



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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Chuck Norris

Hi everyone,

Over the past months, you've been reading my recurring theme about how important it is to encourage and help new pilots enjoy the flying opportunities we bring, and potentially become new members. Today I'd like to tell you a story about how this is coming to fruition, thanks to several club members who all played roles.

Jake Olefsky is one of our newest members. He dropped by a Tow Hook contest a few months back to watch what was going on, and asked about what it would take to learn how to fly RC gliders. Fast forward to last Sunday, when he soloed his new Gentle Lady at the Tow Hook contest at Encinitas! Jake is a quick study, and having the right equipment allowed him to get up and flying with a minimum of fuss.

Jake's Gentle Lady was expertly built and donated by Jim Burkett and his radio system was donated by Bill Eckles. Thanks guys! This is such a great way to help new members get some quick success.

Photo above: Mike Lance and Thomas Moller flying Thomas' Mystique by Ian Cummings

Jake's story probably sounds pretty familiar to most of us. He got the radio gear installed and set up the CG according to the plans, and then we met at Poway on a calm Saturday

Message from the President (continued)

morning to test things out and get it flying. We started off flying my Radian so we could easily get several mistakes high for some initial instruction. That went smoothly, and after a couple of flights, it was time to turn attention to the Gentle Lady.

We did some initial hand tosses and found that it was set up just about perfectly - Jim Burkett is a talented builder. With a few clicks of elevator trim, it flew straight and level, mostly hands off. Then we set up the Hi-Start and sent it up for its first-ever launch, using a fairly light stretch for the first flight. It flew straight up the line with minimal trim correction needed. Another launch with a more vigorous stretch was also uneventful, and gave us enough altitude for a good test of turning performance and final trim. Everything checked out, and then it was time for Jake to fly his new Gentle Lady for the first time!



Jake receiving his Jim Birkett-built Gentle Lady (Chuck Norris photo)

I handled the launch, getting a good high launch to get us several mistakes high. Then I handed the radio to Jake, and he was flying! He took a few turns, and the air was buoyant the way it often is at Poway in the morning; and the flight went very well. I took over for landing, but that was the last time it was needed.

Another launch, and then Jake took over, finding a few bumps of lift and getting more comfortable with how the GL performs. We then talked through how to set up for a landing, and Jake flew his first landing on his own. At my instruction, he set up an easterly approach and then let it cruise straight ahead until it landed - most of the way to the far east end of the field! After a walk and bush-whack to retrieve the plane, we started focusing on launch, with Jake alternately handling the throw or flying, doing only one or the other to avoid piling too many new things on at the same time.

Jake got comfortable with all aspects of flying - launch, the hunt for thermals, and landing, but we didn't quite get to the point where he flew the launch fully on his own.

Message from the President (continued)

That came last Sunday, when he joined us as a non-competitor for the next Tow Hook contest at Encinitas. His first flight of the day, he launched and flew completely on his own, even handling the landing in the much more space-constrained area at Encinitas. He flew several times, getting more and more comfortable, and even managed a landing for points on a landing tape.

Jake plans to join us for the next Tow Hook contest as a competitor, and is starting to think about building his own RES plane - maybe a Yellow Jacket.



Jake flying the Gentle Lady for the first time at Poway (Chuck Norris photo)



Jake, after his first solo flight at Encinitas (Chuck Norris photo)

Thanks, Jake, for letting me write about your experience, and thanks to all the club members who helped along the way. And special thanks to Jim Burkett and Bill Eckles for donating the plane and radio that let Jake get in the air quickly and successfully!

If anyone else has aircraft or radios that could use a second life, get in touch! Beginner aircraft and radios are what we need, and many of us still have those in our collections, but they aren't getting much flying time. Please consider donating them to the club so we can pass them along to new pilots!

Chuck

TPG June/July Events

DATE	EVENT	COMMENTS
June 1 st	Katie Martin International Tribute	Torrey Pines Gliderport No Contest Registration Required More information here: RC Groups
June 8	Landing Strip Contest at 1:00 PM Closest to the pin; ribbons for 1 st , 2 nd & 3 rd	Torrey Pines Gliderport No Contest Registration Required Fun Fly!
June 8	LSF Day at Poway (8:45 am) and Torrey (afternoon). Complete your LSF tasks.	Poway Flight Center and Torrey Pines Gliderport. No Contest Registration Required – FREE!
June 22 nd	DLG Contest	Poway Flight Center Register on F3X Vault
June 25 th	Club Virtual Meeting	Zoom link: TPG Virtual Meeting Zoom Link
June 1 st	Katie Martin International Tribute	Torrey Pines Gliderport No Contest Registration Required Fun Fly!
July 6 th	Aerobatics Day – TWF/PNF – Jesters, Ahis, Shrikes; whatever turns on a dime	Torrey Pines Gliderport No Contest Registration Required Fun Fly!
July 13 th	DLG Contest	Poway Flight Center Register on F3X Vault
July 14 th	F5J Contest	Poway Flight Center Register on F3X Vault
July 21 st	Tow Hook Series Contest F3L/F3RES/TD/1.5m	Encinitas Flight Center Register on F3X Vault when open
July 27 th	F5J Fun Fly	Poway Flight Center Register on F3X Vault

LSF Day – July 27th



We had planned on an LSF day in March but that was canceled due to inclement weather. The next opportunities to work on LSF tasks will be twofold:

June 8 – There will be a landing contest at the Torrey Pines Gliderport. This is perfect for completing LSF SAP Level I or Level II slope duration and spot landing tasks.

July 27 – Come join us at the F5J fun fly at the Poway field. This is also a perfect way to work on LSF eSAP tasks including thermal duration, spot landing, and contest tasks.

Not familiar with the tasks?

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

or see my column in this month's newsletter (page 34) that describes the tasks and has a list of TPGers and (I think) the levels they are currently working on.

Hope to see you there!

Newsletter This Month - Dale Gottdank, Editor



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!

June Issue highlights include:

- **International Hand Launch Glider Festival Wrap-up (page 14)**
- **Redman Rules Contest Report in News from the Slope (page 7)**
- **Photo of the Month Contest (page 42)**

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>.

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 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.

