

2024



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

Looking back at 2024, I'm really proud of what this club has accomplished - it's been a great year! But it's all due to everything you, our fine membership, do for this club. Thank all of you for all your contributions - we couldn't do it without you. And I hope to have the opportunity to thank you in person at the holiday party at AleSmith Brewing Company on

December 10. Come out and share a favorite beverage and some food with the rest of us.

Looking forward to 2025, we've got a lot of great things coming. The Tow Hook series continues to grow, we'll be continuing the slope combat series at Poway Hill, F5j and F5j Fun fly, Team DLG, and the Katie Martin just to name some of the fun. And this year will be the 30th International Hand Launch Glider Festival! What a history that represents, and we're planning to make this the best IHLGF yet.

So, here's looking forward to 2025, and I hope to share the skies with as many of you as I can manage!

Chuck

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

TPG December/January Events

DATE	EVENT	COMMENTS
December 10	Year-End Holiday Party	See Announcement on Page 3
January 4	Fun Fly Kickoff Event – Bring What You Have	Torrey Pines Gliderport No Contest Registration Required Fun Fly!
January 11	DLG Contest	Poway Flight Center Register on F3X Vault
January 19	Tow Hook Series Contest F3L/F3RES/TD/1.5m	Encinitas Flight Center Register on F3X Vault when open
January 25-26	F5J Contest – TPG January Tour Event	Perris Free Flight/Glider Field, Perris, CA Register on F3X Vault when open
January 25	F5J Fun Fly	Poway Flight Center Register on F3X Vault when open



October 5th Slope Combat in Poway (Screen shot from Bob Hirsch video)

Only 7 spaces left!!!

We are happy to announce that this year's
TPG Holiday Party will be held on *Tuesday, December 10th* at

AleSmith Brewing Company

9990 AleSmith Court, San Diego, CA 92126 (off Miramar Rd.)

No cover charge - TPG members & guests only

A selection of New York style pizzas from Buonasera and URBN
will be provided by The Torrey Pines Gulls

Bring a dozen holiday themed cookies to share for dessert.

Doors open at *6:00 pm*, festivities at *~7:00 pm*

- Free Flight Glider Contest (gliders provided - for free!)
- Super Raffle (for those with tickets from club meetings)
 - Photos/Year in Review
- Year-end trophies & Modeler of the Year Award

Please RSVP by December 3 to vp@torreypinesgulls.org
(Let us know if you prefer meat/vegetarian/vegan pizza)
35-person room limit - RSVP early!

Hope to see you there!

Gary Fogel
Torrey Pines Gulls
2024 Vice President

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!

November Issue highlights include:

- **Holiday Party Announcement (page 3)**
- **Slope Combat Update (page 8)**
- **Beginner's Corner – Kit Review by Jake Olefsky (page 12)**
- **Photo of the Year Winner (page 37)**

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>.



Aaron Wallace's ASW-27 at Torrey (Thomas Moller photo)

Club Meetings, Contests and Activities

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

Our club meetings are 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 the annual Holiday party on December 10 at 6:00pm. Come and enjoy friends, food, 2024 recap slide show, mini-glider contest, award presentations....PLUS...the Super Raffle drawing!



Yuan Kang Lee

In October, our speaker was Yuan Kang Lee, current world champion for F1D indoor free flight and member of the San Diego Orbiters free flight club. Members were treated to a presentation about GF1D indoor free flight competition and a recent world championship held in the famed Romanian Salt Mine, where 11 world championships have been flown since 1970. The next world championship will be held in the U.S. in June 2026.

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. At our 2024 meetings, we had random draws for two super raffle tickets and the winners will be able to choose some prizes at this year's holiday party.

So come join our 2025 virtual meetings, hang in there through the presentation, get that winning raffle ticket and see what you might win next December!

See you at the next meeting!

News from the Slope – Mark Baldacchino, Slope Coordinator



Mark Baldacchino



Happy December TP Gulls!

The last scheduled Fun Fly for the year is the “No Shopping Saturday”, just after Thanksgiving on November 30th, but this newsletter article is due before that. I’m sure, weather permitting, that it’ll be a great time to get out of the house; enjoy some fresh air, great scenery, and comradery.

This will be my last News from the Slope article for the Torrey Pines Gulls, but I won’t be disappearing for good. My vision continues to improve, but I’m just not yet comfortable flying an RC plane with paragliding traffic; it’s coming, though. Until then, and to keep busy with a hobby, I purchased a large 1/5 scale RC gas offroad truck, video below. I’m having a blast removing the screws that go into aluminum with Loctite, and ensuring this beast is ready to rip-up the grass at my local park; I got permission from the city park manager, as it has a chainsaw engine with a tuned pipe.

As I depart for a while, I want to remind you of some safety practices for flying at the Gliderport. The obvious is the Blue-Sky Rule, not just with paragliders, but with other RC planes that are flying. I had a mid-air collision with only one other RC plane in the sky, and it was not a pleasant experience. Just keep your head on a swivel and be cognizant of where other craft are flying. Communication with the other pilot(s) is also key; maybe one fly higher, and the other lower. Spotters are also beneficial for being made aware of what is happening. If the window becomes too crowded with paragliders, don’t be afraid of letting the Flight Director know that the Blue-Sky Rule is being violated and causing safety issues. If there is not one on the field, a quick stop in the office is helpful. Sometimes these guys get too wrapped up in flight training, and don’t see what’s going on. The Gliderport management is more than happy to keep this a safe place, as it’s their livelihood.

