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# GULL WINGS NEWSLETTER

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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Chuck Norris



Hi everyone,

I'd like to invite you to help us choose the 2023 Modeler of the Year. This award goes to a club member who has shown outstanding service to the club and is deserving of recognition. This is a pretty cool award. Your name will be permanently engraved on the MOY trophy along with many other notable club members from years past, and get to display it proudly in your home for the year. But most importantly, winners join a group of exceptional club members from years past who have helped make this club what it is today.

The deadline for nominations is October 15. Please submit your nominations along with a short blurb about why you feel they deserve recognition to:

Dale Gottdank at:

[secretary@torreypinesgulls.org](mailto:secretary@torreypinesgulls.org).

(continued next page)

## Message from the President (continued)

Back on June 16, a group of TPGulls enjoyed a tour of General Atomics Poway Manufacturing Facilities arranged by TPG member Scott McCurdy. The tour was led by fellow GA employee Bill Townsend.

As a token of TPG's appreciation, last month I was able to present Bill with a custom TPG logo Yeti insulated mug. The very educational tour was enjoyed by all participants. Thanks, Bill!

Until next month...

Chuck



## TPG September/October Events

DATE	EVENT	COMMENTS
September 9 <sup>th</sup>	Old School Vintage/Classic Woodies Again! – BOTs, Olys, Sagittas...whatever is built-up wood	Torrey Pines Gliderport No Contest Registration Required Fun Fly!
September 10 <sup>th</sup>	TD Contest cancelled	
September 23 <sup>rd</sup>	Poway Invitational DLG Contest	Poway Flight Center Register on <a href="#">F3X Vault</a>
October 15 <sup>th</sup>	F5J Contest	Poway Flight Center Register on <a href="#">F3X Vault</a>
October 21 <sup>st</sup>	DLG Contest	Poway Flight Center Register on <a href="#">F3X Vault</a>
October 21 <sup>st</sup>	Redman Rules & Landing Contest – Ribbons for 1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> . For the uninitiated, Redman Rules involve beer can bowling and limbo line.	Torrey Pines Gliderport No Contest Registration Required Fun Fly!
October 24 <sup>th</sup>	Club Virtual Meeting	Zoom link: <a href="#">TPG Virtual Meeting Zoom Link</a>
October 28 <sup>th</sup>	F5J Fun Fly	Poway Flight Center Register on <a href="#">F3X Vault</a>

## 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 next meeting is October 24<sup>th</sup>.



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



Dale Gottdank

Please contribute to our **GULL WINGS NEWSLETTER**

Send pictures, or maybe even an article! It could be just a paragraph with some photos from a great soaring day ...even something interesting you've seen on the internet. I'd like to have the newsletter published by the first week of every month. If there's a project you're working on, don't just post it on RCGroups...share it with your club!

September Issue highlights include:

- Message from the President – Modeler of the Year Nominations
- 2012 Modeler of the Year Marty Dine by Gary Fogel
- Thermal and Slope LSF Day
- Photo of the Month Contest

Please send in your articles or photos ([communications@torreypinesgulls.org](mailto:communications@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. 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



Mark Baldacchino



Happy September  
TP Gulls!

If you've been on a summer vacation, welcome back! For those of you who stuck around and did a stay-cation, endured the summer heat and even a bit of rain and wind from Tropical Storm Hilary, congrats!! It's been a couple of months since our last newsletter, so here's an update on a couple of events we've had, and an update on an event that's been added for October.

On July 8<sup>th</sup>, we hosted our annual "Aerobatics Day" Fun Fly event. Before I get into that, I want to thank Ian Cummings, our former TPG President, and Robin Marien, Gliderport Manager, for cleaning up the chest-high wildflowers/weeds around the area! In the last newsletter, you saw all of flowers that encamped our pit area, walking path from the parking lot, and "office" area to the right of the pit area. This has been taken all the way down to the dirt. It's back to normal now. On that note, our parking lot has been expanded to hold about 10 more cars. That was headed by Junior, the lead Gliderport Flight Director. The expansion is basically an overflow for pilots only that fly paragliders, and hang gliders, as well as RC. This is a "pilots only" parking lot.



Walking path and surrounding area cleaned of flowers (Mark Baldacchino photo)

## News from the Slope (continued)



Pit area – no more “flower encampment” (Mark Baldacchino photo)

The aerobatics fun fly brought out several AHis, twisty wings, and all sorts of other planes. The wind cooperated with a steady westerly breeze of ~8-10 MPH, and it was a great day!

At right are just a few of the aerobatic planes that showed up.



Mark Baldacchino photo

## News from the Slope (continued)

On August 12<sup>th</sup>, we had one of two Fly 'n Swap Fun Fly events. The sky was overcast all day long, but the wind was flyable from 8:45 AM, throughout the day. At least a third of the pilots that showed up were from Orange County, so the newly expanded parking lot was put to use. Not as much “horse trading” as we’ve seen in the past, but some good deals were made. I’m sure there will be a separate report, but there was also an eLSF event that was held in the afternoon. Even a couple of TPSSS pilots showed up to take advantage of the steady wind. It was another fabulous day of flying with a great turnout, with few, if any, paraglider conflicts.



Walter Quitt – Mamma bird and his nest - for the day (Ray Pili Photo)

On a side note: I was able to fly for about five minutes that day, which was the first time in about 18 months, due to my ongoing vision issues. Walt Quitt was kind enough to hook me up with his Multiplex Heron on a buddy box, and I had an absolute blast! With the overcast day, and flying high overhead, I was able to see what's going on. I kept Walt on his toes, as I got into trouble several times with this fast plane and high traffic. Thanks Walt!



Let the horse trading begin! (Mark Baldacchino photo)

## News from the Slope (continued)



Nick, with a possible sale (Mark Baldacchino photo)



A 1/3 scale Bowlus Baby for sale. The cockpit was full of scale instruments (Mark Baldacchino photo)

## News from the Slope (continued)



Overcast, but another fun day and great turnout (Mark Baldacchino photo)



TPSSS member Mike Lance (far right) and his yellow TG-3 built 35 years ago (Mark Baldacchino photo)



## News from the Slope (continued)



Flying by "braille – Walt and me (Gary Fogel photo)

You'll notice below in the schedule, that I've added an event for October 14<sup>th</sup>, which will be a day to help a few UCSD students. They have a team program called Design, Build, Fly, which is a contest among more than 110 universities globally to fly an RC electric powered plane on a mission with a payload.

On this day, the students will meet us at the Gliderport to mainly get the feel of flying an RC plane on a buddy box, and to get a look "under the hood" of how RC components work with their associated linkages.

The students use Solidworks® to design the airframe and airfoil, which will be designed around the payload. They will perform structure analysis, and a whole host of other tests to prove their plane will be airworthy before a board for approval, and before cutting begins, on a set budget. This team has existed since 1994, and actually won this contest in 2002. Last year's plane had foam core, carbon bagged wings that looked good, but they struggled a bit with the manufacturing process.