Our next club meeting is Tuesday, June 25th at 7:00pm. Don't miss out on a chance for TPG's new Super Raffle! (see info below)

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/>



A long ago in a galaxy far, far away, the Torrey Pines Gulls used to have regular monthly meetings in person; and at each meeting, members would have an opportunity to win some great prizes in a raffle.

One of the prizes each month was a "Super Raffle" ticket that allowed the winner to attend a really amazing raffle at the holiday party and get some additional goodies.

Unfortunately, we no longer have in-person meetings but we're doing the best we can with virtual club meetings via zoom. The next meeting will be June 25th at 7pm with a presentation. However, at that meeting we're also going to have a random draw for two super raffle tickets and the winners will be able to choose some prizes at the year-end holiday party. So come join the virtual meeting, hang in there through the presentation, get that winning raffle ticket and see what you might win in December!

See you at the next meeting!

News from the Slope – Mark Baldacchino, Slope Coordinator



Mark Baldacchino



Happy June, TP Gulls!

WOW! We finally had a scheduled Fun Fly on May 11th with the Redman Rules contest. We had ~10 MPH wind, and no rain! The day was supposed to have a Foamie Fun Fly as well, but most of the planes used in the contest were foamies. The UCSD students were to join us that day by building aircraft from foam board, then fly their creations, but this day didn't fit their schedule. We'll do that one later in the year.

On to the contest: We had seven pilots enter on a typical "May Gray" day, which certainly didn't hamper the fun!



The pilots meeting started at noon. (Mark Baldacchino photo)

News from the Slope (continued)

We started at noon in the landing zone, about 30 ft. from the walking path, and first up was the limbo line contest. Mike Redman brought all of the supplies for the day, and the limbo line outer supports were bamboo limbs. The line was set at about seven feet high, and we just left it there for the run. The wind was a bit gusty, and the turbulence, at times, was incredible! Most of the carnage occurred during this event. Craig Hansen went through three planes, but a little balsa, glue, and covering will get 'em back in the air. We had three or four pilots in the air at once, which divided the group into two sections, and everyone got three tries at each category.



Meet Mike Redman himself, who created the Redman Rules Contest back in the 1970's



Craig Hansen coming in hot under the limbo line (Mark Baldacchino photo)

News from the Slope (continued)



And Craig clipping a bamboo line support (Mark Baldacchino photo)

We then moved on to the beer can bowling in the same area. All pilots got three chances to knock over the cans, but due to the turbulence, nobody succeeded. So, we relocated the "bowling alley" higher up on the hill, which was on the very west end of our landing strip. This area allowed much better results.



Ian Cummings fighting the turbulence with beer cans directly below his Ka-8 (Mark Baldacchino photo)

News from the Slope (continued)



Ian on approach at the bowling alley (Mark Baldacchino photo)



Craig Hansen knocking-down all 5 cans, taking 1st place! (Mark Baldacchino photo)

News from the Slope (continued)

Then, last up was the carrier deck landing contest. This was a piece of carpet measuring about 5 ft. long, and 18 in. wide, with the points in segments.



Go ahead and land on that!
Carrier deck carpet strip
(Mark Baldacchino photo)



Gary Fogel's Zagi taking 1st on the deck (Mark Baldacchino photo)

All three of these categories proved to be more challenging than they looked, especially with the turbulence, but everyone had the same conditions. Approaches, at times, were hilarious, and sometimes outright scary! This day was a hoot! Results are on the following page, and where you see an "N/A" it depicts that nobody was able to score for that position. Hats off to VP Gary Fogel, as he flew his Zagi Wing to an overall first place for all three categories! These photos capture the days' worth of fun. Let's do this again!



Gary being presented with one of his three blue ribbons (Ray Pili photo)

News from the Slope (continued)

Redman Rules Contest Results

Limbo Line	Beer Can Bowling	Carrier Deck Landing
1 st - Gary Fogel	1 st (5 cans) - Craig Hanson	1 st (75 points) Gary Fogel
2 ^{ns} - Bret Locke	2 nd (4 cans) - Ian Cummings	N/A
3 rd - N/A	3 rd (3 cans) - Tied Gary Fogel Bret Locke	N/A

Overall Standings
1 st - Gary Fogel
2 nd - Craig Hanson
3 rd - Bret Locke
4 th - Ian Cummings
5 th - Tied Chuck Norris Scott McCurdy Arthur Markiewicz



...and the gang. Check out Craig's planes in the foreground – got some repairs to do (Bob Hirsch photo)

News from the Slope (continued)

By the time this newsletter will be out, it will be June 1st, which is the Katie Martin Tribute at Torrey Pines Glider Port. We'll have pilots from around the county with lots of Hobie Hawks, Bob Martin Models, and all sorts of built-up classics. I really encourage you to come out and check-out this event. There will be a huge raffle, with kits, built-up planes, electronics, and more. If you're going to fly, please bring your AMA card, check-in at the glider shack, and have a super time. Let's keep the maximum number of planes in the sky to no more than seven (7), at a time and let's have at least one spotter for paraglider traffic.



Gary and Mike showing their nice TPG jackets. It was a cool day indeed (Ray Pili photo)

TPG Gliderport Schedule for 2024

June 1 st	Katie Martin International Tribute. A Bob Martin event for mostly Hobie Hawks
June 8 th	Landing Strip Contest at 1:00 PM – Closest to the pin; ribbons for 1 st , 2 nd & 3 rd
July 6 th	Aerobatics Day – TWF/PNF – Jesters, Ahis, Shrikes; whatever turns on a dime
August 10 th	Fly 'n Swap Again! – A day to fly and swap meet. Clean out your garages and make room for more birds
September 7 th	Old School Vintage Classic Woodies Again! – Balsa BOTs, Olys, Sagittas – whatever is built-up wood
October 19 th	UCSD/TPG Buddy Box & Skilled Pilots Mentorship Day
November 30 th	No Shopping Saturday – A couple of days after Thanksgiving to get out of the house

Blue Skies!
Best Regards,

Mark Baldacchino

IHLGF Wrap-up – Mengchen Li, CD

The 29th International Hand Launch Glider Festival is in the books. Not quite the 30th anniversary, we nonetheless registered 78 pilots, making this the largest International since 2011 (based on the earliest available record on F3XVault).



