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



Chuck Norris

Hi Everyone,

When the January DLG monthly was shortened due to a downpour, we didn't yet know just how impactful the storm was going to be for San Diego. I hope all of you came through unscathed.

As for me, I took advantage of the damp weather to work on a woodie 2m Yellow Jacket to give me a second plane for the F3L class of our new "Tow Hook" series. I've always enjoyed the *feel* of working with balsa; shaping the nose or leading edge of a woodie glider is the way I first fell in love with our sport. It feels like sculpture to me; turning a chunk of wood into a sleek, purposeful shape. Damp weather helps keep the balsa dust (and my allergies) under control, so I've been using the window of higher humidity to make some progress.

This sport has so many different ways to enjoy ourselves, and I know many of you agree that building can be (nearly) as rewarding as flying. But however you enjoy soaring, I hope you're taking advantage of the opportunity to get outside and feel the wind in your face.

Go chuck a plane!

TPG February/March Events

DATE	EVENT	COMMENTS
February 10 th	Fly & Swap – A Day to Fly and Swap Meet	Torrey Pines Gliderport No Contest Registration Required Fun Fly!
February 17 th	DLG Contest	Poway Flight Center Register on F3X Vault
February 25 th	Tow Hook Series – F3RES 2m class	Encinitas Flight Center Register on F3X Vault when open
February 25 th	Tow Hook Series – F3RES 1.5m class	Encinitas Flight Center Register on F3X Vault when open
February 25 th	Tow Hook Series – TD Open Class	Encinitas Flight Center Register on F3X Vault when open
February 27 th	Club Virtual Meeting	Zoom link: TPG Virtual Meeting Zoom Link
March 2 nd	LSF (League of Silent Flight) Attempt Day	Poway Flight Center Free; No registration required
March 9 th	Scale Planes – Both TPG and TPSSS Fun Fly Day	Torrey Pines Gliderport No Contest Registration Required Fun Fly!
March 16 th	DLG Contest	Poway Flight Center Register on F3X Vault
March 17 th	Team DLG Contest	Poway Flight Center Register on F3X Vault
March 24 th	Tow Hook Series – F3RES 1.5m class	Encinitas Flight Center Register on F3X Vault when open
March 24 th	Tow Hook Series – F3RES 1.5m class	Encinitas Flight Center Register on F3X Vault when open
March 24 th	Tow Hook Series – TD Open Class	Encinitas Flight Center Register on F3X Vault when open
March 30 th	Redman Rules & Landing Contest – Ribbons for 1 st , 2 nd and 3 rd . For the uninitiated, Redman Rules involve beer can bowling and limbo line.	Torrey Pines Gliderport No Contest Registration Required Fun Fly!

Club Meetings, Contests and Activities

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

Our club meetings are currently conducted via Zoom, so it's really easy to join in, chat with flying buddies and hear a great presentation about RC soaring and related topics...our next club meeting is Tuesday, February 27th at 7:00pm.



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.torreyпинesgulls.org> and <http://www.torreyпинesgulls.org/calendar/>

Newsletter This Month - Dale Gottdank



Dale Gottdank

Please contribute to our **GULL WINGS NEWSLETTER**

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

February Issue highlights include:

- **First contests of the year results (starting on page 13)**
- **Important update about our club flying fields (page 4)**
- **2017 Modeler of the Year Dan Cummins by Gary Fogel (page 20)**
- **Photo of the Month Contest (page 42)**
- **Planes for Sale! (page 50)**

Please send in your articles or photos (communications@torreyпинesgulls.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.torreyпинesgulls.org>.

Flying Fields Update – Gary Fogel

An Update on FAA-Recognized Identification Areas (FRIAs)

FAA Advisory Circular AC 89-3 issued on October 19, 2022 https://www.faa.gov/uas/getting_started/remote_id/fria provided information on FAA-Recognized Identification Areas or “FRIAs.” Through this process, FAA sought to create areas where unmanned aircraft such as model airplanes or drones could be flown at fixed sites without need of additional devices on board the aircraft that provide remote identification (remote ID). The flip side of the FRIA process is that through AC 89-3 and other governance, anyone flying model aircraft or drones outside of a FRIA would be eventually required to fly with remote ID inside their model aircraft. Initially a deadline of compliance with remote ID was set as September 2023, however upon realizing that remote IDs were not yet available in large scale commercially and given the backlog of sites awaiting FRIA approval the FAA extended the deadline to March 16, 2024. That deadline remains in place as of today.