## News from the Slope (continued)

This is where you come in. They will need help from some of you experts. The goal will be to have a group of skilled folks who have used CNC hot wire foam cutting, CF/fiberglass/Kevlar work and vacuum bagging, etc. to help show the students some techniques. They could also really use some help with building materials such as balsa, plywood Monokote, etc. This will be an ongoing relationship between the Gulls and UCSD, so come on out and introduce yourself at this Fun Fly to help get these kids on the right path.



UCSD DBF Team and prior year's project

## TPG Gliderport Schedule for 2023

September 9 <sup>th</sup>	Old School Vintage/Classic Woodies Again! – BOTs, Olys, Sagittas...whatever is built-up wood
October 21 <sup>st</sup>	Redman Rules & Landing Contest – Ribbons for 1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> . For the uninitiated, Redman Rules involve beer can bowling and limbo line.
November 25 <sup>th</sup>	No Shopping Saturday – A couple of days after Thanksgiving to get out of the house

See you all out at the Gliderport, and Blue Skies!

Best Regards,

Mark Baldacchino

## August Thermal & Slope LSF Day Report – Gary Fogel and Ray Pili

On August 12, several TPG members met at Poway and at Torrey Pines to check off tasks on their League of Silent Flight (LSF) soaring achievement program (SAP) and electric SAP. At Poway, we had Ray Pili, Gary Fogel, Chuck Norris, John McNeil, David Hall, Don Lochhead, Cliff Hunter, Gary Legerton, Doug Cronkite, Milan Bregman, Scott McCurdy, and Paul Palmer. Pilots made use of John's F3L hi-start as well as electrics (mainly Radians) and two landing tapes.

First to complete all of his Level I tasks for the SAP (a 5-minute thermal, 5 spot landings, a 15-minute slope flight) was Doug Cronkhite flying his new F3L Medina. Doug made it look pretty easy, finishing up his slope task at Torrey by 1:30pm or so. We're looking forward to having Doug flying with us at the next F3L contest as well as working on his SAP Level II requirements.



A happy Doug Cronkhite with his Medina at Poway after completing the thermal and spot landing portions of LSF SAP Level I (Gary Fogel photo)

Scott McCurdy was next to complete all of his Level I requirements for the eSAP program. He flew a Night Radian for the thermal task, and his UMX Radian for some of his landing tasks. Scott did really well and had a lot of fun. He completed his eSAP Level I 15-minute slope at Torrey later that afternoon.



Cliff Hunter wondering which of the many Radians in the sky at Poway was his. Oh, wait, that's right, it's the one on top! (Gary Fogel photo)

Cliff Hunter completed all of his thermal and spot landing requirements for eSAP Level I using a Radian. After a couple of tries, he launched into a boomer at Poway and indicated the lift for the rest of the pack, who launched shortly thereafter. Thanks, Cliff, for finding all the lift! All Cliff needs for eSAP Level I now is either another 5-minute thermal flight or a 15-minute slope flight.

## August Thermal & Slope LSF Day Report (continued)

Youngster Milan Bregman did great and completed his SAP Level I thermal duration and spot landing requirements flying his Flitz. Thanks to Chuck and John for some coaching. Milan is going to skyrocket to Level III quickly!

Gary Legerton completed his 5minute thermal flight for SAP Level I using a Snipe. He has a few spot landings, but left before finishing them up and soon he'll complete another 5-minute thermal flight and be on to Level II.

Don Lochhead also worked on his eSAP Level I spot landings and before he was able to complete them, managed to get the wing saddle of his Radian a bit "spongy," so he'll come back and try again at a later date. Thanks, Don, for bringing the landing tapes!

John McNeil and David Hall flew F3L planes during the fun fly. David test flew his new Yellow Jacket – flew great! John flew his Polires to get practice in for the next F3L contest. Thanks again John for bringing the hi-start.

Ray Pili had a great day. At Poway, he made an attempt for his Level II eSAP 15-minute thermal duration using a Radian. He SPECKED OUT. It looked like was in the bag so he started to come back down...and then couldn't find lift again and landed at something like 14 minutes, 30 seconds. 😊 So up he went again and specked out again, this time making sure to stay up beyond the required time before coming down to a landing at something like 17 minutes. Great job Ray! Later that afternoon, Ray completed his 1-hour slope flight for eSAP Level II at Torrey with the Radian by staying aloft above the paraglider traffic to a perfect landing at his feet. Fun stuff. Ray needs 8 more spot landings for Level II but it will be completed soon.

Gary test flew a new-to-him used Radian with flaps and enjoyed flying around, scouting out thermals for other pilots and thermalling at Poway. The lift was buoyant and plentiful once the marine layer burned off.



Ray Pili also wondering how high is high with his Radian on his way to a successful 17 min soaring adventure for LSF eSAP Level II. (Gary Fogel photo)

## August Thermal & Slope LSF Day Report (continued)



Later that afternoon, Ray on final approach after an hour of soaring at Torrey Pines. Yes, it's a Radian. Yes, there are no motors at Torrey Pines. Ray never used the motor, so it was OK... (Gary Fogel photo)

Everyone seemed to have a great day, and while the LSF crew was a little late for the swap meet at Torrey, we still enjoyed hanging out at Torrey with another large group of modelers having a fun day.

It was really nice to see so many people out enjoying the day just flying and helping others succeed. At Torrey it was especially cool to see Mark Baldacchino soaring again after a difficult period of time with health issues. Way to go Mark on getting back in the air!

LSF achievers – when you succeed at completing a level, please let us know, so that we can keep a log of who in the club has which levels. Send your stuff into LSF and get approved so that you can then work on the subsequent levels.



The look that says “happy that its over – now what do I have to do for Level III?” from Ray. Congratulations! (Gary Fogel photo)

Have fun soaring!  
Ray Pili and Gary Fogel

## August Thermal & Slope LSF Day Report (continued)



Milan Bregman concentrating on thermals (Ray Pili photo)



Scott McCurdy and Gary Fogel (Ray Pili photo)

## July F5J Contest Report – Steve Condon, CD

The July F5J Contest was cancelled due to lack of participants. A Google Groups message also noted that Mike Smith would be at the Poway Field for a practice session.

## July DLG Contest Report – Don Lochhead, CD

With Saturday morning temperatures at the Poway field predicted to break 90°, a last-minute decision was made to move the contest to the Encinitas field. Thanks to a first thing Saturday mowing by Cliff, the field was in great shape. Mother nature cooperated by providing temperatures in the mid-70's and a light marine layer to the west, so the conditions were near perfect.

We had a great turnout with 15 pilots, with several out-of-town visitors including Kelly Cai (who last flew in a TPG competition several years ago at the IHLGF), Lawrence Doan plus regulars Brent, Marc, Matt and Ron making the drive from the north.