2024 IHLGF pilots (Bob Hirsch photo)

The initial planning of this year's IHLGF began last year. Since we received a couple of inquiries from pilots in Asian countries, Gary and I started working on the invitation letter for their Visa application in December. Although some pilots in China were eventually not able to make the trip due to the tedious visa application process, we now know we should get the letters out earlier next time.

Starting in January, the whole TPG IHLGF organizing team held a monthly meeting for the planning and organization of the event. Critical items, such as registration, FAI World Cup applications, task list, catering, porta potties, and auction were discussed back and forth for optimum results. Basically, Gary, Chuck, John, Don, Cliff, and Justin figured out everything, as I had been busy preparing for my PhD qualification exam for a long time (although unfortunately, I did not succeed, I'll have another opportunity). Thanks to the efforts of the aforementioned team, my main job was to think about the tasks and group breakdowns. Given that we had 78 pilots, Gary and I did the math, and we decided to have 11 preliminary rounds with 6 groups in each round. We didn't want the field to be too crowded with pilots, nor did we want to have too few rounds; considering we had participants who made the trip from Europe, Asia, and Oceania. We didn't want the contest to go on for too long, aiming for completion of the event by 5:00 pm on Sunday. Those are all important things to consider and balance. Besides, this would be the first time we allowed eDLG (electric DLGs) into the International, so we needed to figure out how to regulate them along with the traditional hand launch planes.

Once everything had been planned out, Gary sent out the contest bulletin and printed the name tags. Tim printed out the scorecards, including a few blank cards for back-up. Cliff and Sandy mowed the field on Monday, April 22nd before the contest to make sure we would have optimum field conditions. Everyone helped set up tents on Wednesday. Some people said there were already more than 10 tents on the field by Thursday and they could only find available spots on the far end.

IHLGF Wrap-up (continued)

Thursday, April 25th was a practice day and Thursday evening was reserved for Phil's BBQ, as always. About 15 people, mostly German pilots, Hawaiian pilots, and first timers, went to Phil's BBQ. I committed to helping with the KST booth at the AUVSI exhibition on Thursday afternoon, so I arrived at the BBQ late. Luckily, people were still there. We all had a good time chatting with one another.

Friday, April 26th was another practice day. Unlike Thursday, most pilots had arrived, and the field was more crowded. The sky remained dark and gloomy, with fairly strong wind and some gusts. The conditions were pretty tough for practice. I didn't fly a lot on that day, as I did not want to risk a mid-air or waste my arms. Meanwhile, the club trailer was ready. Coolers and drinks were ready. The power outlets for the CD tent were tested. The pilot sign-in and plane registration began in the early afternoon (Thank you Tom and Cliff for making a plane measuring bar). There was also self-organized All Up Last Down practice going on at the field at the same time. The AULD lasted until the Taco dinner arrived at the field. It was still cold and windy, but everyone managed to find a nice spot to enjoy the food, looking forward to the next day's contest.

We started the pilots meeting a bit later than expected on Saturday morning, but it went smoothly. It was awesome to see both Lex Mierop and Joe Wurts had attended over 15 Internationals. Compared to them (my 4th time), I realized it's still a long way to go for me. After the pilots meeting, there were a couple of upcoming contest announcements: Rick Jay spread the news of Cascadia in August, and John Butler advertised his new DLG contest in October in Visalia. If we can send more pilots to their contests, more people from those areas might consider coming to the International more often.



Pilots meeting (Eitan Rotbart photo)

IHLGF Wrap-up (continued)

Seven rounds were completed on Day1. We had a couple of Mike Smith rule calls, but nothing bad happened. The conditions in the afternoon weren't super windy (I never used any ballast on Day1), but it was just tough. We had a huge separation in the Poker round, and it became the dropped round for a lot of pilots. We wrapped up the first half of the contest around 6:15pm, which was even later than last year, but there was still enough sunlight, and thermal soaring was still possible. Given that last year we were flying the Poker around the same time, this year was somehow better for the pilots. Just like last year, Adrian sponsored the Saturday pizza dinner. Everyone had a good time on the field eating pizza and chatting. Gary and I split up all the collected scorecards and double checked the entered scores on Saturday night; no complications.

Four more preliminary rounds were completed on Day2. The nice sunny day was deceptive. The conditions were not that great and many pilots made mistakes. The ranking of top 12 kept changing back and forth. One bad round can cost everything. Only the two world champions, Joe Wurts and Henri Sander, were still clean after the 11 preliminary rounds. The auction was happening while the panel was finalizing the scores. This year's auction items were awesome! A huge THANK YOU to all the sponsors!



The 12 Flyoff finalists (Bob Hirsch photo)

The top 12 pilots advanced to the Flyoff rounds. They were Joe Wurts, Henri Sander, Mengchen Li, James Hohensee, Yu Nishimura, Mike Smith, Toby Herrera, Eitan Rotbart, Jon Finch, Paul Koenig, Markus Kellerer, and Gregg Bolton.

IHLGF Wrap-up (continued)

The flyoffs were brutal! Some people tried to push the limit really hard and lost their planes far downwind. A group of volunteers drove around the area to search the lost planes. Paul, Yu, and Mengchen were able to get their planes back (with some damage) with the help of our volunteers, while Mike and Gregg never recovered theirs. After 4 rounds of dueling, Henri Sander from Germany won the 29th International Hand Launch Glider Festival, followed by Toby Herrera and Jon Finch. Joe Wurts won the preliminary rounds (the World Cup rounds), and ended up with 4th place after the flyoffs. Chris Bloom won the motorized class; Milan Bregman won both Sportsman and Junior class. This year, we also created two special awards: Mid-of-the-Pack award, and the Most Need-of-Repair award. Matt Spencer from Canada won the Mid-of-the-Pack, with a place right at the center of the total rankings. Tom Lokody won the Most Need-of-Repair, due to a severe mid-air, which was the most disastrous one I've ever seen. I hope he can make good use of the repair kit included in the award. Congratulations to all! The scores can be found here: [F3X Vault](#)



The awards table. CD Mengchen Li and TPG President Chuck Norris preparing to announce the winners (Bob Hirsch photo)

IHLGF Wrap-up (continued)



The top 3! Congratulations! (Bob Hirsch photo)

Next year's IHLGF will be even more spectacular. It's the 30th anniversary of the International! The TPG Executive Council members have already planned future organizational meetings. Stay tuned. Hope to see all of you next year!