We can and should debate the merits of having remote IDs in our model aircraft at all. However, given the need to preserve flying at our three club fields and keep flying in the way we normally do, the TPG Board determined that we should push forward with applications for Encinitas, Poway, and the Torrey Pines Gliderport. I'm pleased to report that by working with AMA HQ over several months, all three sites have now been officially approved by FAA as FRIAs. As such there will be no need for our club members to fly with remote ID at these locations. Additionally, you will soon be able to see these sites appear on various apps and programs that provide maps of the airspace to modelers such as:

<https://faa.maps.arcgis.com/apps/webappviewer/index.html?id=9c2e4406710048e19806ebf6a06754ad>

Should anyone ask, the three FRIAs for TPG are:

- Encinitas: 2023-CBO-02443
- Poway: 2023-CBO-03337
- Torrey: 2023-CBO-03358 (a FRIA shared with the Torrey Pines Scale Soaring Society)

What does this mean for you? The good news is that if you are flying at these club facilities you will not need to fly with remote ID in your aircraft after March 16, 2024. However, we should remain vigilant that only club members or their guests should be using our fields and the rules in our member handbook that ensure safe operation at these sites should be followed; else our FRIA status could be jeopardized. In the future, the FRIA status will need to be renewed on a regular basis with FAA.

We will be updating the member handbook soon to include the specific dimensions of the FRIAs associated with these sites but wanted to update our members as quickly as possible. We also hope that by having these FRIAs we can encourage others to come fly with us in a safe manner without the need for remote ID at these wonderful locations.

News from the Slope – Mark Baldacchino, Slope Coordinator



Mark Baldacchino



Happy February, TP Gulls!

Our annual kick-off Fun Fly on Saturday, January 6th was more of a bunt as the wind didn't cooperate that day. However, the next day, Sunday the 7th, was an epic day! From what I was told, the wind blew in from the west early in the morning for "dawn patrol" flying, but turned from the north around 9:00 am, and some pilots left. By around 11:00 am, the wind turned back from the west, and blew 20-25 MPH for the rest of the day. In fact, it picked-up even stronger by 4:00 pm as dust was flying in the parking area. The ocean surface had white caps; a day that a 2X4 could fly; it was a day to remember! There were mostly the heavier, large-scale planes that came out to play in the near gale wind. I have many photos below, mostly taken by Thomas Moller – Enjoy!



You know it's going to be a good day when you see the windssock straight out. (Mark Baldacchino photo)

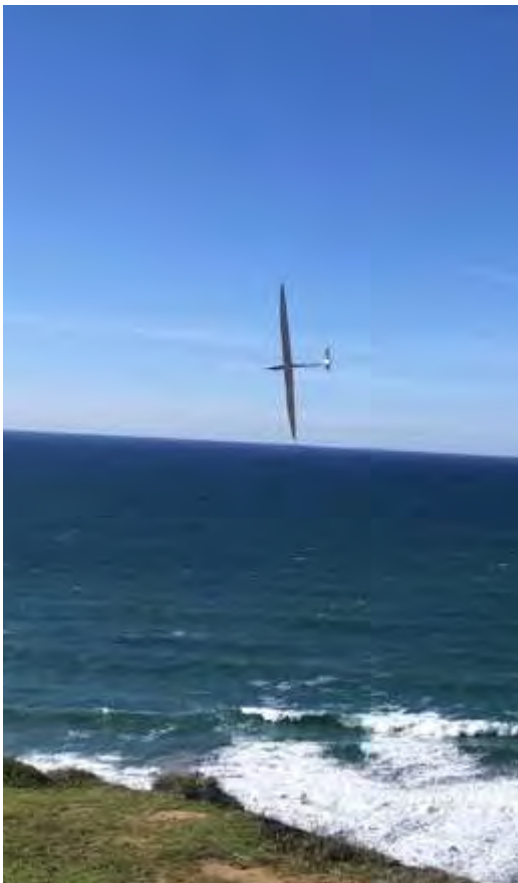
News from the Slope (continued)



Ray Pili wearing goggles to keep the cold wind from tearing-up his eyes. Another good wind indicator! (Thomas Moller photo)



Thomas Moller doing a fly by (Mark Baldacchino photo)



Thomas doing another bank-n-yank. Such a beautiful sight to behold over the pacific (Mark Baldacchino photo)