Group photo (TPG Instagram)

The first four tasks were an increasing progression of times: five x 2:00, three x 3:20, two x 4:00 and one x 5:00. The final task was 1,2,3,4 with a twist. Pilots were required to fly the target times in reverse order: 4-3-2-1 with one launch only against each target.

Early morning lift proved to be a bit elusive at times. Only five pilots managed to fly cumulative times of 9:30 or better in the 5x2 task. Round two (3 x 3:20) proved equally challenging with only 4 pilots breaking the 9:30 barrier. By round three (last two x four minutes), the lift improved with 8 pilots posting near perfect times. Round 4 (last 5:00 in 7:00) saw 9 pilots making the K. Round five, the one-launch per specific target, tested everyone's skills. Only five pilots managed all four target times with near success.



## July DLG Contest Report (continued)

Kelly Cai topped the podium with an impressive 4,955 (out of 5,000) score. Justin Tolman (4,881) and Brent Lytle (4,877) took second and third.

#	Pilot Name	Total	Diff	Completed Rounds (No)				
				Round 1	Round 2	Round 3	Round 4	Round 5
1	<b>8</b> (Kelly) Xuming Cai 🇨🇳	4955.0		962.4	1000	1000	1000	992.6
2	<b>1</b> Justin Tolman 🇺🇸 🇨🇦	4888.1	-66.9	888.1	1000	1000	1000	1000
3	<b>13</b> Brent Lytle 🇺🇸 🇨🇦	4877.6	-10.5	998.8	878.8	1000	1000	1000
4	<b>3</b> Gary Fogel 🇺🇸 🇨🇦	4831.4	-46.2	912.2	1000	1000	1000	919.2
5	<b>11</b> Lawrence Doan 🇺🇸 🇨🇦	4818.0	-13.4	1000	990.0	996.0	1000	832.0
6	<b>2</b> Mengchen Li 🇨🇳	4755.4	-62.6	1000	882.9	872.5	1000	1000
7	<b>15</b> Marc Maher 🇺🇸 🇨🇦	4514.1	-241.3	937.0	893.8	756.7	1000	926.6
8	<b>16</b> Ron Rossetti 🇺🇸 🇨🇦	4495.7	-18.4	970.2	694.7	1000	1000	830.8
9	<b>6</b> Chuck Norris 🇺🇸 🇨🇦	4393.9	-101.8	965.5	748.2	1000	708.3	971.9
10	<b>18</b> Ray Pili 🇺🇸 🇨🇦	4338.2	-55.7	944.0	922.5	664.2	1000	807.5
11	<b>14</b> Matt Nelson 🇺🇸 🇨🇦	4174.4	-163.8	1000	994.0	774.0	597.7	808.7
12	<b>7</b> Don Lochhead 🇺🇸 🇨🇦	3874.5	-299.9	809.2	847.8	885.2	589.7	742.6
13	<b>10</b> Milan Bregman 🇺🇸 🇨🇦	3254.7	-619.8	868.2	695.8	992.9	206.0	491.8
14	<b>4</b> Clifford Hunter 🇺🇸 🇨🇦	3230.1	-24.6	674.7	953.8	544.8	758.0	298.8
15	<b>12</b> Dale Osborn 🇺🇸 🇨🇦	2996.4	-233.7	718.2	228.7	671.9	436.7	940.9



Justin Tolman, Kelly Cai and Brent Lytle

Our next DLG contest was August 19<sup>th</sup>. Check out the write-up on page 20 of the newsletter.

## July F5J Fun Fly Report – Don Lochhead, CD

Seven pilots joined in on our third Foamy fun fly of the year. Temperatures were predicted to reach the low 90's, so we got an early start with first up at 8:15. We flew six rounds with a two-heat format. Everyone got in plenty of stick time and we were done by 11, before it got really hot.



Early morning to beat the heat (Bob Hirsch photo)



CD Don launching (Bob Hirsch photo)



Josh Orozco launching (Bob Hirsch photo)

## July F5J Fun Fly Report (continued)

Gary Fogel took first with a perfect score of 6,000. Joshua Orozco placed second with a 5,572 score. This was his first TPG contest and the fact that he borrowed Ray's plane to fly made his performance even more impressive. Ray Pili took third just behind Joshua with 5,481.

#	Pilot Name	Total	Diff	Completed Rounds (No Drops In Eff)					
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	<b>3</b> Gary Fogel 🇺🇸 🇩🇪	6000.00		1000	1000	1000	1000	1000	1000
2	<b>8</b> Joshua Orozco 🇺🇸 🇩🇪	5522.70	-477.30	918.44	916.35	978.26	905.45	804.20	1000
3	<b>6</b> Ray Pili 🇺🇸 🇩🇪	5481.02	-41.68	886.52	782.78	892.99	1000	1000	918.73
4	<b>4</b> Paul Nibecker 🇺🇸 🇩🇪	4597.45	-883.57	804.96	676.81	1000	909.76	424.35	781.57
5	<b>7</b> Tom Farley 🇺🇸 🇩🇪	4212.25	-385.20	1000	1000	907.75	0.00	608.39	696.11
6	<b>5</b> Clifford Hunter 🇺🇸 🇩🇪	3937.75	-274.50	168.38	630.14	635.87	872.73	681.82	948.81
7	<b>1</b> Don Lochhead 🇺🇸 🇩🇪	3917.73	-20.02	831.62	585.13	581.52	793.74	756.46	369.26
8	<b>2</b> Bob Hirsch 🇺🇸 🇩🇪	0.00	-3917.73	0.00	0.00	0.00	0.00	0.00	0.00



Getting the scores and handing out ribbons (Bob Hirsch photo)

We have one more fun fly to go, on October 28<sup>th</sup>. These events are a lot of fun and a great way to get into motor-assist launched gliders at the Poway field. If you have an e-glider in the 2-meter (or so) class charge up the battery and join us. Register for the October F5J Fun Fly here:

[https://f3xvault.com/?action=event&function=event\\_view&event\\_id=2604](https://f3xvault.com/?action=event&function=event_view&event_id=2604)

## August DLG Contest Report – John McNeil, CD

We held the August 19th DLG contest in "interesting" conditions, with hurricane Hilary blowing up from the South. The skies were overcast with warm humid air. When we started, there was no prevailing breeze and the wind shifts reliably pointed to thermals. Later the wind shifted North with thermals drifting rapidly Southeast towards no-fly. Still later, the winds shifted to Southwest. There was plenty of lift...except when there wasn't. The cycle time seemed a little shorter than the working times, so there were no heats without any lift.

Nine pilots arrived for the pilot's meeting, where I called for six rounds of two heats each. This required a volunteer timer and Milan's dad, Darian stepped-up. Justin gave him some quick timer's training before the contest and must have done a thorough job, as Darian did a wonderful job timing for me. I selected tasks to maximize thermal hunting and time in the air. With permission from the pilots, I declared that all tasks would allow unlimited throws. For 1, 2, 3 4 this was no change, but the big ladder required a further rule that pilots declare when they were done with 3 minutes before attempting 5 minutes. I think this worked well as an occasional variation.