One more safety item I want to bring up is to stay off the cliff if your plane ends up there. Rather, call the lifeguards, as they are trained to scale these steep faces. In fact, they appreciate the opportunity to retrieve your plane as it gives them practice and a reason to retrieve something other than an injured person. It could take up to a week to get to it, but they will; and then give the pilot a call when the mission’s accomplished. Here’s a link:

<https://www.sandiego.gov/lifeguards>

News from the Slope (continued)

As I sign off from being the TPG Slope Coordinator, I want to thank you guys for the opportunity to contribute to one of the best clubs in the country. I really had a great time in supporting the slope flying community, and most of all, I want to thank the many pilots that have pitched in to help with so many things such as site clean-up, flight checkout training, installation of added Astroturf, and general maintenance. I couldn't have done it without YOU!

A video of the same truck I'm playing with: [1/5 Scale RC Gas Truck](#) and the truck in action: [Amazing Rovon Hybrid 5th Scale!](#)

Blue skies and best regards!

Mark Baldacchino

TPG Gliderport Schedule for 2025

January 4 th	2025 Kickoff Event – Not on the same date as the Farmers Open. Bring what you have
January 22 th – 25 th	Gliderport closed due to golf tournament
February 8 th	Fly 'n Swap – A Day to fly and swap meet. Clean out your garages and make room for more birds
March 2 nd	UCSD/SDSU Foam Board Design/Build/Fly Contest – Mentors wanted!
March 8 th	Scale Planes – Both TPG and TPSSS Fun Fly Day
April 5 th	Old School Vintage Classic Woodies – Balsa BOTs, Olys, Sagittas – whatever is built-up wood
May 10 th	Foamies – Ahis, Alulas, Radians – if it's foam, this is your day. And, students from AIAA UCSD and SDSU will learn to fly on members' buddy boxes.
June 7 st	Katie Martin International Tribute. A Bob Martin event for mostly Hobie Hawks
July 5 th	Aerobatics Day – TWF/PNF – Jesters, Ahis, Shrikes; whatever turns on a dime
August 9 th	Fly 'n Swap Again! – A day to fly and swap meet. Clean out your garages and make room for more birds
September 6 th	Old School Vintage Classic Woodies Again! – Balsa BOTs, Olys, Sagittas – whatever is built-up wood
October 18 th	UCSD/TPG Buddy Box & Skilled Pilots Mentorship Day
October 19 th	Redman Rules Contest – Ribbons for 1 st , 2 nd and 3 rd . For the uninitiated, Redman Rules involve beer can bowling and limbo line.
November 22 nd	No Shopping Saturday – A couple of days after Thanksgiving to get out of the house

Also, keep an eye out for announcements of our quarterly Poway Slope Combat sessions, currently scheduled for:

February 22nd
 April 12th
 July 27th
 October 26th



Torrey Pines Gulls Slope Combat Update – Gary Fogel

As TPG is ramping up for some additional RC slope combat fun at the Poway Slope in 2025 I thought I'd do a little digging to determine where kits could be found so that members have time to build over the holidays. Wow. Times have changed! I had quite a difficult time finding flying wings that are produced in the USA. Trick R/C (previous maker of the popular Zagi series) has been out of business for many years and apparently so too are many of the other popular wing makers. Based on this I did some additional digging to figure out what forces drove this change.



The squadron of Poway combat pilots from our October session (Bob Hirsch photo)

The AMA defines RC Soaring Combat in the Competition Regulations to have a maximum wingspan of 48 inches. Of course, events don't have to follow those rules. But in the past, the constant wingspan was a good thing as it gave everyone rather equal footing in the lift, and equivalent perspective on depth when trying your best to collide with your friend's foam plane. I surveyed the internet for 48" foam flying wing kits. Table I provides the results. The only wing in this class that is currently in stock is the Windrider Bee2 made in Hong Kong. Apparently, there is no EPP 48" flying wing available in the US. Amazing!

This led me to research a bit more. Turns out that the first-person-view (FPV) drone community established a FPV Wing Racing Association (FPVWRA) some time ago that published its own rules for flying EPP wings around a race course via FPV. Sounds fun. They mainly focused on smaller wingspans and speed with 39" wingspans as their main size. They apparently set up rules, ran events, but there isn't much about them other than a Facebook site and outdated posts, so I assume that the FPVWRA is no longer functional. Wings designed for FPV powered racing not be super for RC slope soaring combat unless the winds are strong. Another aspect of the FPV community is interested in long-range missions beyond line of sight (BLOS). These pilots are eager for large foam aircraft of 60" wingspan or above to carry their required gear and batteries. Aircraft from these two FPV-related directions are found in Table II.

Torrey Pines Gulls Slope Combat Update (continued)

Additionally, the price of EPP/EPS foam has increased in the US. Regulations have been plentiful banning things like Styrofoam coolers, with exceptions for things like surfboards that have a foam core but are wholly encased by something other than EPP/EPS. So, in the spirit of helping protect the environment, yet still have fun we're OK so long as we're covering the wings with tape or laminating film. But these same laws have driven manufacturers to reduce production of basic materials, and the scarcity of foam product has increased prices, likely to the point of no longer being profitable. Add to this that other nations lack similar rules regarding EPP/EPS allowing China and others to offer EPP wings for the FPV community at low cost, further encouraging those in the US/Canada to stay out of the market.

All of this to say, as we hope to gain traction for 2025 foam RC slope combat, we might want to have a build session or two with our own blocks of foam, or agree to try some of these non-48" flying wings and see how well they perform for combat. Maybe we choose to sample a diverse collection of types and see which is best for the task. The hope is that by providing the information here, people can make informed decisions and get started building for a fun flying season in 2025.