A few brave pilots weathering the cold wind (Mark Baldacchino photo)

News from the Slope (continued)



Launching was made simple with heavier planes and the higher winds! (Mark Baldacchino photo)



A couple of "scalies" in the pit area (Mark Baldacchino photo)

News from the Slope (continued)

As a reminder for the New Year, please check your battery health, electrical and clevis connections, transmitter input to your planes control surface orientation, receiver antenna orientation, (90 degrees from one another), and CG. This is all done much more easily at home on your bench. Also, please check-in at the Gliderport shack, and show your TPG membership card; or if you're visiting or getting checked-out to fly for your first time, show your AMA card. The Gliderport folks are checking the logbook, and coming down to alert the RCers to do so. One more; if you're not flying, please pitch in and help spot for fellow pilots that are flying. The blue-sky rule, (keeping blue sky between your plane and any other flying craft) is of utmost importance. If the window has too many paragliders/hang gliders, save your vocal cords from yelling, land your plane, and calmly find the Flight Director to let them know that the window rules need to be adhered to. Sometimes, they get too wrapped-up in the training of new pilots, and they're more than happy to take your observations, as we all just want to safely have fun together. It's really all that simple. 😊 And next...some more photos from January 7th.



Walt Quitt flying through the "office" (Mark Baldacchino photo)



Steffen Peters readying his 7.4m Antares (Mark Baldacchino photo)

News from the Slope (continued)



Steffen diving for a beach run (Thomas Moller photo)



Photographing the photographer. Thomas taking a video of Steffen doing a flyby (Mark Baldacchino photo)

News from the Slope (continued)



Just one more flyby (Thomas Moller photo)



An epic day at Torrey Pines Gliderport! (Mark Baldacchino photo)



Steffen landing his Antares. That's a pretty big bird! (Thomas Moller photo)



Getting a helping hand or two or three! (Thomas Moller photo)

News from the Slope (continued)



Bob Hirsch Helping Steffen back to the pit area (Thomas Moller photo)



Taking a breather before heading home. Steffen and Mike Lance (Thomas Moller photo)

News from the Slope (continued)

Our next Fun Fly is slated this month on the 10th. It's one of two Fly 'n Swap meets. Bring out the birds that you have stored away, and you'll never know; you might just sell them to make room for new, different birds in your nest. These swap meets are great because one gets to see the plane in person before purchasing, and eliminates shipping hassles. On that same day, we'll have a few UCSD students who are interested in flying with us on buddy-boxes from a few of us TPG members. Thanks Guys!! So, come on out and enjoy the day!



Absolutely breathtaking! (Thomas Moller photo.)

TPG Gliderport Schedule for 2024

February 10 th	Fly 'n Swap – A Day to fly and swap meet. Clean out your garages and make room for more birds
March 9 th	Scale Planes – Both TPG and TPSSS Fun Fly Day
March 30 th	Redman Rules & Landing Contest – Ribbons for 1 st , 2 nd and 3 rd . For the uninitiated, Redman Rules involve beer can bowling and limbo line.
April 13 th	Old School Vintage Classic Woodies – Balsa BOTs, Olys, Sagittas – whatever is built-up wood
May 11 th	Foamies – Ahis, Alulas, Radias – if it's foam, this is your day. And, students from AIAA UCSD and SDSU will learn to fly on members' buddy boxes.
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

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

Best Regards,

Mark Baldacchino

January F5J Contest Report – Mike Verzuh, CD

Field: Perris Free Flight Field

Date: Jan 13-14, 2024

This event came about in a short time frame but turned out to be awesome. The goals were to combine the normal January TPG F5J series monthly with a new F5J Tour USA January Kick-Off Event. The venue selected was the Perris Free Flight field about 50 minutes north of San Diego. **This field is very wide open and a “pure” thermal field**, with no landscape hazards close by from trees, obstacles, etc. This event involved was a combination of support from F5JINLA, Perris Free Flight and Riverside Radio Control Clubs, with support from all clubs. Part of our entry fees went to **secure the entire field without any “No Fly” zones**. The RRCC club gave up their planned activities to do so – thanks very much. Kudos go out to Warren Day for providing outstanding coordination support and on the field equipment.