Pilots ready to complete (Darian Bregman photo)

## August DLG Contest Report (continued)

We kicked off with the aforementioned 1, 2, 3, 4 and the whole field did great with raw scores ranging from 340 – 584 points out of the possible 600. Round two's task was last-two 3:00. Again, both heats did pretty well, with most pilots getting at least one of the 3:00s. By round three, the air was becoming really active, with big lift and decent sink. Gary hooked a big-un, northeast of the field behind the trees and specked out. Meanwhile, Milan worked the base of that thermal not much above tree height and behind the trees for what must have seemed like a very long 5 minutes. He flew really well and earned himself a K for the round along with Gary and Chuck.

By the start of round 4, the air was getting choppy. Once again, everyone managed at least one 3:20 out of the three I requested. However, Gary was the only pilot to get all three of them, earning 1000 in heat A. Scott K'd heat B with some determined flying – making the best of the deteriorating lift as the working time progressed. Quick reactions on the thumbs were required all day, but this was probably the most challenging heat. At this point, we paused for a little seminar to share flying techniques in these shifting conditions as well as to address the perpetual "should I ballast" question (hint – I tried ballast to cut through turbulence but got pounded in a short down cycle). We also talked about how to know when and how to turn into a suspected thermal while surfing – a lesson that would serve me well shortly.

Round five was the big ladder with unlimited throws. I think this will require some practice if we do it again, as there turned out to be some strategy required as to when to declare that you were trying for the next increment. By this time, thermals were drifting east-northeast at a good clip, driving pilots deep up the valley. However, the thermal spacing was tight, allowing lots of low save opportunities which I think every pilot had to use. The final round was new task N – 9:59 max with unlimited throws. Before heat A, I checked the lift along Garden Road and it was really good. Of course, it was all gone when I went back there after the start horn. In desperation I ran back to the gap in the trees north of the timing tent and barely made it back at tree height. I turned to surf the big tree and luckily got a tiny bump. This bump developed into the softest, smoothest thermal of the day and by 2:30 minutes I was at the limit of visibility. From there I flew very high laps from the East to West ends of the field trying not to climb any more. Gary was in the same heat and just missed the bottom of the thermal. After a re-lite, he joined me along with Chuck and Scott in some lovely air. Heat B was more challenging. Nonetheless, Don hooked a great ride for 7 minutes of air-time and 1000 points after burning three short flights. He hooked this ride at the North end of the field and had to scratch the length of the field before finally climbing out.

The results are in the table on the following page. I thought this contest was really fun and I hope everyone else did as well. Thank you for everyone helping out with setup and tear-down!

# August DLG Contest Report (continued)

#	Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)						Sub	Drop	Pen	Percent
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6				
1	4 John McNeil 🇺🇸 🇨🇦	5845.8		1000	1000	1000	845.8	1000	1000	5845.8	0.0	100.0%	
2	3 Gary Fogel 🇺🇸 🇨🇦	5806.1	-39.7	1000	1000	1000	1000	956.7	849.4	5806.1	0.0	99.3%	
3	2 Justin Tolman 🇺🇸 🇨🇦	5308.9	-497.2	981.9	1000	681.0	790.9	1000	855.1	5308.9	0.0	90.8%	
4	9 Chuck Norris 🇺🇸 🇨🇦	5266.9	-42.0	973.5	736.7	1000	992.1	914.7	649.9	5266.9	0.0	90.1%	
5	12 Scott Mccurdy 🇺🇸 🇨🇦	5147.7	-119.2	890.3	889.4	944.0	1000	806.8	617.2	5147.7	0.0	88.1%	
6	7 Don Lochhead 🇺🇸 🇨🇦	4643.8	-503.9	735.5	1000	791.3	620.2	496.8	1000	4643.8	0.0	79.4%	
7	10 Dale Osborn 🇺🇸 🇨🇦	4186.3	-457.5	850.8	624.7	628.0	735.5	827.5	519.8	4186.3	0.0	71.6%	
8	8 Milan Bregman 🇺🇸 🇨🇦	4120.5	-65.8	770.2	500.0	1000	841.7	537.2	471.4	4120.5	0.0	70.5%	
9	1 Keith Frankie 🇺🇸 🇨🇦	3777.3	-343.2	574.7	872.8	577.3	837.9	592.7	321.9	3777.3	0.0	64.6%	



Justin Tolman (3<sup>rd</sup> Place), John McNeil (1<sup>st</sup> Place and Gary Fogel (2<sup>nd</sup> Place) (Darian Bregman photo)

## August F3L Contest Report – John McNeil, CD

Saturday August 26<sup>th</sup>, we held the third event in the TPG inaugural F3L (F3-RES) contest series. Paul Nibecker surveyed the Encinitas field after the storm and found it would be ready to use - after he kindly mowed it for us! Paul, John (Brett) Locke, and I arrived at 7:00 to set high-starts and landing tapes. Don brought the sound gear and we were set for the pilot's meeting. We got in a few practice launches and landings in broken overcast with light wind.



Bob Hirsch photo

After the pilot's meeting we had 6 pilots ready to go in the draw with Milan and Darian Bregman, as well as Bob Hirsch spectating, but no computer battery to run the sounds. No worries, one of the privileges of age is that I don't need to invent a solution to broken tech, I just have to recall how we did it before we had the tech. Milan stepped up and was the voice of the contest. He kept us running smoothly through four rounds of three heats, occasionally relieved by Bob while Milan chased bungees. Thanks for helping guys!!!



Bob Hirsch photo

## August F3L Contest Report (continued)

After the pilot's meeting we had 6 pilots ready to go in the draw with Milan and Darian Bregman, as well as Bob Hirsch spectating, but no computer battery to run the sounds. No worries, one of the privileges of age is that I don't need to invent a solution to broken tech, I just have to recall how we did it before we had the tech. Milan stepped up and was the voice of the contest. He kept us running smoothly through four rounds of three heats, occasionally relieved by Bob while Milan chased bungees. Thanks for helping guys!!!

Brett and Don stepped up to the line and launched for the first heat. They both got respectable times and landings in weak but building lift. The next pair was David Hall (at his first F3L event) and Paul. Both got their time and landings – same for Gary and me in heat three.



Gary Fogel launching (Bob Hirsch photo)



Don Lochhead launch release (Bob Hirsch photo)



David Hall launch release (Bob Hirsch photo)



Brett Locke's plane on the way up (Bob Hirsch photo)



## August F3L Contest Report (continued)

In keeping with the relaxed attitude and my general distraction at having my spoiler servo come loose on landing approach, I forgot to make the teams switch lanes at the round change. No matter; we flew on. The air was fairly kind in round two, but the thermals were starting to drift pretty quickly to the southeast.