Table I: RC foam flying wings with 48" wingspan. The only flying wing currently available in this size is the Windrider Bee offered for \$135 from Hong Kong.

Manufacturer	Aircraft	Wingspan (inch)	Cost	Location	In stock	EPP?	URL
Aloft Hobbies	SST	48	\$64.00	US	N	Y	https://aloft hobbies.com/collections/slope/products/sst-48-slope-glider
Aloft Hobbies	F-SST	48	\$74.00	US	N	Y	https://aloft hobbies.com/collections/slope/products/f-sst-48-slope-glider
	MEGA SST					Y	https://aloft hobbies.com/products/me
Aloft Hobbies	Lite	48	\$107.00	US	N	(1.3lb)	ga-sst-48-slope-glider
	MEGA SST					Y	https://aloft hobbies.com/products/me
Aloft Hobbies	std	48	\$107.00	US	N	(1.9lb)	ga-sst-48-slope-glider
							https://www.icare-rc.com/the_bizz.htm
ICARE	The Bizz	48	?	Canada	N	Y	
North County Flying Machines	Halfpipe	48	\$159.00	US	N	Y (1.9lb)	https://northcountyflyingmachines.com/product/halfpipe/
							https://hobbyking.com/en_us/wicked-wing-slope-combat-flying-wing-epp-1220mm-kit.html?srltid=AfmBOorkTiuYhnXK0B12Jsfa91PZ-
HobbyKing	Wicked Wing	48	\$60.00	?	N	Y	6xE71Xh10pDH0XO1mCDM7Cjqco3
Twisted Hobbys	Tomahawk	48	\$99.00		N	Y	https://twistedhobbys.com/hm-48-tomahawk-slope-wing-ng-basic-unprinted/
Windrider	Bee2	48	\$135.00	Hong Kong	Y	Y	https://www.windrider.com.hk/windrider-bee2-epp-combat-wings

Torrey Pines Gulls Slope Combat Update (continued)

Table II. Foam flying wings with wingspans either above or below 48 inches mainly with FPV in mind.

Manufacturer	Aircraft	Wingspan (inch)	Cost	Location	In stock	EPP?	URL
TBRC Wings	SOS	22	\$35.00	Canada	Y	Y (1.7lb)	https://www.tbrcwings.com/tbrc-sos-son-of-a-spec https://www.aliexpress.us/item/2251832855365802.html?src=google&src=google&albch=shopping&acnt=708-803-3821&isdl=y&slnk=&plac=&mtctp=&albbt=Google_7_shopping&aff_platform=google&aff_short_key=UneMJZVf&gclid=aw.ds&albagn=888888&ds_e_adid=&ds_e_matchtype=&ds_e_device=c&ds_e_network=x&ds_e_product_group_id=&ds_e_product_id=en2251832855365802&ds_e_product_merchant_id=5384330249&ds_e_product_country=US&ds_e_product_language=en&ds_e_product_channel=online&ds_e_product_store_id=&ds_url_v=2&albbcp=19108282527&albag=&isSmbAutoCall=false&needSmbHouyi=false&gad_source=1&gclid=CjwKCAjwpbi4BhByEiwAMC8JnS9AW4IWudQ1HfwAc2H1sxZKU8OdQjNxfZCjfmS2Hx3w2LehyzEFiBoCS6IQAvD_BwE
Aliexpress	Spirit	23	\$51.00	China	Y	Y	https://northcountyflyingmachines.com/product/halfbad/
North County Flying Machines	Halfbad	24	\$79.00	US	N	Y (1.9lb)	https://northcountyflyingmachines.com/product/wabbit/
North County Flying Machines	Wabbit	24	\$250.00	US	N	Y	https://www.crashtesthobby.com/samurai-sloper-27.html
Crash Test Hobby	Samurai Sloper	27	\$59.95	USA?	Y	Y	https://www.crashtesthobby.com/scythe-26.html
Crash Test Hobby	Scythe	27	\$59.95	USA?	Y	Y	https://www.angelwingdesigns.co.uk/products/smash?variant=41320988475485
Angel Wings Designs	Smash	31	\$53	UK	Y	Y	https://twistedhobbys.com/hm-36-epp-spectre-fpv-class-spec-racing-wing-white/
Twisted Hobbys	Spectre	36	\$109.99		Y	Y	

Torrey Pines Gulls Slope Combat Update (continued)

Table II (continued). Foam flying wings with wingspans either above or below 48 inches mainly with FPV in mind.