May DLG Contest Report – Gary Fogel, CD

On May 18, 2024, 11 pilots met at Poway to have a DLG contest, the first after the International Hand Launch Glider Festival. The weather gods were very nice to us and gave us a wonderful spring day of sunshine and seasonal temperatures with abundant light lift that started early, even prior to the contest. The contest was arranged as a set of six rounds – three rounds to start with a break for a short clinic on thermal hunting by CD Gary Fogel, followed by another three rounds (in the hope that contestants would put together the lessons from the clinic in a positive way for the remainder of the contest. New member and UCSD student Logan Smith flew in his first DLG contest. Cliff Hunter and Bob Hirsch flew motorized DLGs while everyone else flew standard DLGs. We were also joined by Tom Farley and new member Brian Moore who was also a TPG member in the 1980s and now curious what DLG was all about.



Competitors for the May TPG DLG monthly contest at Poway (Tom Farley photo)

Round 1 started out relatively easy with Task F – 3 of 6 flights (3:00 max) in a 10 min window. The air was quite buoyant already by the 9:00 start time, and in the first round five pilots maxed their times with Justin Tolman missing a K by just 1.1 seconds. Bob Hirsch had difficulty with the motor on his Fury and was unfortunately unable to continue with the competition after Round 1.

Round 2 was Task H – 1,2,3,4 min flight in any order in a 10 min window. In group A Gary Fogel and John McNeil had four solid flights each while in group B five of six pilots managed over 9 min, with Mengchen taking the K followed closely by Justin, Cliff Hutner, Milan Bregman and Chuck Norris.

May DLG Contest Report (continued)

Round 3 was Task A – Last Flight (5:00 max) in a 10 min window. I put this one in specifically before the clinic to give pilots plenty of time to try to hunt for their 5 min flight. By this time in the contest, the air was a bit more dynamic but the winds had yet to materialize. Justin Tolman and Gary Fogel maxed their scores in Group A while four pilots (John McNeil, Chuck Norris, Keith Frankie, and Mengchen Li) all maxed their times. Keith in particular had a very nice low save with his Snipe on this flight that was quite remarkable, flying for a good 4 min not more than half a tree higher than the tree near the CD tent. It was a fun flight to watch – nice flying Keith!

We took a break and Gary gave some pointers about what to think about before a launch and how to practice thermal acquisition. We did a bit of Q&A and it was well received.

Round 4 then was a repeat of Task A – Last Flight (5:00 max) but in a shorter 7 min window. The hope was that while people would have less time to find their 5 min ride, they would use the lessons of the clinic to do so. It was good timing on my part as the thermals were plentiful and pretty obvious at just that time during the day. Unfortunately, Keith Frankie had a flaperon issue that precluded him from flying in group A while he made some quick repairs but everyone else in Group A (Gary Fogel, Justin Tolman, and Clifford Hunter) managed to get their 5 min flight! Cliff had a nice save out over the creek on this one with his electric CX5. And then in Group B five of six pilots with exception of new pilot Logan Smith were able to get their 5 min flight! That must be some kind of record – 8 of 10 pilots getting their K. I'd like to think it was the clinic, but in actuality the conditions were just that good...

Round 5 was designed to be a bit of a separator in the contest as Task D (2020) – Two flights (5:00max) in a 10 min window is not easy. But in the end its just double what everyone just did, so hey how hard can it be? Well in Group A Chuck Norris nearly maxed his time with a 9:53.8. Very nice flying Chuck! Unfortunately, in this same Group, Dale Osborn lost visual of his CX5 and it went to the east, ending up in a tree. (A rescue team was mounted, thanks to Tom Farley and Justin Tolman, and the plane was later recovered the following day). In Group B, Mengchen and Milan put on a clinic with Milan making a masterful save with his new Concept CX5 in a low thermal just to the east of the field. John McNeil and Gary Fogel weren't as fortunate and dropped in the ranking as a result during this round. Leave it to the CD to fall into his own Round 5 trap!

Round 6 was also designed to be a test of skills learned – Task C – All Up Last Down. By this time the thermal separation was getting larger, and the tree line was providing useful lift on an irregular basis. In Group A, Gary Fogel and Chuck Norris maxed their times with Cliff Hunter and Keith Frankie also doing very well in the conditions. In Group B, Mengchen Li and Milan Bregman maxed their times with Justin Tolman landing out by just one bush length from the field and John McNeil with 7:47.4.

In the end the top three pilots were Mengchen Li flying a TAir (with a perfect 6000), followed by Chuck Norris just 46 points behind Mengchen (5953) flying a BAMF2, followed by Milan Bregman with 5825 flying his brand-new Concept CX5. I think Milan likes the Concept... ☺

May DLG Contest Report (continued)



Contest winners Milan Bregman – third place (left), Mengchen Li – first place (center), and Chuck Norris – second place (right). (Gary Fogel photo)

Scores from F3X Vault

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	5 Mengchen Li 🇨🇳	6000.0		1000	1000	1000	1000	1000	1000
2	8 Chuck Norris 🇺🇸 🇩🇪	5953.9	-46.1	1000	953.9	1000	1000	1000	1000
3	3 Milan Bregman 🇺🇸 🇩🇪	5825.2	-128.7	1000	983.7	846.0	1000	995.5	1000
4	2 Gary Fogel 🇺🇸 🇩🇪	5697.7	-127.5	1000	1000	1000	1000	697.7	1000
5	10 John McNeil 🇺🇸 🇩🇪	5534.7	-163.0	925.0	968.0	1000	1000	776.1	865.6
6	1 Justin Tolman 🇺🇸 🇩🇪	5285.3	-249.4	998.0	990.8	1000	1000	629.8	666.7
7	6 Clifford Hunter 🇺🇸 🇩🇪	4820.1	-465.2	881.7	986.7	783.3	1000	190.6	977.8
8	7 Dale Osborn 🇺🇸 🇩🇪	3197.5	-1622.6	653.3	771.9	772.3	1000	0.0	0.0
9	9 Keith Frankie 🇺🇸 🇩🇪	3149.4	-48.1	499.6	818.7	1000	0.0	55.2	775.9
10	11 Logan Smith 🇺🇸 🇩🇪	585.1	-2564.3	257.4	154.4	173.3	0.0	0.0	0.0
11	4 Bob Hirsch 🇺🇸 🇩🇪	0.0	-585.1	0.0	DNS	DNS	DNS	DNS	DNS

May DLG Contest Report (continued)

We had a fun time and the contest concluded around 1pm with a late lunch at Rubio's fish tacos at 2pm. Thanks to all who attended and also those who helped set up the contest and provided equipment.