The event opened very interestingly for me. I got to meet a couple of falconers with their birds working an early morning breakfast. I was out early on Friday to set landing spots. Two falconers were just finished. They fly Merlins (*Falco columbarius*). The fellow to the right was devouring a small bird as I greeted them. It turns out they are born in the wild and captured by the falconer. They are cared for very well. Each day they are weighed to see if they are hungry. Too heavy and they aren't interested in hunting and flying – light is just right! Seems like a good paradigm for our F5J planes as well.



Mike Verzuh photo

The weather gods smiled on us as the weather was absolutely perfect. Cold nights and shorter days called for a 9:00am start time. We arrived early to set up and were greeted by frozen water in the puddles in the road and the run-off area next to the field, but by start time, the temps were in the 40s and moved quickly to a very comfortable 64 degrees for most of the day. The wind both days was light and less than 10 mph. With high pressure building in the inversion layer took, it took quite a while to break, but the small cores still worked well for our uber-light F5J planes. The objective was to get in 13 rounds over the two days. We achieved this with nice lunch breaks for both days.

January F5J Contest Report (continued)



Pilots at the event

Launch heights for the group 1 day averaged ~150m, but that quickly dropped below ~100m. The low launching trend continued for the entire event. Check out the average launch heights in the table below. These F5J planes are simply amazing at staying up in “nothing conditions. Having said this, being too aggressive in launching low, bit many competitors (yours truly included), BUT not our winner, John Butler.

We were able to get in seven of the planned eight rounds on Saturday, and a comfortable six rounds on Sunday to finish up around 2:00pm. This allowed our out-of-town guests from up north to drive home mostly in the daylight. Someone was able to get the max time on every round, so you had to be on your game. Usually, staying clean with no throw outs is the key to success. John Butler schooled us all as his only throw out was a 960. Tim Johnson and I flew clean on day one, while our own Mike Smith had a hit. We thought we were in the cat-bird seat – not so much.

Mike S., Steve W., Jon Finch, and Mike R. all kept their heads down and knocked out great rounds all day Sunday. It was not enough to catch John. The strategy for the entire event was to work out a good read. Cover it with a good flight path while entering as low as possible. Sink was not too bad, but if you got caught low in it – game over. This was my downfall in round 12. I only needed to cover another 200 yards, to get to the thermal already marked by the guys that went back down the west side of the field, but I was late getting to higher power by one second. I was on the ground in a minute. Understanding the quality of the thermal you tracked down, flying it perfectly and not taking too much risk was the key to success.

Height Avg of 95% Times

Rank	Pilot	Rnds	Avg(m)
1	John Butler	12	41.17
2	Steven Willcox	12	56.50
3	Mike Smith	12	59.58
4	Jon Finch	12	65.08
5	Jerry Molnar	12	116.75
6	Michael Reagan	11	57.45
7	Tom Kiesling	11	58.64
8	Mike Verzuh	11	65.36
9	Ron Creager	11	86.18
10	Steve Stanton	11	90.55
11	Manny Tau	10	116.20
12	Tim Johnson	9	51.44
13	Bob Schumacher	9	70.44
14	Warren Day	8	71.50
15	Aric Wilmunder	8	79.25
16	Lou Fox	7	87.00
17	Steve Condon	6	65.50
18	John Snider	3	73.00
19	Carlos Acosta	2	127.00

January F5J Contest Report (continued)

Congratulations to our top five, John Butler, Mike Smith, Steve Wilcox, Jon Finch, and Mike Reagan. They all flew a strong contest. Thanks very much to those that helped put this together, my co-CD Mike Smith and Warren Day. John Butler and Bob Schumacker took care of landing tapes, and many helped out with setup. I selected an award design that harkened back to an award Gary Fogel's father received way back in 1975 for the gulls and they turned out nicely.



Beautiful 1st through 5th place trophies (Mike Verzuh photo)



Check out the detail on these trophies! (Mike Verzuh photo)

SCORES

Rounds (1-10)