Flight Test	Versa	38	\$29.99	US	Y	N	https://store.flitetest.com/ft-versa-wing-mkr2/?srsltid=AfmBOoral4jaGRA0XZ9Qq_ATCYv1bIbSDf5yL3TVISuuz7deqL1GZx5pyhw
Crash Test Hobby	Assassin	39	\$59.95	USA?	Y	Y	https://www.crashtesthobby.com/assassin-39.html
Crash Test Hobby	Matador	39	\$59.95	USA?	Y	Y	https://www.crashtesthobby.com/matador-sloper-39.html
Crash Test Hobby	Widowmaker	39	\$59.95	USA?	Y	Y	https://www.crashtesthobby.com/widowmaker-39.html
DW Hobby	Rainbow 2	39.3	\$59.99	US	Y	Y	https://graysonhobby.com/epp-flying-radio-control-wing-1000mm-combo.html
Crash Test Hobby	Vertigo	40	\$74.95	USA?	Y	Y	https://www.crashtesthobby.com/vertigo-40-fpv-racer.html
Crash Test Hobby	Pinata XL	43	\$74.95	USA?	Y	Y	https://www.crashtesthobby.com/pinata-43.html
Wowings	Duck	47	\$175.00	Australia	Y	Y	wowings.com.au/collections/rc-gliders/products/wowings-duck-rc-glider-kit
Crash Test Hobby	Bullseye	55	\$84.95	USA?	Y	Y	https://www.crashtesthobby.com/bullseye-55.html
Crash Test Hobby	Grim Reaper	55	\$84.95	USA?	Y	Y	https://www.crashtesthobby.com/grim-reaper-55.html
Crash Test Hobby	Bandit	57	\$84.95	USA?	Y	Y	https://www.crashtesthobby.com/bandit-57.html
Crash Test Hobby	Titan	57	\$84.99	USA?	Y	Y	https://www.crashtesthobby.com/titan-57.html
HobbyKing	Wicked Wing XL	60	\$75	?	N	Y	https://hobbyking.com/en_us/wicked-wing-xl-slope-combat-flying-wing-epp-1525mm-kit.html?srsltid=AfmBOooez39_hBohN6T7d46JtdQ70lyerxqGIMg1aPJy5RhWUA05CCH8
Crash Test Hobby	Grim Reaper XL	62	\$99.95	USA?	Y	Y	https://www.crashtesthobby.com/grim-reaper-xl-62.html
Fatlion	Mongo Jr.	72	\$89.00	US	N	?	https://fatlion.com/bash/index.html
Fatlion	Mongo Sr.	96	\$139.00	US	N	?	https://fatlion.com/bash/index.html
TBRC Wings	Spec Wing	?	\$65.00	Canada	Y	Y (1.7lb)	https://www.tbrcwings.com/fpvwra

Beginner's Corner – Kit Review – Jake Olefsky

A review of the "Simple Soarer" foam-board thermal glider kit from Flite Test.

<https://store.flitetest.com/ft-simple-soarer-mkr2/>

When Milan posted a link to this kit on our Discord server, I knew I had to give it a try. The plans are available for free on their website, but the complete kit is only \$35, which is a total steal. It comes with precision laser cut parts and a bag of hardware including push rods, control horns, rubber bands, Velcro, and a few wooden pieces.



Packaged kit (Jake Olefsky photo)

The recommended servos are an added \$16 or you can supply your own. The pre-cut parts alone save you several hours of tedious labor. It's a killer deal.

I assembled the kit in about an hour by following along with the build video. It was very easy and enjoyable. Everything goes together with hot-glue which dries quickly so there is no waiting between steps. I knew this was not a precision aircraft so I didn't stress out about measuring and aligning everything. The parts fit together perfectly and it ended up square and level to my eye.



Assembled glider (Jake Olefsky photo)

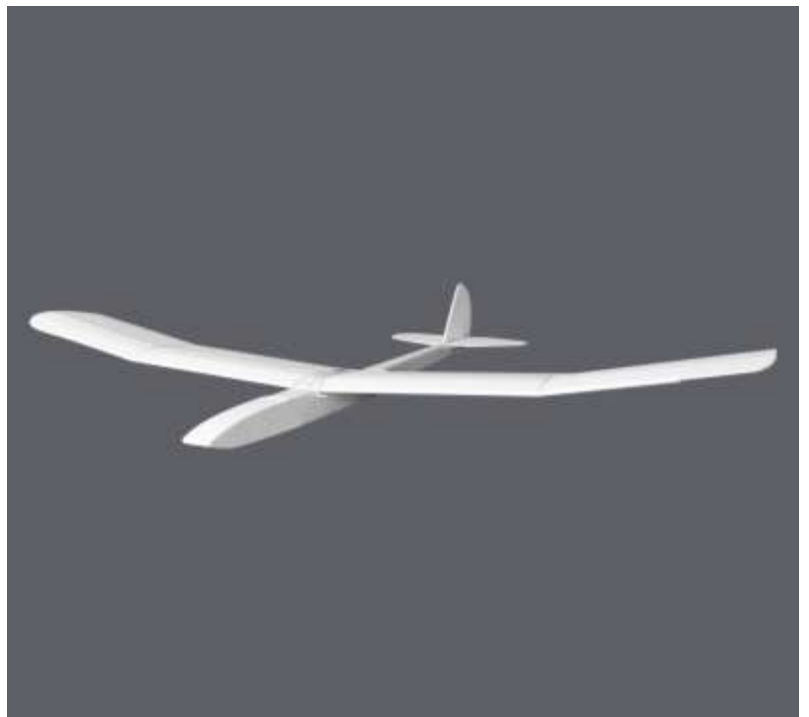
Beginner's Corner – Kit Review (continued)

The kit comes with two nose options. One is for a motor (sold separately) which I set aside. The other nose option is for hand toss. I was planning to attempt a high-start launch, but the kit doesn't come with a tow-hook, so I had to figure this out on my own. I ended up poking a bent piece of wire through the foam about 1/4" in front of the CG. I then used two small pieces of scrap balsa to sandwich the wire on both sides and used hot-glue to stick it all together. Its messy, but who cares.

It has a 1.4m polyhedral wing and weighs around 400g all finished. So, it is quite heavy compared to balsa/carbon gliders. About 50g of that is nose ballast and I estimate 40g is the hot glue. It's not going to win any contests, but it's a super cheap disposable glider that you don't have to worry about. If you wanted to alter the design a bit, I'm sure that significant weight savings could be made. For example, you could cut strategic holes and cover with film.