Round three was tough. Dave and I flew in heat A and ran our high-start retrievers into the ground with re-lights. Dave got the better time at 1:50. In Heat B, Gary found some surf then a little thermal to get his 6, but that was the only 6 of the round despite a lot of agile flying by all pilots.

Round four continued with light lift pockets running east quickly. The beauty of the person-on-person format is that great battles were fought in every heat even when the flights weren't that long. Gary and I found some lift in the final heat of the day to end with 6 minute flights, but even those were after re-launches.

As CD, I assigned the teams to be fairly even based on results from the first two contests of the year. Team A, with Brett, Dave, and Gary took the win. Individually, Don took third, I placed second, and Gary won (again). The scores are below.



John McNeil launching (Bob Hirsch photo)



Congrats Gary! (Bob Hirsch photo)

#	Pilot Name	Total	Diff	Complete			
				Round 1	Round 2	Round 3	Round 4
1	<b>2</b> Gary Fogel 🇺🇸 🇨🇦	3993.8		1000	993.8	1000	1000
2	<b>4</b> John McNeil 🇺🇸 🇨🇦	3964.2	-29.6	969.1	1000	1000	995.1
3	<b>6</b> Don Lochhead 🇺🇸 🇨🇦	3746.3	-217.9	746.3	1000	1000	1000
4	<b>5</b> John Locke 🇺🇸 🇨🇦	3672.0	-74.3	1000	811.0	861.0	1000
5	<b>8</b> David Hall 🇺🇸 🇨🇦	3643.9	-28.1	1000	1000	719.0	924.9
6	<b>7</b> Paul Nibecker 🇺🇸 🇨🇦	1359.8	-2284.1	942.1	0.0	417.7	0.0

## TPG History: The Trophy – Gary Fogel

This Month: Marty Dine, 2012 Modeler of the Year



As noted in a previous newsletter issue, former TPG President Mark Canfield worked hard to bring additional slopers into the Torrey Pines Gulls and smooth relations between the ultralights and RCers at the slope. Another key person in this effort is Marty Dine, who together with Mark made great strides in moving TPG forward. I had the pleasure of interviewing Marty recently and capturing his story. Marty was born in Amityville, New York. His father was in the US Air Force working largely on radar systems and as a result, the family moved around every two years or so from one base to the next, both stateside and also overseas. He wasn't really exposed to model aircraft until the family relocated to Robbins AFB outside of Marietta, Georgia. There, at the age of about 7 or 8, Marty got into control line (with the Cox PT-19 that many of us knew as kids). Robbins AFB was also home to a group from the Strategic Air Command and several of Marty's friends were B-52 pilots. Turned out those pilots were also into control line and they taught Marty all about how to fly the PT-19 and then also do control line combat with the models. Not every kid grows up flying combat with B-52 pilots. Several moves later, the family relocated again to Ridgecrest, California for his father's work at NAS China Lake. Given his upbringing surrounded by aircraft and the Air Force it was natural that Marty wanted to pursue a career as an Air Force pilot. He worked as a line helper at Inyokern Airport at the age of ~15 and soloed for his private pilot's license on his 16th birthday. Two days later he failed his driver's test. Not everyone is perfect, but at least he could fly. During high school in the late 1970s Marty played a lot of tennis and golf and enjoyed driving to Edwards AFB to watch various space shuttle landings in the early 1980s. His days with control line were in the past.

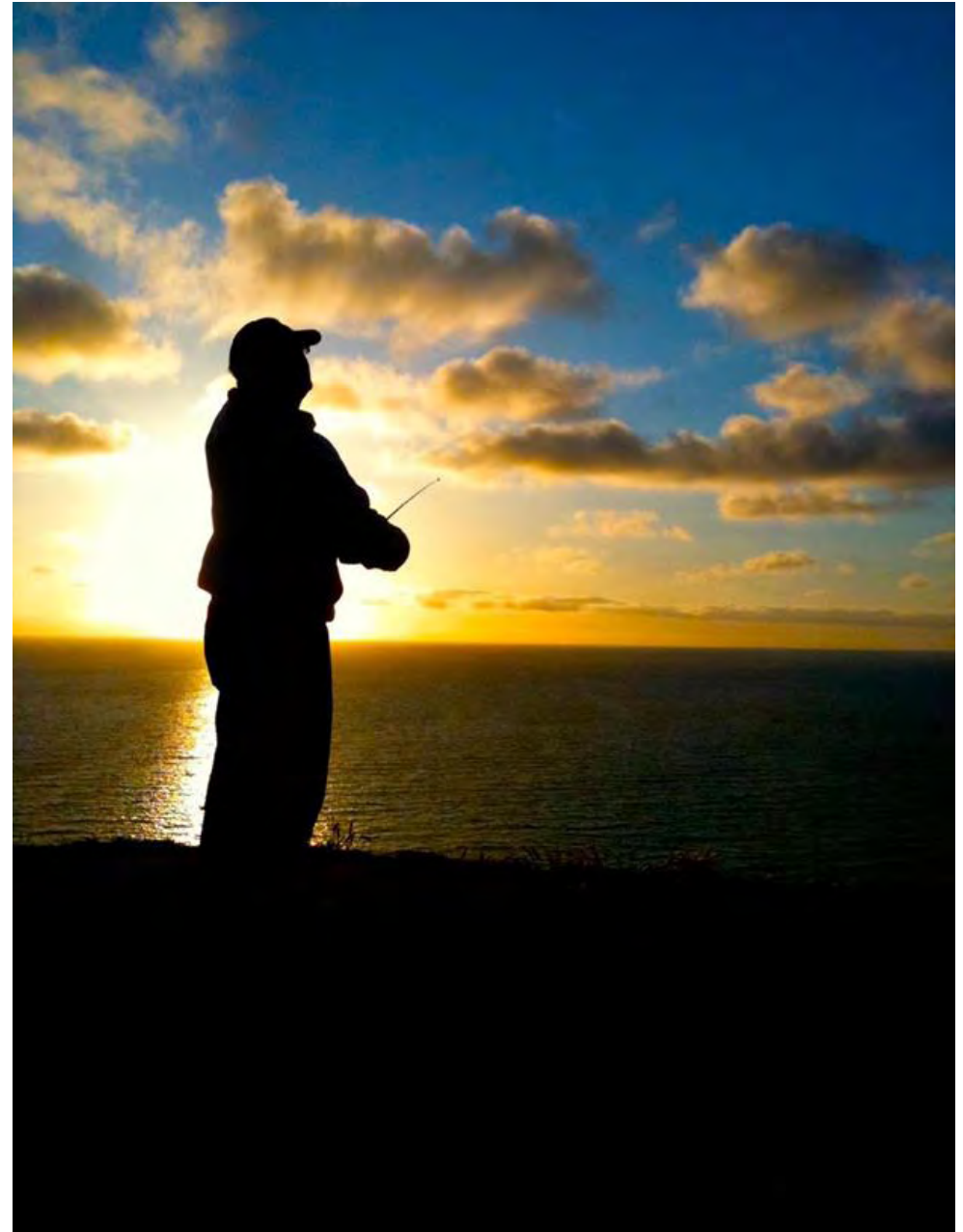


- 2012 MARTY DINE
- 2013 CHUCK NORRIS
- 2014 TIM TRAVER
- 2015 RAY PILI
- 2016 DALE GOTTDANK
- 2017 DAN CUMMINS
- 2018 STEVE HURD
- 2019 CHUCK NORRIS
- 2020 KEITH FINKENBINER
- 2021 RAY PILI
- 2022 MARK BALDACCHINO