#	Pilot Name	Total	Diff	Completed Rounds (1 Drop In Effect)										Tot	Drop	Pen	Percent	
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Round 9	Round 10					
1	John Butler	11973.78		1000	1000	999.19	998.41	1000	1000	1000	984.48	1000	994.43	995.25	12991.78	960.00		100.00%
2	Mike Smith	11894.54	-77.24	988.57	999.99	971.13	995.24	981.04	987.00	987.38	1000	1000	1000	1000	12172.27	277.73		99.96%
3	Steve Wilcox	11849.08	-45.40	988.96	994.30	995.46	999.21	983.26	986.55	1000	999.99	981.19	981.51	12798.10	948.62		99.97%	
4	Jon Finch	11578.81	273.27	925.00	964.82	983.19	974.13	911.53	987.89	1000	1000	948.28	913.99	994.45	11803.92	285.11		98.72%
5	Michael Reagan	11360.02	-318.29	1000	991.50	981.56	1000	1000	973.83	1000	1000	1000	1000	1000	11360.02	0.00		94.80%
6	Tam Kinsing	11291.17	-182.85	958.12	983.73	1000	1000	998.05	999.99	962.42	1000	1000	1000	998.79	11473.75	222.58		93.98%
7	Bob Schumacker	11129.56	-21.81	988.42	890.69	941.48	977.38	978.04	938.33	928.85	883.42	1000	1000	1000	11129.56	0.00		92.97%
8	Mike Verzuh	11108.02	-21.56	1000	965.54	964.77	1000	1000	1000	996.73	988.51	227.65	1000	1000	11108.02	0.00		92.76%
9	Jerry Mainer	11036.61	-71.41	952.50	940.89	999.99	909.82	929.71	935.92	972.55	962.30	932.65	910.03	11899.70	863.69		92.19%	
10	Murray Toy	10484.13	-322.48	804.78	915.87	929.05	968.60	999.99	931.14	427.34	955.82	771.38	968.15	10091.58	367.45		91.57%	
11	Steve Stanton	10469.12	-13.01	864.17	933.48	942.26	963.62	971.25	967.49	0.00	936.68	999.99	974.85	10469.12	0.00		91.45%	
12	Tim Johnson	10253.83	-213.29	1000	1000	1000	992.48	993.61	997.60	1000	1000	308.70	999.99	975.85	10253.83	0.00		91.45%
13	Bob Schumacker	10142.68	-111.17	915.11	965.01	967.60	987.82	973.03	958.76	1000	471.26	962.03	980.98	10142.68	0.00		94.72%	
14	Warren Day	10124.46	-19.20	990.66	962.57	1000	756.84	907.36	938.10	958.85	958.95	948.07	0.00	10124.46	0.00		94.57%	
15	Eric Winstanley	8497.22	-1827.24	961.80	999.99	973.58	960.30	0.00	970.73	982.23	0.00	980.71	938.39	8497.22	0.00		70.88%	
16	Les Fox	8141.12	-395.11	882.50	712.77	935.04	194.83	0.00	892.82	999.99	963.71	0.00	8141.12	8141.12	0.00		68.03%	
17	Steve Cannon	5931.18	-2299.50	940.83	1000	997.58	993.56	999.19	1000	1000	1000	1000	1000	5931.18	0.00		49.54%	
18	John Snider	4299.28	-1871.88	889.80	702.83	0.00	776.19	988.42	934.04	999.99	999.99	999.99	999.99	4299.28	0.00		35.59%	
19	Carrie Bazzani	1819.36	-2499.62	893.88	925.48	999.99	999.99	999.99	999.99	999.99	999.99	999.99	999.99	1819.36	0.00		15.09%	
20	Ist Stewart Jr	0.00	-1879.00	999.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	999.99	999.99	0.00	0.00		0.00%	

January F5J Contest Report (continued)

SCORES

Rounds (11-13)