We look forward to seeing you at the next DLG monthly on June 22! Sign ups are here on F3X Vault: https://www.f3xvault.com/?action=event&function=event_view&event_id=3059



When you land out at Poway and go looking for your plane, expect to have some foxtails collect in your shoes. If you wear the right type of shoes you can get quite a collection, as proven by Dale Osborn. (Gary Fogel photo)

May Tow Hook Series Contest Report – John McNeil, CD

We started flying about 20 minutes late in the 9:00 am - 1:00 pm window. However, we had no problems with everyone getting all their flights. The conditions started as "interesting" and got more challenging as the day progressed. We had great lift, except when we didn't. You'd be cored and climbing like crazy; then, just nothing. All pilots in all classes alternated between making their times with landing after two minutes. We saw brilliant saves and really good landings by every pilot.



Tow Hook pilots meeting (Gary Fogel photo)

Arthur was particularly impressive, landing his large open-class RES ship in turbulence. The plane seemed to crawl to the 100, bouncing around, and you'd think he's never going to make it. Then there it was, parked at 99. Erik and Cliff also landed their full-house planes well. In round three, they all completed their 10-minute tasks, and each made 100-point landings! In the end, Arthur was victorious in open class.

TD Open Class Scores

#	Pilot Name	Total	Diff	Completed Rounds (No.)				
				Round 1	Round 2	Round 3	Round 4	Round 5
1	Arthur Markiewicz 🇺🇸 🏆	5842.00		1297.00	1283.00	1294.00	1000	968.00
2	Clifford Hunter 🇺🇸 🏆	5069.00	-773.00	409.00	1269.00	1290.00	913.00	1188.00
3	Erik Larson 🇺🇸 🏆	3279.00	-1790.00	331.00	547.00	1286.00	720.00	395.00

May Tow Hook Series Contest Report (continued)



Scoring tent (Gary Fogel photo)

Gary and I flew 1.5m class first thing in the morning before we started flying 2m and before the wind came up. Gary made all five of his 5-minute tasks with great landings every time. I missed a time, so I was beaten handily. Meanwhile, the rest of the 2m crew started flying and turning in good times. We also had Milan and Brian out spectating and timing. New member Jake flew his Gentle Lady for fun alongside the contest and did very well with it. We look forward to flying with him in the future.

1.5m Class Scores

#	Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)				
				Round 1	Round 2	Round 3	Round 4	Round 5
1	Gary Fogel 🇺🇸 🇧🇪	3115.00		696.00	696.00	693.00	700.00	330.00
2	John McNeil 🇺🇸 🇧🇪	3026.00	-89.00	696.00	256.00	688.00	695.00	691.00

Around 11:00, the wind started to become a factor. On the plus side, the wind increased launch heights; on the other hand, the thermals ran downwind pretty fast. The lift was strong, and so was the sink. That being said, everyone did a great job and the final scores were pretty close, with Gary winning 2m class as well. Sandy and had Cliff mowed the field, and it was really nice - thanks! The county had mowed the area surrounding the field which was helpful. Thanks to everyone for helping run this contest!

2m Class Scores

#	Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)					
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Gary Fogel 🇺🇸 🇧🇪	4198.00		802.00	365.00	603.00	804.00	811.00	813.00
2	John McNeil 🇺🇸 🇧🇪	3906.00	-292.00	801.00	818.00	573.00	556.00	814.00	344.00
3	Chuck Norris 🇺🇸 🇧🇪	3675.00	-231.00	801.00	506.00	814.00	517.00	250.00	787.00
4	Bret Locke 🇺🇸 🇧🇪	3262.00	-413.00	354.00	279.00	410.00	766.00	739.00	714.00
5	Clifford Hunter 🇺🇸 🇧🇪	102.00	-3160.00	102.00	0.00	0.00	0.00	0.00	0.00

May Tow Hook Series Contest Report (continued)



2m and 1.5m Yellow Jackets and a couple of hi-start reels at the recently mowed (Thanks Cliff and Sandy!) Encinitas field (Gary Fogel photo)

Club Membership Update – Cliff Hunter



Cliff Hunter

Hello Gulls,

RENEW YOUR “TPG” Membership for calendar year 2024, please.

Do not be locked out. Renew and/or become a Torrey Pines Gulls member.

Our goal this year is to increase our membership by 10%. If you know someone who may be interested in RC soaring, please invite them to some of our events and encourage them sign up and become a member.

Renewing or new members must fill out the registration on our web site.

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 May 21, 2024

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.

TPG Membership		
Date: May 21, 2024	Since Last Report	Total
2023 – Members		127
2024 – New and Renewed Members	5	91
2024 - Google Group Members	6	145

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



John McNeil

Thermal Coordinator – John McNeil

For 2024, Thermal Duration (winch launch) contests have been moved into the new Tow Hook Series (see the following pages). For F5J contest dates, check the calendar on the Torrey Pines Gulls website:

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

Also, be sure to look for, and subscribe to, the upcoming RCGroups 2024 TPG Thermal contest (F5J) schedule thread for next year's contest news: <https://www.rcgroups.com/forums/showthread.php?4447697-2024-TPG-F5J-contest-schedule>

or contact John McNeil at thermal@torreypinesgulls.org

DLG/Hand Launch/F3K Contest Series



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 2024 Torrey Pines Gulls DLG Contest/Clinic Series thread for the latest contest news: <https://www.rcgroups.com/forums/showthread.php?4455963-2024-Torrey-Pines-Gulls-DLG-Contest-Clinic-Series>

or contact Justin Tolman at dlg@torreypinesgulls.org

How We Compete (continued)

Team DLG Series



John McNeil

Thermal Coordinator – John McNeil

We are very excited to announce a two-event series for a new team DLG format!