## TPG History: The Trophy (continued)

Continuing with his desire to be an Air Force pilot, he was nominated to attend the Air Force Academy, but his slot ended up going to another person instead. He pursued his bachelor's degree instead at Cal Poly San Luis Obispo (1979-1984) in aerospace engineering and computer science. Several of his high school buddies were going there and it seemed like a logical place to go. He continued to build flight hours in private aircraft out of San Luis Obispo Airport just to the south of campus and played on the college tennis team. Halfway through school, he determined that he was 1 inch too tall for the pilot requirements established by the Air Force. This was quite a blow to a kid who had dreamt of being in the Air Force most of his life. He switched to pursuing the Navy instead, but determined that they too had height restrictions and he was over them.

Despite these issues, Marty excelled in college. His parents moved to San Diego and after graduating Marty was recruited by SAIC in La Jolla and started work there in 1984. (The former office was on Prospect **Street...**). He decided to pursue a Ph.D. in Astrodynamics at Caltech and internship at NASA JPL while continuing to work for SAIC in La Jolla. Those were some long commutes. However, having finished his Ph.D. in 1987 his role in the company immediately changed from hands-on engineering to project management. He was placed in charge of technical marketing and management of projects associated with the Space Defense Initiative (SDI). This continued until 1992 when SAIC decided to move in directions away from the SDI program. During this same period, in about 1989 Marty purchased a Goldberg Gentle Lady and started flying it at Instant Lift, a NW/N facing slope near what is now the I-5/I-805 merge. Marty had tried a bit of powered RC at one point, but RC soaring had a certain



A Marty Dine photo representing the joy of soaring at Torrey....

## TPG History: The Trophy (continued)

freedom about it, especially the freedom that slope lift can provide. Aware of the Torrey Pines Gliderport and the TPG's activities there, Marty eventually found his way to the cliff. TPGers were always very nice and encouraging and could answer as many questions as Marty could come up with.

Soon thereafter, Marty took a break from RC soaring as life and work took priority. He married in 1992, and the change in direction at SAIC about that same time meant that Marty had the opportunity to try a different career path. He started a renewable energy/wind farm company in Palm Springs for several years, then had the opportunity to buy the leases on several golf courses and served as a golf course manager.

One day he learned that a neighbor of his on Mt. Soledad in La Jolla also owned some RC gliders. He convinced Marty it was time to dust off the planes and try it all again. They went back to Instant Lift to get the bugs ironed out and then started going to Torrey on a regular basis. There Marty met Mark Canfield who shared an interest in slope racing and aerobatics. Mark helped Marty get an F3F moldy Acacia II speed ship and the hook was set. They both started getting heavily into F3F slope racing, traveling to contests throughout California. Marty also flew many other local slope sites like **Dave's** Beach and others. At that time, Mark Canfield became TPG Vice President. When it was **Mark's** time to serve as President, he encouraged Marty to serve as VP with the goal of re-energizing the club together with more slope soaring in mind, along with others like Mark Wood, Ray Pili and Jim Scott. Once **Mark's** term was completed, Marty then served as TPG President. This was during a time of other types of transitions for the club – in person monthly club meetings at the Aerospace Museum moved to the nearby Automotive Museum. The Torrey Pines Soaring Council needed a Chair and for a time Marty took on that responsibility too. He helped to improve relationships for everyone at the cliff.



Marty as TPG President in about 2013



Marty Dine's aircraft on final approach for the landing tape at the TPG monthly TD contest in 2013.



Marty as TPG President in 2014

## TPG History: The Trophy (continued)

Shortly after this, Marty obtained another job – as Manager of the Low-Speed Wind Tunnel (LSWT) at Lindbergh Field. This required considerable time, and as a result he took another break from flying RC. However, recently he has re-emerged and enjoys flying at Torrey on a regular basis. He has a collection of Espada slopers, a Big Ceres, Ahi, PSS planes, and even still has his original Gentle Lady. His main focus however is slope aerobatics. If you see Marty flying on the slope, chances are his aircraft will not be right-side-up for very long. During his tenure on the TPG Board he also attended several monthly thermal duration contests – it wasn't all about sloping, although that was the primary interest.

Marty has long felt that the TPG is a special group of very interesting and diverse people. Contributing back to this club through volunteerism is a very satisfying thing, as you immediately realize how much you are helping others to enjoy the hobby even more and how much that exposure to other creative people can help increase your own skills. He hopes that others will step up to volunteer and steer the TPG forward.

Marty was recognized for his many efforts as TPG Vice President with the Modeler of the Year Award in 2012. He went on to serve as TPG President in 2013 and 2014 and was succeeded by Dan Cummins (another Modeler of the Year that we'll learn about soon). Marty is also a great photographer and published some really nice photos in the TPG newsletters.



Marty enjoying some great lift in 2013 at Torrey. (Dan Cummins photo)

## TPG History: The Trophy (continued)



With the Espada RL at the cliff recently (Mark Canfield photo)

## Club Membership Update – Cliff Hunter



Cliff Hunter

Hello Gulls,

For the 2023 calendar year, the club membership is 123.

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 June 20, 2023

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

2023 Membership		
Date	Since Last Report	Total as of 8/15/2023
New and Renewed Members		123
Google Group as of 5/18/2023		136

### 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](mailto: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 1<sup>st</sup> through December 31<sup>st</sup>. Renewals begin November 1<sup>st</sup> 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](mailto: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

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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](mailto:thermal@torreypinesgulls.org)

### Hand Launch / DLG / F3K Contest Series

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Justin Tolman

#### DLG Coordinator – Justin Tolman

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 2023 Torrey Pines Gulls DLG Contest/Clinic Series thread for the latest contest news:

<https://www.rcgroups.com/forums/showthread.php?4260691-2023-Torrey-Pines-Gulls-DLG-Contest-Clinic-Series>

or contact Justin Tolman at [dlg@torreypinesgulls.org](mailto:dlg@torreypinesgulls.org)

## How We Compete (continued)

### F3L/F3-RES Contest Series

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Gary Fogel

In 2021, the Federation Aeronautique Internationale (FAI) approved a new contest format for hi-start launched thermal soaring with rudder-elevator-spoiler (RES) aircraft. This type of event had been flown for many years as F3-RES but its formalization as the new “F3L” program for “RC thermal gliders RES” was approved in 2021. The rules for this can be found in the current FAI Sporting Code for Aeromodelling under Volume F3 Soaring.