#	Pilot Name	Total	Diff.	Round 11	Round 12	Round 13	Completed Bonuses (1 Drop to 5HR)	Sub.	Drop	Pen.	Percent
1	John Butler	11971.78		1000	1000	1000		12691.78	800.00		100.00%
2	Mike Smith	11894.54	-77.24	991.00	996.42	993.71		12172.27	277.73		99.30%
3	Steven Wilcox	11848.08	-123.70	989.64	1000	1000		12196.10	348.02		98.81%
4	Jan Finch	11578.81	-392.97	992.09	978.38	979.22		11863.92	285.11		96.72%
5	Michael Bengen	11360.02	-611.76	917.55	993.20	1000		11360.02	0.00		94.88%
6	Todd Westing	11251.17	-720.61	1000	1000	413.08		11473.75	222.58		93.88%
7	Ron Crowder	11129.58	-842.20	957.46	944.36	987.61		11129.58	0.00		92.97%
8	Mike Vozuh	11106.02	-865.76	960.08	999	984.54		11106.02	0.00		92.70%
9	Jerry Mylon	11036.61	-934.17	949.63	974.30	947.11		11829.70	863.09		92.19%
10	Manny Tasi	10484.13	-1487.65	947.83	956.16	889.08		10851.58	367.45		87.50%
11	Steve Seaman	10469.12	-1502.66	991.88	939.61	984.81		10469.12	0.00		87.45%
12	Tim Johnson	10253.83	-1717.95	1000	0.00	987.79		10253.83	0.00		85.65%
13	Bob Schramm	10142.66	-1829.12	983.15	0.00	979.82		10142.66	0.00		84.73%
14	Warren Day	10124.46	-1847.32	999	968.08	986.96		10124.46	0.00		84.57%
15	Arin Wiersma	8497.22	-3474.56	0.00	981.30	970.89		8497.22	0.00		73.88%
16	Les Fox	8141.12	-3830.66	985.55	978.67	984.81		8141.12	0.00		68.00%
17	Steve Carlson	5931.18	-6040.60	DNE	DNE	DNE		5931.18	0.00		44.54%
18	John Snider	4259.28	-7712.50	DNE	DNE	DNE		4259.28	0.00		33.58%
19	Carole Acosta	1819.36	-10152.42	DNE	DNE	DNE		1819.36	0.00		13.20%
20	Ed Stewart Jr	0.00	-11971.78	DNE	DNE	DNE		0.00	0.00		0.00%

Seems like everyone was pleased with the unique awards and these will be the cap for a very memorable event for the winners. Meanwhile, everyone had an awesome time – Good Flying, Good Friends, Good Weather and Good Food. What else is there? ☺



1st Place - John Butler



2nd Place – Mike Smith

January F5J Contest Report (continued)



3rd Place – Steve Wilcox



4th Place – John Finch



5th Place – Mike Reagan

January DLG Contest Report – Justin Tolman, CD

Thanks to everyone that turned out on Saturday January 20th for the club's first DLG contest of 2024. The weather forecast heading into the event was bleak but with 20 pilots on the sign-up roster we were keen on trying to get the contest in anyway. As it turned out, we completed 4 rounds before the deluge of rain arrived.



Group shot (courtesy of Justin Tolman)

Round 1 (Classic Ladder) was intended to get everyone back in the swing of things gently, but climbing to the top of the ladder wasn't necessarily an easy task. Brent Lytle was the only pilot to complete all flights in Group A. In Group B, Jun Catacutan & Mengchen Li got all 7 flights complete and shared the K. In Group C, Mike Seid, Matt Nelson & Gary Fogel got all 7 flights in.




By Round 2 (5x2), the south wind was becoming consistent and most of the lift was found downwind to the north of the field. In Group A, Jun and Brent battled it out for the top spot but Jun edged him out by just over 1 second. In Group B, Mengchen took the K over Mike Seid. In Group C, Milan Bregman put in 5 great flights to take the K over Gary.

Round 3 (Last 3, 3:00 max) continued with south to north corridor working well. Mengchen, Jun and Milan put in 3 great flights in Group A. In Group B, Mike Seid took the K after maxing all 3 of his flights. In Group C, Justin Tolman took the K over Matt Nelson.

Round 4 (1,2,3,4) began with close eyes on the radar and the incoming rain. In Group A, Jun put on a masterclass and executed flawlessly to take the K, dropping less than 5 seconds. In group B, Matt squeezed out the K by 3-tenths over Gary. In Group C, Justin took the K over Chuck Norris.

January DLG Contest Report (continued)

Rounds (1-4)