The Gulls have been playing this super-fun team game on practice days for several years, and we are excited to share it with the community!

The format is team-only; there are no individual scores. Each team requires four pilots. You have plenty of time, so start getting your teams together – and start practicing!

The schedule and individual contest updates can be found on RC Groups: <https://www.rcgroups.com/forums/showthread.php?4447751-2024-TPG-Team-DLG-Series>

or contact John McNeil at thermal@torreypinesgulls.org

Team DLG format:

- Teams consist of exactly four pilots.
- In each heat, three of the pilots fly while one pilot times and provides team direction.
- Each round, the timer is rotated. After four rounds, all team members will have timed once.
- Contest rounds follow F3K formats except:
 - Flight timing
 - Flight time starts when the last of three pilots releases the model.
 - Flight time ends when the first of three pilots time would end.
 - If any pilot lands out of bounds, then the flight scores zero.
 - (In other words, all three pilots fly each flight together for a single flight time)
 - For Poker:
 - The timing team member makes the time nomination.
 - All three pilots must make the nominated time (see flight timing above).
 - Timer can force the whole team to re-flight to maximize the score

How We Compete (continued)

2024 TPG Tow Hook Series - F3L/F3RES/TD/1.5m



John McNeil

Last Year we launched the TPG F3L series with 4 contests. This format turned out to provide a relaxed and social event. In 2024, we want to modify the program to allow more pilots to fly, and also to preserve AMA TD as an active TPG contest class. With this in mind, we present the 2024 Tow Hook Series.

The schedule and individual contest updates can be found on RC Groups: <https://www.rcgroups.com/forums/showthread.php?4447735-2024-TPG-Tow-Hook-Series-F3L-F3RES-TD-1-5m>

For more info, contact John McNeil at thermal@torreypinesgulls.org

Who

AMA pilots who are interested in flying with friends, improving their thermal flying skills, and competing for fun.

Why

The goals of this program are:

- Provide a fun, relaxed monthly contest where low-cost aircraft can be competitive
- Various classes encourage greater participation
- Overcome the current field limitations for F3L of 12 pilots max. at Encinitas and 8 at Poway
- Maintain a home for AMA TD competition
- Develop a competitive thermal format for sailplanes under 250g

What

Format:

This format is similar to the successful BARCS FxRES format with modifications to suit our TPG community and fields.

This is a simple format with a 4-hour window, where competitors will fly a number of flights in the window to be determined by the CD based on that day's registration (see the classes section for maximum flight times). There is a landing bonus using F3L landing tapes for all classes. Launches made after the open window will receive zero landing points if within 30 seconds. All launches must occur during the open window. After the 4-hour open flying window, the CD shall tally the scores and may choose to have fly-off rounds. Points in fly-off will be added to points from open flying.

Launches:

Pilots launching RES from bungees are allowed to re-fly if they have a pop-off up to two times in the open window. Winch launch (TD) pilots may have one re-fly if they pop-off.

Landings:

Landings count if there are no shed parts. Upside-down is ok. Landings where the nose is buried and the tail is in the air are also given a zero score.

How We Compete (continued)

2024 TPG Tow Hook Series - F3L/F3RES/TD/1.5m (continued)

Aircraft Classes

Pilots may fly in any one or two of the three classes below. We will fly up to 3 classes depending on attendance:

- 1.5m RES bungee launch. Max flying weight is 250g. Construction materials and techniques must follow F3L rules.
Maximum flight time is 5 minutes.
- 2m RES bungee launch. Construction materials and techniques must follow F3L rules.
Maximum flight time is 6 minutes.
- AMA thermal duration open class. Winch launch. Skegs are allowed.
Maximum flight time is 10 minutes.

Equipment

At least three landing tapes will be provided, marked for F3L. AMA TD will use the same landing bonus formula as the other classes.

F3L compliant bungees will be provided by the club and set up at the CD's direction. At the CD's discretion, all bungees may be shortened from F3L standard to accommodate field conditions.

Winches:

A single winch will be provided by the club when at least 2 pilots register at least one week in advance. The winch shall be set up in parallel with, and at the same length as the stretched bungees. The winch will not have a retriever. The winch shall be run until the chute is at the turn-around after every launch.

When

Refer to posted schedules on RCGroups and the Torrey Pines Gulls website.

Where

TPG Encinitas Flight Center, except within 5 days following rain, when the contest will relocate to the Poway Flight Center.

How

John McNeil, in the role of TPG Thermal coordinator, will recruit a CD for each contest. This format does not require the sound system or timing board, but does require bungees and sometimes a winch.

How We Compete (continued)

F5J Fun Fly and Contest/Clinic Series



Don Lochhead

TPG will continue our F5J style foamy fun fly contests (and clinic) in 2024 at our Poway field. This is truly a fun-fly and a great way to get into F5J style flying. Any foamy or stick-built plane up to 2m (or so) is welcome. Night Radians are very popular but we also see Yellow Jackets (stick-built) and a variety of other vintage foamy and balsa stick-built aircraft.

We fly 7-minute windows with standard F5J landing tapes. If you are just getting started and do not have an Altis yet, no problem. Your timer will give you the 30 second call to cut your motor and the CD will announce a default launch height to be used for scoring purposes.

We typically pause mid-contest for a quick clinic. Subjects generally focus on F5J topics of interest to pilots getting into the format. The events are free but we still ask all pilots to sign up on F3X Vault so we know how many to expect and can run the matrix ahead of time.

For 2024 we have three more events scheduled:

July 27

October 26

Come on out and join the fun!



Bob Hirsch photo

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>)

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 2024 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 Walter “Wally” Adazczik at lsf_secretary@silentflight.org as a pdf scan or photo that clearly shows the witness signatures. Wally 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 Wally.