I added my own receiver, trimmed the rudder and elevator servos and went out to the field for a quick test glide. It seemed to fly well, but it tended to bank left. This glider doesn't have ailerons and I didn't bring any materials with me, so I taped a small rock to the right wing hoping that that would bring the wing down. Seemed to work a little...maybe. It was hard to tell because the wind was really gusty. In hindsight, it was probably the wrong conditions for a newbie to trim a new model. Anyway, I was out there so I set up the high-start, pulled back about 70% and let it go, and it popped off. I adjusted the hook forward a bit and launched again. This time it was a beautiful hands-free launch all the way up. However, when it came off the hook, it entered a left banked downward spiral. About 20 feet from the ground, I was able to recover somehow and land decently. That was enough excitement for me, so I packed it up.

A few days later I met some club members at Poway for some practice and I brought this airplane along. Bob noticed a warp in the wing that I couldn't see, so I bent it to correct for the left bank. Nothing fancy, I literally just creased the trailing edge of the wing, similar to how you would trim a paper airplane. This time, the hand tossed flight was level and the high-start launch was perfect. I got a half dozen flights in and it was surprisingly fun. It's a very sturdy construction with stiff wings that had no trouble with the launch forces from a full size high-start stretched to the full length. I've flown it several times since and have gotten a few flights over 3 minutes and have even done some loop-de-loops.



Website image

Beginner's Corner – Kit Review (continued)

For fun, I cut a hole in the side of the airplane and stuffed in a video camera. Here is an aerial shot from one of my flights. I posted a video on our Discord server if you want to see more. What I want to do next is a side-by-side launch with someone else, so the camera can video the other airplane going up and flying around. Anyone game for this?

Given the price and speed/ease of construction I would highly recommend this model for beginners. It is easy to transport, easy to repair, easy to trim and if it gets destroyed or stuck in a tree it's not a big deal. It can be bungee launched, motor launched, and I suspect it would make a good slope soarer as well. Two thumbs up!



The northeast portion of the Encinitas field as recorded with my RunCam Thumb 2 (Jake Olefsky photo)

November DLG Contest Report – Gary Fogel, CD

On Saturday November 16, sixteen pilots met at Poway for what would be the last DLG contest of the year. A mild cold front had passed the day before, and we were treated to some epic post-frontal conditions for this event that were a bit more like spring than early winter. The day started earlier and colder than most with an 8:30am pilots meeting and 8:45am contest start in what were high 40s / low 50s. (But if you stood in the sun, it felt much warmer). Prior to the contest the air was still but slightly buoyant.



The pilots for the November DLG contest. You can already see the cumulus forming! (Jake Olefsky photo)

By the time we started Heat A of Round 1, any hope of finding any lift at all diminished to zero! As in the air was completely still and lifeless. This made the initial task (Task B – last 2 flights, 3 min max in a 7 min window) quite the challenge. Arthur Markiewicz did really well in this with a flight of 2:11 and another of 2:06 to take the K in heat A. The average per flight time was on the order of 1:40 as people struggled to remain airborne for long. But 7 minutes later by the time we got to Heat B, all of that had changed. 7 of 8 pilots in heat B had at least one 3 min flight, with three pilots (Mengchen Li, Chuck Norris, and Charles Martin) getting two 3's! For those on the field this was an amazing turn of events in terms of weather, and it was just a prelude to an extraordinarily dynamic weather day as the temperatures climbed into the mid-60s by noon.

Round 2 was Task H 1,2,3,4 in a 10 min window, but yours truly decided to pull a fast one (thank you Don Lochhead for the idea!) and required that pilots fly this in order as 1,2,3,4. Why you ask? Well, why not I say. The good lift stayed around for heat A. Cory Shantz, John McNeil, and Arthur Markiewicz put on a clinic – all totaled more than 9 min 35 seconds. Well done! But by heat B, the lift was getting sporadic again. Mike Smith, Mengchen Li, and Chuck Norris all did super and managed more than 9 min 47 seconds. But the rest of the pack struggled, including yours truly. Who chose this silly task? Oh, yea, that Fogel guy! Boo!

November DLG Contest Report (continued)



Ed LaCroix giving his Concept CX5 a strong launch. (Jake Olefsky Photo)

Given Round 2 was in order as 1,2,3,4, it made sense for Round 3 to continue the progression with Task A last flight 5 min max in a 7 min window. By this time the air was truly getting epic. We had a line of cumulus clouds just to the north of the field drifting at altitude slowly from north to south. When this line came over, the lift was plentiful. 6 of 8 pilots in heat A managed to get a 5 min flight. In heat B it was mostly the same 5 of 8 got their 5 min flight. At about this same time in the contest we noticed a set of 5 paragliders flying XC to the north of the field on a course from Little Black Mtn to the east. They were flying slowly, but as a pack, all circling under a large cumulus before moving on. It was that kind of day.



Gary Fogel doing his best to look like Ed LaCroix. (Jake Olefsky photo)

November DLG Contest Report (continued)

Round 4 was Task J, Last Three Flights, a 3 min max in a 10 min window. While the lift was still plentiful conditions were changing even within a heat. Thermals were routinely drifting from north to south, but sometimes they would go to the east, sometimes even due north! It became difficult to track them in the air and the cores were tight and powerful. In round 4 a pack of five pilots (Charles Martin, Chuck Norris, Gary Fogel, Cory Shantz and Ed LaCroix) all managed to get three 3s. In heat B, all 8 pilots had at least two 3s, and five had three 3s! Most pilots were genuinely happy after this round. The difficulty of Round 1 was now long in the past. A very, very large thermal came through the field from north to south, carrying with it 50-100 dried leaves from the trees, with a dust devil that went right through the field. Those on the sidelines held down the shade structure and cared for planes while those in the round either bumped around in that lift or found lift in the general area. It was pretty hard not to go up in Round 4 heat B.

