treasurer	Don Lochhead	treasurer@torreypinesgulls.org
Communications Officer	Dale Gottdank	communications@torreypinesgulls.org
Thermal Coordinator	Tom Watson	thermal@torreypinesgulls.org
Slope Coordinator	Mark Baldacchino	slope@torreypinesgulls.org
DLG Coordinator	Chuck Norris	dlg@torreypinesgulls.org
Membership Chair	Cliff Hunter	membership@torreypinesgulls.org
IHLGF Coordinator	Mike Smith	mike@themapsmith.com
LSF Coordinator	Gary Fogel	lsf@torreypinesgulls.org
Webmaster	Steve Hurd	web@torreypinesgulls.org
Historian	Gary Fogel	historian@torreypinesgulls.org
TP Soaring Council (TPG)	Mark Baldacchino	soaringcouncil@torreypinesgulls.org

Executive Officers



Ian Cummings



Bob Hirsch



Dale Gottdank



Don Lochhead



Tom Watson



Mark Baldacchino



Chuck Norris



Cliff Hunter

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 Photo of the Year 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); so horizontal format photos are preferred.

Email your photos (JPG format and original high-resolution version, please) to Dale Gottdank at submit@torreypinesgulls.org. Please provide your name, location of photo and photo description. Note: December photo of the month winner(s) will be included in the 2023 Photo of the Year competition.

2022 PHOTO OF THE YEAR WINNER – Congrats Scott Basehore!

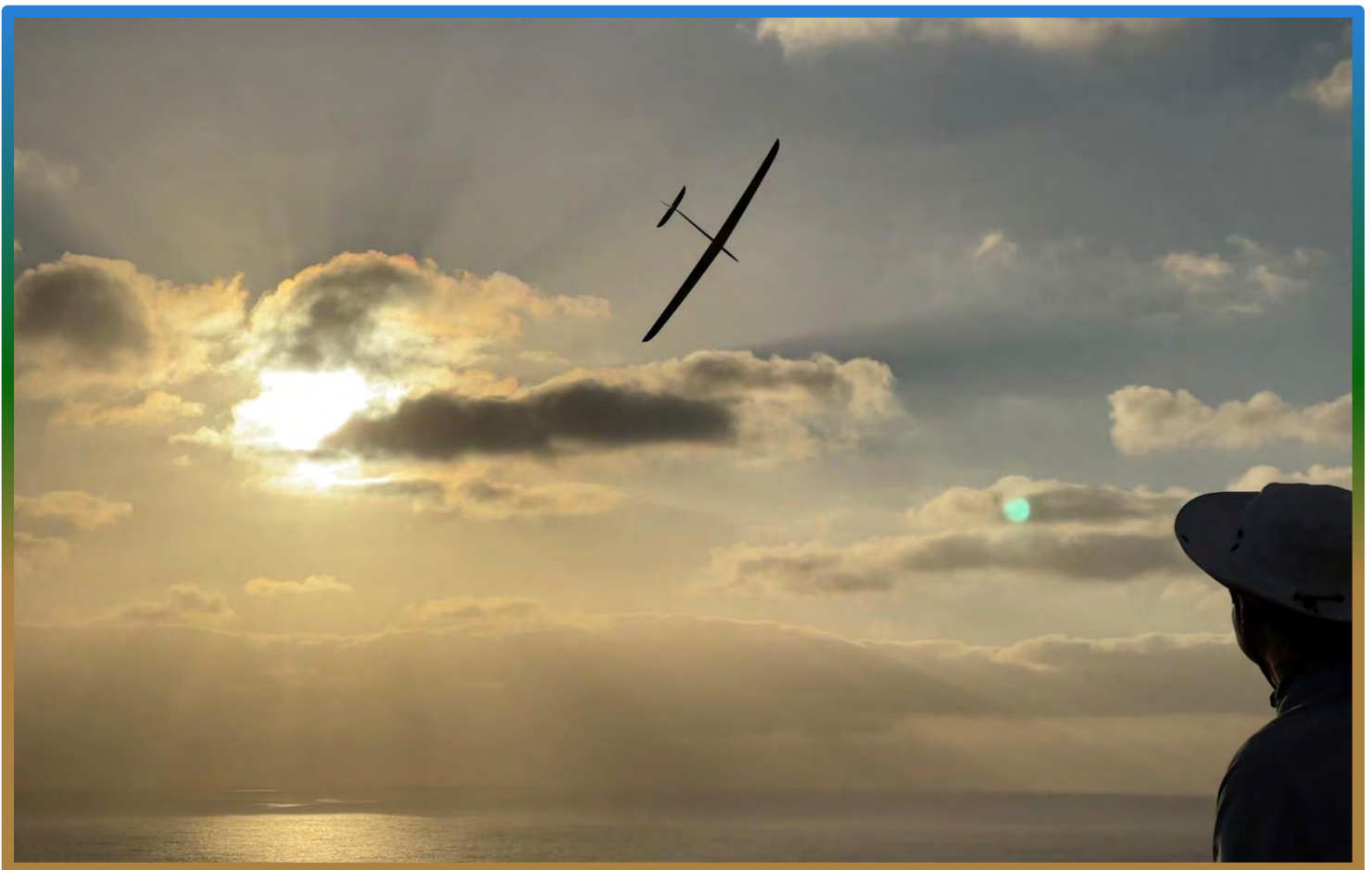


Photo of the Year Winner – Marty Dine flying his Espada at Torrey (Scott Basehore photo)

Photo of the Month Contest (continued)



George's flyby with Thomas's Mystique at Torrey. Mike Lance at left (Thomas Moller photo)



Brad Lang launching his Super Hawk (Aaron Wallace photo)

Photo of the Month Contest (continued)



Joe Cormier launching Tom's twisty wing (Marty Dine photo)



Brad's Super Hawk over Torrey (Aaron Wallace photo)

Photo of the Month Contest (continued)



Thomas Moller launching a DG-1000 (Ian Cummings photo)



December Co-Winner – Mike Lance and Thomas Moller trading the sticks; flying Thomas's Mystique (Ian Cummings photo)

Note: December winners will be entered in the 2023 Photo of the Year competition.

Photo of the Month Contest (continued)



December Co-Winner – Mark Canfield's Freestyler 5 over Torrey sunset (Marty Dine photo)

Note: December winners will be entered in the 2023 Photo of the Year competition.



December Co-Winner – Steve Condon launching at a Poway bi-monthly F5J contest (Bob Hirsch photo)

Note: December winners will be entered in the 2023 Photo of the Year competition.



TPG Classified Ads Policy

Classified ads are free to TPG members for non-commercial purposes. Commercial customers should contact the editor. To submit an advertisement, send the information to communications@torreypinesgulls.org. Ads must be submitted by the 25th of the month to appear in the next issue. All advertisements will remain in the newsletter for the month of issue and will be removed for the following issue. If you wish to advertise for another month, you will need to notify the editor or resubmit.



Quote of the Month:

“The year end brings no greater pleasure than the opportunity to express to you season’s greetings and good wishes. May your holidays and new year be filled with joy.”

~ Charles Dickens



Torrey Sunset (Marty Dine photo)