#	Pilot Name	Total	Diff	Completed			
				Round 1	Round 2	Round 3	Round 4
1	20 Captain ...c Picard  	4000.0		1000	1000	1000	1000
2	12 Mengchen Li 	3984.9	-15.1	1000	1000	1000	984.9
3	15 Michael Seid  	3956.2	-28.1	1000	973.7	1000	982.5
4	2 Gary Fogel  	3885.1	-71.1	1000	988.4	897.2	999.5
5	16 Brent Lytle  	3877.2	-7.9	1000	997.5	895.3	984.4
6	1 Justin Tolman  	3661.3	-215.9	771.4	889.9	1000	1000
7	9 Marc Maher  	3530.0	-131.3	771.4	959.7	905.0	893.9
8	6 John McNeil  	3517.2	-12.8	771.4	980.0	855.9	909.9
9	17 Scott Mccurdy  	3505.2	-12.0	771.4	902.5	937.2	894.1
10	3 Milan Bregman  	3382.2	-123.0	571.4	1000	997.0	813.8
11	7 Chuck Norris  	3329.7	-52.5	571.4	949.4	814.2	994.7
12	4 Don Lochhead  	3262.1	-67.6	771.4	878.7	764.3	847.7
13	11 Matt Nelson  	3136.4	-125.7	1000	202.7	933.7	1000
14	8 Dale Osborn  	3040.3	-96.1	571.4	795.9	850.2	822.8
15	14 Will Lalla  	2929.4	-110.9	571.4	821.7	630.9	905.4
16	10 Clifford Hunter  	2900.4	-29.0	571.4	911.2	848.5	569.3
17	18 Mark Lalla  	2585.6	-314.8	571.4	678.8	690.7	644.7
18	13 Ian Cummings  	1692.2	-893.4	257.1	498.1	519.4	417.6
19	5 Bob Hirsch  	0.0	-1692.2	0.0	0.0	DNS	0.0
20	19 Paul Anderson  	0.0		0.0	0.0	DNS	0.0

Congrats to Jun Catacutan, Mengchen Li, and Mike Seid for taking the top-3 spots. Our top eDLG pilot was Don Lochhead. We also had three junior pilots on the field – Milan Bregman, Will Lalla and Zach Seid. It's awesome to see such a large, diverse, turnout for a January event.

Full January results:

https://www.f3xvault.com/?action=event&function=event_view&event_id=3054&tab=

Our next event will be February 17th. We will be celebrating 10-years of TPG DLG monthlies.

Sign up for February: https://f3xvault.com/?action=event&function=event_view&event_id=3055

Hope to see you there!

-Justin Tolman

TPG History: The Trophy – Gary Fogel

This Month: Dan Cummins, 2017 Modeler of the Year



I had the pleasure of interviewing Dan Cummins as a part of the write-up for this article before the holidays. It had been a while since we chatted and always good to be in touch with Dan again!

Dan grew up in Tucson, Arizona in a large neighborhood near Fort Lowell Park on the northeast side of town. By about age 7 or 9, Dan's father helped Dan and a friend named Frank fly a Cox u-control model airplane. These were the type that didn't last long and so rather quickly Dan learned how to fix motors. The park included a pond, and he also enjoyed building RC airboats with throttle and rudder to skim along on both the water and grass. These made use of an OS 10 engine for propulsion. As a teenager he had an interest in automotive repair, go carts, and things that go fast with wheels on the ground. High school and college got in the way of anything having to do with model airplanes. He attended the University of Arizona in Tucson, earning a Bachelor's of Science degree in Mechanical Engineering in 1990.



After graduation, he took a position at NAVAIR at NAS North Island in San Diego. While employed there, he began flying RC gliders at the slope at Blossom Valley, east of El Cajon. Dan had heard about the Torrey Pines Gulls and soaring at Torrey but it felt too "political" at the time for the cliff to be enjoyable. He took a hiatus from RC soaring in the mid to late 1990s as work and family life took too much time.

In the mid-2000s, another NAVAIR employee, Roger Stensland, lived right near Blossom. Roger encouraged Dan to get back into RC, took him out to Blossom and taught him how to fly. Dan's first RC glider was a Wing Warrior Raider and the slope was a lot of fun! Together Roger and Dan

TPG History: The Trophy (continued)

found other like-minded slopers on RC Groups and soon they became interested in EPP foam Power Slope Scale (PSS) planes. A "San Diego Slope" thread on RC Groups was started by this crowd at Blossom and really got the communication going. They heard about a "PSS Fest" at Cajon Pass put on by the Inland Slope Rebels (ISR). Dan attended his first PSS Fest in about 2006, and befriended many others including Brian Laird, Carl Maas, Ray Pili, Matin Taraz, and others. At the time, Ray was a member of the TPG, and Matin was involved with North County Flying Machines (NCFM). After the PSS Fest, Dan was hooked on PSS and attended all sorts of PSS events regionally. Members of the ISR would often do "group builds" on one or another type of PSS aircraft, and Dan enjoyed solving these types of puzzles with other like-minded slopers. The building process itself was its own fun, and he was able to learn many new construction techniques from this group setting. He participated in a couple of group builds of his own through about 2020.

In the late 2000s, Dan finally checked out Torrey to see what it was like and really enjoyed flying PSS there in heavy-wind days during winter storms. Those epic conditions alone justified joining the TPG! But it also gave him a purpose to fly with other people and other aircraft.