[https://www.fai.org/sites/default/files/sc4\\_vol\\_f3\\_soaring\\_22.pdf](https://www.fai.org/sites/default/files/sc4_vol_f3_soaring_22.pdf)

A goal of the F3L program is to serve as a low-cost introduction to RC soaring competition that is achievable even for those who have average skills.

F3L has been gaining in popularity in the US, and our recent virtual club meeting in late 2022 on the topic by Corky Miller and Larry Jolly inspired many to try it out. So, in 2023 we have established a new F3L program with quarterly contests. We will be using the FAI rules and have year-end trophies for open and sportsman classes. Contests will be held at the Encinitas Flight Center with pilots meeting at 8:45am, first launch at 9:00am. A small entry fee will be required to help offset the costs of club equipment. Additional information will be forthcoming on the RC Groups TPG F3L contest thread:

<https://www.rcgroups.com/forums/showthread.php?4259523-2023-Torrey-Pines-Gulls-F3L-%28F3RES%29-contest-schedule>

Come join us at the quarterly contests on August 26<sup>th</sup> and November 4<sup>th</sup>. The year's series events may be found on [F3X Vault](#).

If you would like to be added to a TPG-internal email chain focused on F3L, please let me know: [garyfogel@gmail.com](mailto:garyfogel@gmail.com)

## How We Compete (continued)

### F5J Fun Fly and Contest/Clinic Series

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Don Lochhead

Want to get into F5J, but not quite sure how do it? Or maybe you have a Radian in your hangar and are looking for an excuse to get out for a bit of fun-flying. Then come on out to the Poway field and check out one of our F5J Fun-Fly events.

We started out calling this a foamy event because the Night Radian was (and continues to be) the most popular plane to fly. However, we began 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. This is a fly-what-you-got type event, so everything from a vintage Easy Glider to a brand-new Yellow Jacket is welcome.

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 flying time, we reduce the flight window to 7 minutes. This is a very low-key meet-up and everyone is welcome no matter what your skill level.

For 2023 we have one remaining fun fly scheduled: October 28. Pilots meeting is at 8:45 with first up at 9 am. We typically fly five or six rounds, 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=2604](https://f3xvault.com/?action=event&function=event_view&event_id=2604)

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. Whatever you bring, you are sure to have a great time. If you have been thinking about getting into F5J, but were not sure where to start this is the event for you.



January 2023 F5J Fun Fly (Bob Hirsch photo)

# What is LSF? – Gary Fogel



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](mailto: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 11 members who are SAP Level I and 3 members who are eSAP Level 1. 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)



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; we had on such LSF day on August 12<sup>th</sup>.

Use our many contests and fun flys 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>

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

Warner	Garth	Level III	
Watson	Tom	Level IV	



## How We Connect

### 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.

# 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](mailto: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!

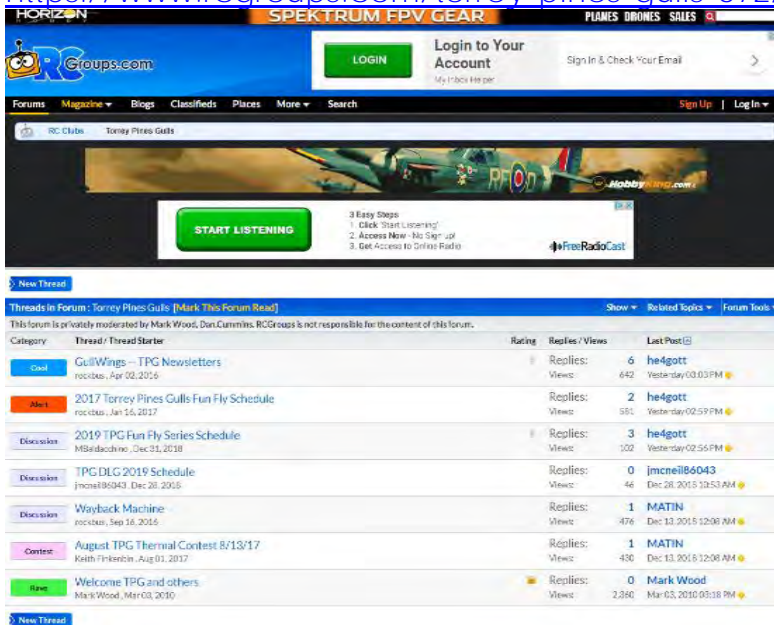
## How We Connect (continued)

# 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 roccdas, Apr 02, 2016		Replies: 6 Views: 642	he4gott Yesterday 03:03 PM
Alert	2017 Torrey Pines Gulls Fun Fly Schedule roccdas, Jan 16, 2017		Replies: 2 Views: 591	he4gott Yesterday 02:59 PM
Discussion	2019 TPG Fun Fly Series Schedule H5erbackline, Dec 01, 2018		Replies: 3 Views: 102	he4gott Yesterday 02:56 PM
Discussion	TPG DLG 2019 Schedule jmcneil86043, Dec 28, 2015		Replies: 0 Views: 46	jmcneil86043 Dec 28, 2015 12:53 AM
Discussion	Wayback Machine roccdas, Sep 16, 2016		Replies: 1 Views: 476	MATIN Dec 13, 2015 12:08 AM
Contest	August TPG Thermal Contest 8/13/17 Keith Finkstein, Aug 01, 2017		Replies: 1 Views: 430	MATIN Dec 13, 2015 12:08 AM
Alert	Welcome TPG and others Mark Wood, Mar 03, 2010		Replies: 0 Views: 2,860	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.