So, in light of that ease, Round 5 was well timed – Task N, Best flight 9:59 max. The dynamics were definitely in full force by now and a field that had just lifted leaves to the clouds like a giant vacuum cleaner, now turned on the sink. The pilots in heat A got the brunt of this, with most pilots making many launches. It felt like Round 1 all over again except even more depressing – “the lift MUST be here somewhere – it was just here!” Three pilots managed to get more than 4 min on their best flight (Mengchen Li, Ian Cummings, and Gary Fogel). Four minutes was a challenge. Four minutes prior to that, 10 min would have been easy. And of course, once heat A was over, bang, the lift was back on again, but the field split rather evenly into four pilots who found the “ride” (Justin Tolman, Mike Smith, John McNeil, and Arthur Markiewicz) and four that did not. Interestingly, it really mattered where you were standing on the field, where you launched as if you didn’t hook early and get up and away it was going to be a difficult round.

After all of that excitement we took a deserved 15-minute break to hydrate, enter scores, and commiserate about how challenging the conditions were. Frankly, this was Poway on steroids.



A gaggle of DLGs enjoying the lifty Poway skies. (Jake Olefsky photo)

November DLG Contest Report (continued)

Paying homage to our TPG east brethren Ed and Charles who had driven from Arizona to be treated to this chaos, and in light of Charles numerous requests for poker, the CD decided to put Task E Poker 2020 3 flights in 10 min directly after the break, to be as dastardly as possible. It worked. Interestingly in heat A most pilots recorded only two nominated flights. Mengchen made the most of all of this, with a total of 9:56.9, nearly double of any other competitor in that heat. Mike Smith went all in on the launch, had a solid read but couldn't make it last and the dynamics of the day won that battle instead. In heat B, Cory Shantz made a 1:30 and then an 8:20 to take the K with 9:50 total, while Gary Fogel made three flights for a total of 7:58. The other pilots in that heat hovered around 3 min total. Conditions for poker couldn't have been more challenging and fun. Well only for the four pilots that managed more than 4:30...Just what a CD wants near the end of a contest, some changes to the leaderboard...

The last two rounds of the 8 round contest duplicated the last two rounds from the October monthly. These were Task C All up last down and Task B, last 2 flights 4 min max in 10 min round. Gotta say I really wasn't sure what to think of the air going into Round 7 heat A all up last down but was pleased to take the K with a total of 7:58. It was tough going and I believe Cory Shantz landed out on flight three, which added to the leaderboard change. Justin and Cliff Hunter flew very well in that same heat. In round 7 heat B, Mike Smith took the K with 8:39, and Will Lalla, Mengchen Li, and Charles Martin all had more than 7 min total. Ed LaCroix had a difficult round with two landouts while trying to push for lift. This too affected the leaderboard.



TPG President Chuck Norris launching his BAMF2.
(Jake Olefsky photo)



Mengchen, making it look easy... (Jake Olefsky photo)

November DLG Contest Report (continued)

For the final round 8 (last 2, 4 min max), the lift returned. One had to be in the right spot at the right time. Three pilots maxed their times (Arthur, Will, Justin – well done!) This was also the heat where yours truly was running around like headless chicken throwing flight after flight after flight not finding any lift at all. I gave up on the east end of the field (rare!) and moved to the west end only to watch everyone on the east end go up... Not the best strategy for me and yet another change to the leaderboard... in heat B, Mengchen and Mike made their two fours.

By the end of this epic day of dynamics I think it's safe to say we were all pretty mentally worn out! It was an amazing way to end the DLG series for 2024. Serious kudos to the 16 pilots who attended and braved everything that Poway could throw at us. The CD (who was that guy again?) had noted at the start of the contest that there would be no drops. BOO! As a result, Mengchen Li won the event with a sizable 850-point advantage over second place Cory Shantz and third place Justin Tolman. All three flew really great. As an aside, on the day before the contest, Mengchen had passed his qualifying exams for his Ph.D. at UCLA – a grueling test that now allows him to continue his work towards his doctorate. He partied hard on Friday night and then kicked our butts the morning after. Dang. Does nothing stop this guy? Great flying Mengchen and congratulations!



Mengchen – 1st (center), Cory Shantz – 2nd (right) and Justin – 3rd (left) (Gary Fogel photo)

November DLG Contest Report (continued)

F3X Vault Scores

Rounds (1-8)