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 many 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 2024 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. On June 8, we're planning an LSF day at Poway and Torrey to help get people signed off. We might throw in some additional LSF days if there is interest.

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>

Last Name	First Name	SAP	eSAP
Blodgett	Edward	Level I	
Bregman	Milan	Working on Level I	
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	
Legerton	Gary	Working on Level I	
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	Level I
Pili	Ray	Level II	Level 1
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.

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. 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!

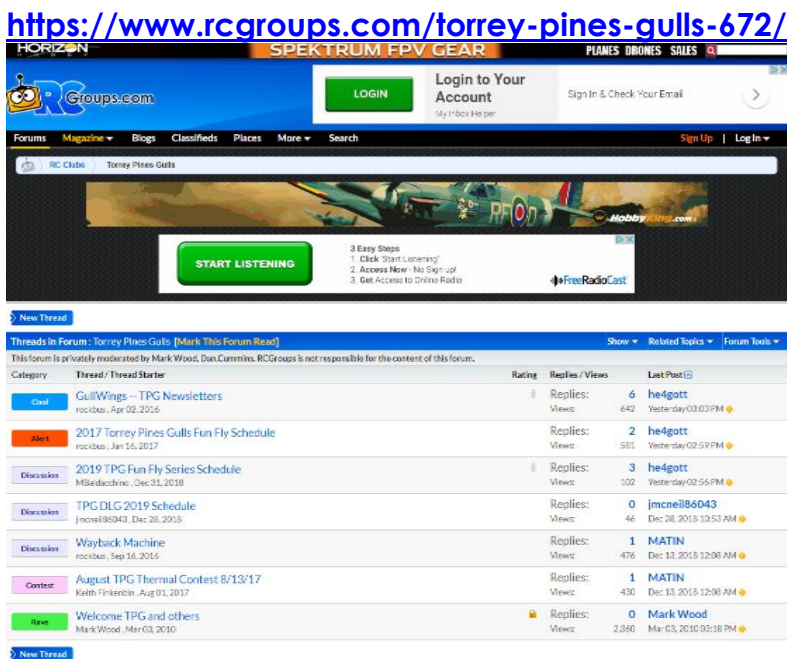
How We Connect (continued)

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	Replies / Views	Last Post
Good	GullWings - TPG Newsletters roccioes, Apr 02, 2016	Replies: 6 Views: 642	he4gott Yesterday 03:03 PM
Alert	2017 Torrey Pines Gulls Fun Fly Schedule roccioes, Jan 16, 2017	Replies: 2 Views: 561	he4gott Yesterday 02:59 PM
Discussion	2019 TPG Fun Fly Series Schedule M8aldachino, Dec 31, 2018	Replies: 3 Views: 102	he4gott Yesterday 02:56 PM
Discussion	TPG DLG 2019 Schedule jmcneil86043, Dec 28, 2018	Replies: 0 Views: 46	jmcneil86043 Dec 28, 2018 10:53 AM
Discussion	Wayback Machine roccioes, Sep 16, 2016	Replies: 1 Views: 476	MATIN Dec 13, 2018 12:08 AM
Contest	August TPG Thermal Contest 8/13/17 Keith Finkelson, Aug 01, 2017	Replies: 1 Views: 430	MATIN Dec 13, 2018 12:08 AM
How	Welcome TPG and others MarkWood, Mar 03, 2010	Replies: 0 Views: 2,860	Mark Wood Mar 03, 2010 02:18 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.

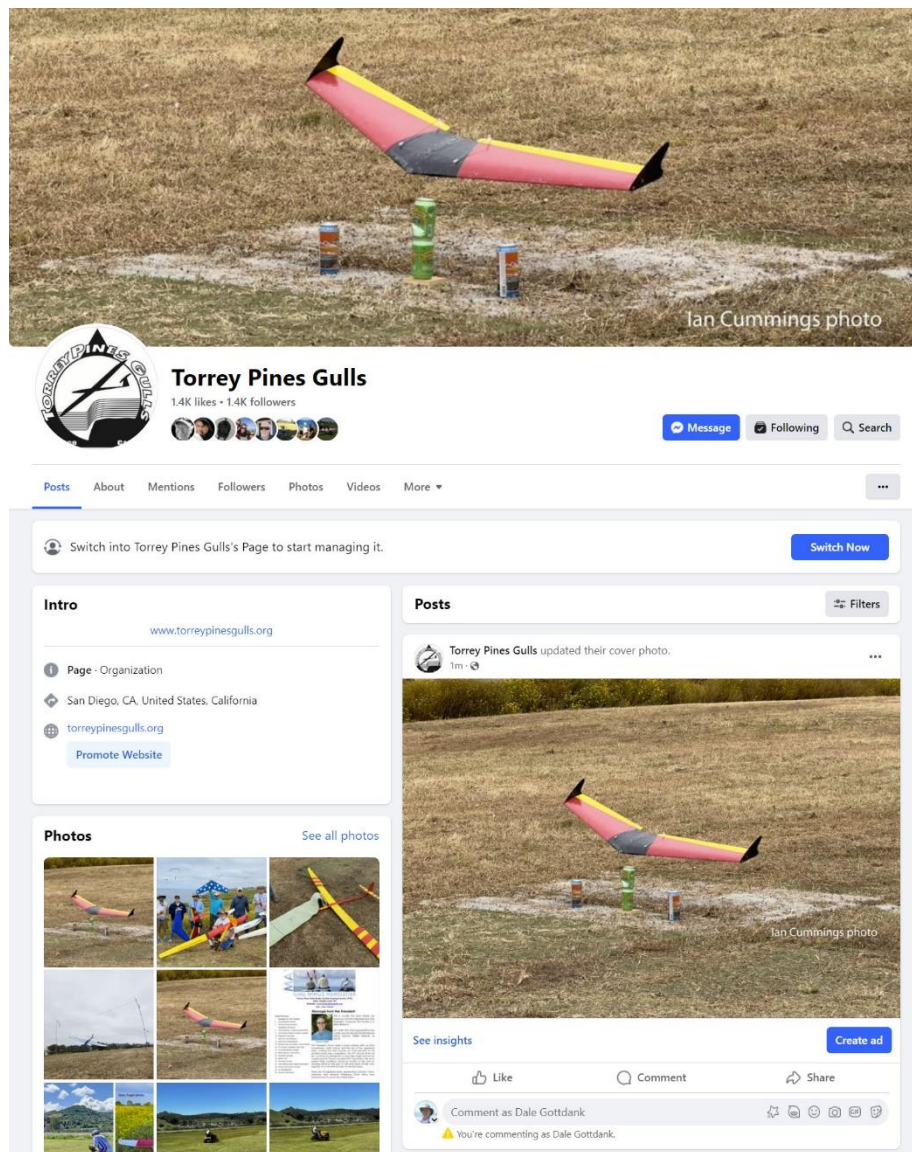
Unlike the old Yahoo Forum, RCGroups allows you to post photos and videos. By subscribing, you can keep up with the latest events, club activities and member postings.