## How We Connect (continued)

# Check out the TPG 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/>

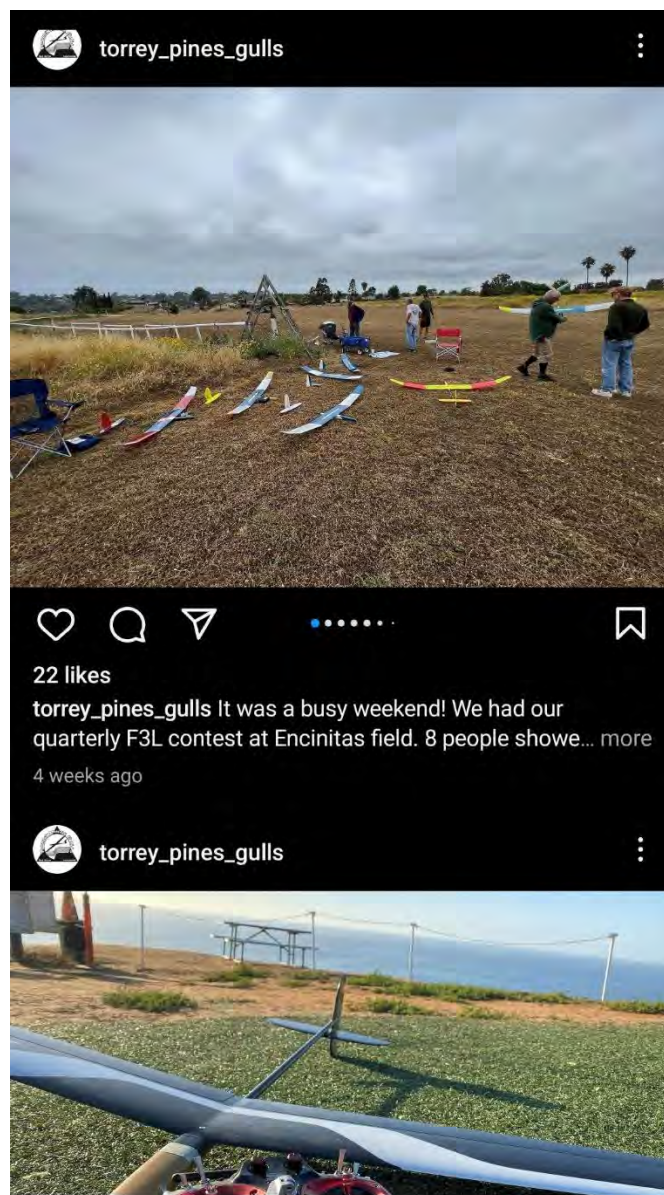


## How We Connect (continued)

# TPG is on

TPG's Media Coordinator, Mengchen Li, has created an Instagram account for the Torrey Pines Gulls. If you're already on Instagram, search for `torrey_pines_gulls` and click on follow. If you're not on Instagram, well, now's a great time to join!

Also, if you have any photos or videos of your RC soaring activities, contests, builds, fun flies, etc., send them along to Mengchen at [media@torreypinesgulls.org](mailto:media@torreypinesgulls.org) and you might find your submittal on a TPG Instagram post.



## Club Officers and Contact Information

President	Chuck Norris	<a href="mailto:president@torreypinesgulls.org">president@torreypinesgulls.org</a>
Vice-President	Gary Fogel	<a href="mailto:vp@torreypinesgulls.org">vp@torreypinesgulls.org</a>
Past President	Ian Cummings	
Secretary	Dale Gottdank	<a href="mailto:secretary@torreypinesgulls.org">secretary@torreypinesgulls.org</a>
Treasurer	Don Lochhead	<a href="mailto:treasurer@torreypinesgulls.org">treasurer@torreypinesgulls.org</a>
Communications Officer	Dale Gottdank	<a href="mailto:communications@torreypinesgulls.org">communications@torreypinesgulls.org</a>
Thermal Coordinator	Tom Watson	<a href="mailto:thermal@torreypinesgulls.org">thermal@torreypinesgulls.org</a>
Slope Coordinator	Mark Baldacchino	<a href="mailto:slope@torreypinesgulls.org">slope@torreypinesgulls.org</a>
DLG Coordinator	Justin Tolman	<a href="mailto:dlg@torreypinesgulls.org">dlg@torreypinesgulls.org</a>
Membership Chair	Cliff Hunter	<a href="mailto:membership@torreypinesgulls.org">membership@torreypinesgulls.org</a>
IHLGF Coordinator	Mike Smith	<a href="mailto:mike@themapsmith.com">mike@themapsmith.com</a>
LSF Coordinator	Gary Fogel	<a href="mailto:lsf@torreypinesgulls.org">lsf@torreypinesgulls.org</a>
Webmaster	Steve Hurd	<a href="mailto:web@torreypinesgulls.org">web@torreypinesgulls.org</a>
Media Coordinator	Mengchen Li	<a href="mailto:media@torreypinesgulls.org">media@torreypinesgulls.org</a>
Historian	Gary Fogel	<a href="mailto:historian@torreypinesgulls.org">historian@torreypinesgulls.org</a>
TP Soaring Council (TPG)	Mark Baldacchino	<a href="mailto:soaringcouncil@torreypinesgulls.org">soaringcouncil@torreypinesgulls.org</a>

### Executive Officers



Chuck Norris



Gary Fogel



Dale Gottdank



Don Lochhead



Tom Watson



Mark Baldacchino



Justin Tolman



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](mailto: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 following year's Photo of the Year competition.



December 2022 Co-Winner – Mike Lance & Thomas Moller flying Thomas's Mystique (Ian Cummings)

## Photo of the Month Contest (continued)



December 2022 Co-Winner – Mark Canfield's Freestyler (Marty Dine photo)



December 2022 Co-Winner – Steve Condon launching his Vixen 2 at a TPG F5J contest (Bob Hirsch photo)

## Photo of the Month Contest (continued)



February Winner – Ian Cummings launching his Cyril (Marty Dine photo)



March Winner – Arthur Markiewicz launching at the monthly TD contest at the Encinitas field (Cliff Hunter photo)



## Photo of the Month Contest (continued)



April Winner – Christoph Efstathiou launching Don Lochhead's Medina at the inaugural TPG F3L contest in Poway (Gary Fogel photo)



May Winner – Craig Hanson's Windfree flying over the amazing wildflowers at Torrey (Bob Hirsch photo)

## Photo of the Month Contest (continued)



July/August Winner – Keith McLellan flying Ted Torpin's 5-meter Slingsby T13 Petrel. Built from a kit by Old Gliders; covered in dope and fabric (Bob Hirsch photo)



David Hall launching at the August F3L contest (Bob Hirsch photo)



September Winner – Ray Pili launching at the July F5J Fun Fly at Poway (Bob Hirsch photo)



AND WANTED

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](mailto:communications@torreypinesgulls.org). Ads must be submitted by the 25<sup>th</sup> 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.

**HiTec RDX1 Charger** **\$45**  
 (battery in photo not included)

Ian Cummings  
[icummings@earthlink.net](mailto:icummings@earthlink.net)



**Accu-Cycle Elite Charger** **\$25**  
**with power pack**

Ian Cummings  
[icummings@earthlink.net](mailto:icummings@earthlink.net)





AND WANTED

### Dream Flight Libelle

\$80

Ian Cummings  
[icummings@earthlink.net](mailto:icummings@earthlink.net)



### Spektrum DX9 Transmitter \$220 Black

Ian Cummings  
[icummings@earthlink.net](mailto:icummings@earthlink.net)





**Quote of the Month:**

*“I cannot endure to waste anything so precious as autumnal sunshine by staying in the house.”*

*~ Nathaniel Hawthorne*



Torrey Sunset (Marty Dine photo)