#	Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)							
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8
1	16 Mengchen Li	7815.3		1000	995.6	1000	1000	1000	1000	819.7	1000
2	13 Cory Shantz	6965.0	-850.3	931.1	1000	1000	1000	539.9	1000	548.6	945.4
3	1 Justin Tolman	6951.2	-13.8	730.0	921.1	1000	1000	1000	402.1	898.0	1000
4	15 Mike Smith	6890.6	-60.6	990.6	1000	1000	1000	1000	0.0	1000	1000
5	3 Gary Fogel	6811.3	-79.3	705.9	849.3	1000	1000	898.6	811.0	1000	546.5
6	11 Arthur Markiewicz	6469.2	-342.1	1000	980.6	1000	1000	992.7	100.5	395.4	1000
7	8 John McNeil	6385.3	-83.9	713.3	991.8	812.3	1000	998.7	305.1	808.7	755.4
8	2 Charles Martin	6307.9	-77.4	1000	791.9	1000	1000	760.9	152.5	812.2	790.4
9	4 Will Lalla	6143.9	-164.0	768.3	433.7	1000	951.3	818.8	305.1	866.7	1000
10	9 Chuck Norris	6122.8	-21.1	1000	991.6	1000	1000	310.9	452.3	729.2	638.8
11	7 Edward LeCroix	5949.1	-173.7	860.1	742.9	1000	1000	841.3	502.6	313.0	689.2
12	5 Clifford Hunter	5449.6	-499.5	814.0	662.9	551.7	920.0	821.0	452.3	793.9	433.8
13	12 Ian Cummings	4436.1	-1013.5	541.3	512.3	1000	304.3	916.7	251.3	424.2	486.0
14	10 Don Lochhead	4422.9	-13.2	711.4	747.4	336.3	790.6	560.1	315.9	441.8	519.4
15	6 Bob Hirsch	3417.9	-1005.0	730.6	494.2	594.7	782.4	510.9	305.1	0.0	0.0
16	14 Dale Osborn	1583.6	-1834.3	490.5	451.6	164.0	85.2	291.8	100.5	0.0	0.0
17	Luke Skywalker	0.0	-1583.6	0.0	DNS	DNS	DNS	0.0	0.0	0.0	0.0
18	Darth Vader	0.0		0.0	DNS	DNS	DNS	0.0	0.0	0.0	0.0

Come join us in 2025 for the next TPG DLG series. We look forward to seeing you there – if you are just starting or a seasoned pro, or if you have a DLG or motorized DLG or even if you just want to watch 100 leaves going up in a thermal at the same time, or watch contestants walk off a field wondering “what just happened?” ... Poway seems to never disappoint!

I want to close by giving a shout out to Justin Tolman, Chuck Norris, Don Lochhead, Cliff Hunter and everyone else who helps with the equipment for these contests. It's really a pleasure to be the CD with this team – we have a great thing going here at TPG!

Club Membership Update – Cliff Hunter



Cliff Hunter

Hello Gulls,

Great news! We have 49 renewals so far! Thanks for renewing so quickly!

Don't forget; your membership is vital to continue receiving club benefits!
Do not be locked out of the gate at Poway and Encinitas. Renew and/or become a Torrey Pines Gulls member. If you know someone who may be interested in RC soaring, please invite them to some of our events and encourage them to 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 November 26, 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: November 26, 2024	Since Last Report	Total
New and Renewed Members	1	104
Google Group Members	0	148
TPG Renewals to Date for 2025	49	49

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



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

In 2024, Thermal Duration (winch launch) contests were 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 2025 TPG Thermal contest (F5J) schedule thread for next year's contest news. Until then, information may be found in the 2024 thread:

<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 look for, and subscribe to, the upcoming RCGroups 2025 TPG DLG contest schedule thread for next year's contest news. Until then, information may be found in the 2024 thread:

<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 2024 schedule and individual contest updates can be found on RC Groups: <https://www.rcgroups.com/forums/showthread.php?4447751-2024-TPG-Team-DLG-Series>. This will be updated for 2025.

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 modified the program to allow more pilots to fly, and also to preserve AMA TD as an active TPG contest class.

During 2024, The schedule and individual contest updates were found on RC Groups:

<https://www.rcgroups.com/forums/showthread.php?4447735-2024-TPG-Tow-Hook-Series-F3L-F3RES-TD-1-5m>. This will be updated for 2025.

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 2025 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.

Be on the lookout for F5J Fun Fly events coming up in 2025.

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 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	
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 III	Level I
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

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!

New Procedure for Joining Google Groups

Here are the steps new club members need to take to be added to Google Groups if they don't have a Gmail account/address:

1. Go to the [Google Account Sign In page](#).
2. Click Create account.
3. Enter your name.
4. Click Use my current email address instead.
5. Enter your current email address.
6. Click Next.
7. Verify your email address with the code sent to your existing email.
8. Click Verify.
9. Confirm with TPG Membership (Cliff Hunter) the above steps have been completed, use the following email address: membership@torreypinesgulls.org

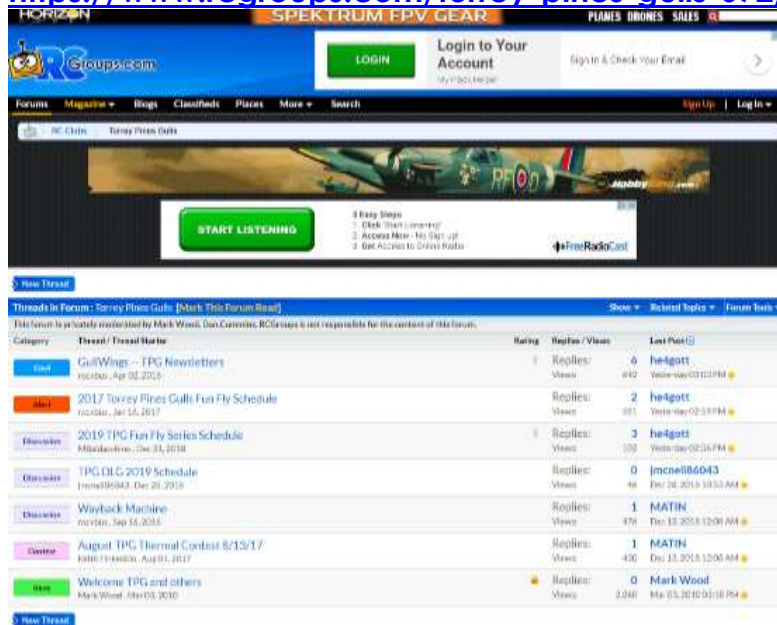
How We Connect (continued)