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/>

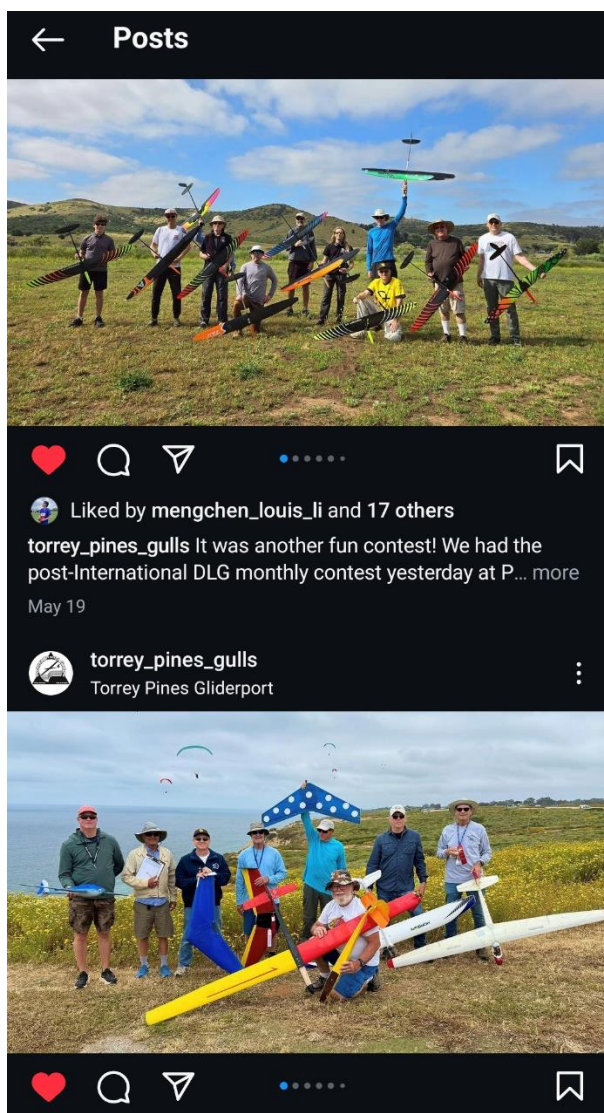


How We Connect (continued)

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 and you might find your submittal on a TPG Instagram post.



Club Officers and Contact Information

President	Chuck Norris	president@torreypinesgulls.org
Vice-President	Gary Fogel	vp@torreypinesgulls.org
Past President	Ian Cummings	
Secretary	Dale Gottdank	secretary@torreypinesgulls.org
Treasurer	Don Lochhead	treasurer@torreypinesgulls.org
Communications Officer	Dale Gottdank	communications@torreypinesgulls.org
Thermal Coordinator	John McNeil	thermal@torreypinesgulls.org
Slope Coordinator	Mark Baldacchino	slope@torreypinesgulls.org
DLG Coordinator	Justin Tolman	dlg@torreypinesgulls.org
Membership Chair	Cliff Hunter	membership@torreypinesgulls.org
IHLGF Coordinator	Chuck Norris	president@torreypinesgulls.org
LSF Coordinator	Gary Fogel	lsf@torreypinesgulls.org
Webmaster	Steve Hurd	web@torreypinesgulls.org
Media Coordinator	Mengchen Li	media@torreypinesgulls.org
Historian	Gary Fogel	historian@torreypinesgulls.org
TP Soaring Council (TPG)	Mark Baldacchino	soaringcouncil@torreypinesgulls.org

Executive Officers



Chuck Norris



Gary Fogel



Dale Gottdank



Don Lochhead



John McNeil



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. 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 2023 Winner – Cliff Hunter launching his eDLG at the November DLG contest (Bob Hirsch photo)

Photo of the Month Contest (continued)



January Winner – Thomas Moller's ASH-26 and Aaron Wallace's ASW-27 await launch at Torrey (Aaron Wallace photo)



February Winner – Steffen Peters' 7.4m Antares over Pacific whitecaps (Thomas Moller photo)

Photo of the Month Contest (continued)



March Winner – Dave Hall launching with Gary Fogel timing at the SWSS Bungee Challenge (Cliff Hunter photo)



April Co-Winner – Ren Dileo launching Gary Fogel's 1-26 (Mark Baldacchino photo)

Photo of the Month Contest (continued)



April Co-Winner – Ray Pili launching Merrill Brady's DG-500 at Torrey (Mark Baldacchino photo)



May Co-Winner – Steve Condon guiding his Phoenix DF in for a 50-point landing (Bob Hirsch photo)

Photo of the Month Contest (continued)



May Co-Winner – Gary Fogel's Yellow Jacket amid the Encinitas field wildflowers (Gary Fogel photo)



Carl Maas launching a Slopestream at this year's PSS FakeFest at Cajon Pass (Greg Houck photo)

Photo of the Month Contest (continued)



Scott McCurdy's Ahi doin' the limbo at the May Redman Rules Contest (Gary Fogel photo)



June Winner – Brett Locke's foamy wing about to take out the target at the Redman Rules Contest (Beer Can Bowling division) in May (Ian Cummings photo)



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:

“You've forgotten those June nights at the Riviera...the night I drank Champagne from your slipper - two quarts. It would have been more but you were wearing inner soles.”

~ Groucho Marx



Torrey Winter Solstice (Walt Quitt photo)