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
Link	GullWings - TPG Newsletter jw0000, Apr 01, 2024		Replies: 4 Views: 442	helgott Yesterday 03:03 PM
Event	2017 Torrey Pines Gulls Fun Fly Schedule jw0000, Jan 16, 2017		Replies: 2 Views: 101	helgott Yesterday 02:37 PM
Discussion	2019 TPG Fun Fly Series Schedule Mikaela000, Dec 31, 2018		Replies: 3 Views: 100	helgott Yesterday 02:26 PM
Discussion	TPG DLG 2019 Schedule jw0000, Dec 20, 2018		Replies: 0 Views: 46	jmcneil86043 Dec 20, 2018 10:53 AM
Discussion	Wayback Machine jw0000, Sep 16, 2018		Replies: 1 Views: 476	MATIN Dec 13, 2018 12:06 PM
Event	August TPG Thermal Contest 8/13/17 jw0000, Aug 01, 2017		Replies: 1 Views: 430	MATIN Dec 13, 2018 12:06 AM
Link	Welcome TPG and others Mark Wood, Mar 03, 2010		Replies: 0 Views: 2,040	Mark Wood Mar 03, 2010 01:18 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.

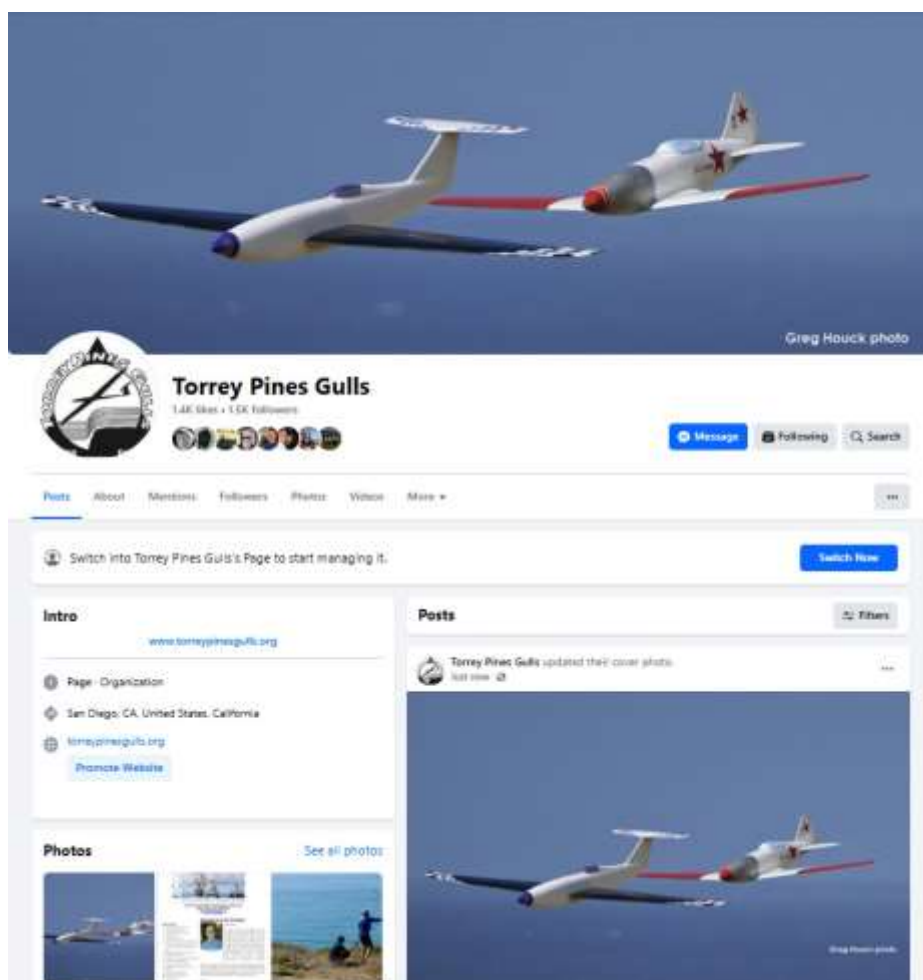
Unlike the old Yahoo Forum, RCGroups allows you to post photos and videos. By subscribing, you can keep up with the latest events, club activities and member postings.

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 – 2024 Photo of the Year Winner

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.



2024 Photo of the Year Winner – Gary Fogel's Yellow Jacket amid the Encinitas field wildflowers (Gary Fogel photo)

Photo of the Month Contest (continued)



Bob Hirsch (at left) launching Kestrel eDLG and Dennis Miller, visiting from Maine, launching Radian at Poway (screen shot of YouTube video)



One of the Torrey Pines Total Raptor Experience (TRex) falcons photo-bombing Bret Locke's P-40 Warhawk on an epic Torrey day (Greg Houck photo)

Photo of the Month Contest (continued)



Simultaneous F5J launches by Steve Condon, Mike Smith and Tom Kiesling (Tom Farley photo)



Ed LaCroix of the Arizona contingent launching his CX5 at the November DLG contest (Jake Olefsky photo)

Photo of the Month Contest (continued)



December Co-Winner – Joe Cormier's 2m Racer chased by Geroge Clarke's 41" MIG on a blustery Torrey Friday in November (Greg Houck photo)



December Co-Winner – Greg Houck launching Joe Cormier's Zero at Torrey (Matin Taraz 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:

"And now at last, here it comes, that December wind..."

~ Joanne Harris



Torrey Winter Solstice (Walt Quitt photo)