Dan enjoying some stick time at Torrey



Dan traveled to Maui to fly with Brian Courtice at Nakalahale and used a sturdy high-wind sloper called "Fat Albert." This design was kitted by Jack Cooper at Leading Edge Gliders. Dan modified the original design to make it packable and built it heavy to fly well in the afternoon trade winds that blow 25 to 30 mph every day into a perfect coastal cliff edge...big air...lots of fun with a heavy streamline sloper!

Dan's network of friends continued to grow. In the late 2000s he befriended Brian Courtice who lived in Maui and also enjoyed PSS and pitcheron ("twisty wing") aircraft. Dan took a trip to fly with Brian at Maui and ended up doing so every afternoon for a week! It was awesome. Another San Diegan, Louis DeCarlo, happened to also be at Maui later that same week and also enjoyed the fun as they went on a local slope safari of the island together and became close friends.

TPG History: The Trophy (continued)

Dan also met many cool slopers in San Diego. Oran Bloodsworth had a group build of CR Turbo models. During this session, Dan met Ward Hagaman and got hooked on pitcheron! Ward assisted with thoughts on scratch building, especially portable planes. Dan made a purpose-built 60" high-wing loading flying wing for his next trip to Maui in 2010/2011.

Dan started flying additional slopes throughout southern California, but Blossom was still his main "go to" place. One day a young man from New Zealand, Jordan Smith, posted on RC Groups that he would be visiting San Diego and wondered if there were good slope spots close to public transportation. We all know what public transportation is like in San Diego, so the group at Blossom, especially Dan, took Jordan under their wing and took him to all of the main slope spots (Blossom, Torrey, Laquna, etc.) through the end of 2008.



Here is Dan at Manilla, Australia with his Sunbird sloper. Quite a fun plane to fly at an amazing soaring site!

Through Jordan, Dan learned of the Manilla Slope Fest in Australia. Airfare was reasonable due to the recession and so, off Dan went! It was a wonderful social experience and Jordan was there too! Dan ended up flying twisty wings, aerotowed a foam Ka-8, started to thermal, and flew at locations in southeast Australia. He returned several other times to attend the Manilla Fest and enjoy the camaraderie of this distant group of sloper friends.

Back in San Diego, the Torrey Pines Gulls were under the leadership of Marty Dine and Mark Canfield. Both encouraged Dan to think about running for club President as there were no other volunteers and Dan would do a great job. To our reward, Dan said yes, first serving as Secretary, then Vice President, then President for two terms. At that time, the club meetings were still at the Automotive Museum in Balboa Park, but attendance was dwindling. Dan promoted the idea of having more flying events for the social interaction rather than meetings. This worked well and brought people out to all flying sites, especially

TPG History: The Trophy (continued)

Torrey. Dan also helped encourage a fun and relaxing format of slope racing with foamy aircraft. This differed from the racing circuit offered by the SCSR with its expensive slope planes and competition. The relaxed slope racing format worked well for quite a few years and help rebuild group interest in those types of events and slope racing in general.

The TPG honored Dan with the Modeler of the Year Award in 2017 for his efforts as TPG President, to help renew a “fun first” direction with the club, especially at the slope. Dan continues to enjoy flying PSS on Cajon Days with Martin, Greg Houck, Dale Gottdank, Marty Dine, Ray Pili and others. He encourages everyone to find something that they specifically enjoy about RC gliding and the club and figure out how to contribute to growing that from within TPG. It could be a social aspect; it could be a building aspect; could be fun flying, competition, or whatever – just step up and help volunteer your time to make it happen.

Thanks, Dan, for all of your volunteer support of TPG!



For a time, Dan enjoyed flying foam stuff from a slope near Point Loma Nazarene College. Photo with Sunset Cliffs in the distance.

TPG History: The Trophy (continued)



Dan Cummins with his Shadow F3J plane at TPG's Encinitas Field.



Dan with a Sharon Pro 3.7m F3J plane at Torrey in the spring.



Dan with a pitcheron sloper that is a one-off from Oran Bloodsworth that is very similar to the Harris Nelson Shrike. Dan still enjoys flying this ship from time to time.



Here, Dan is throwing his B-17 PSS plane off the cliff at Torrey for another adventure.

TPG History: The Trophy (continued)



Dan's Zero is guarded closely by his Labrador, Lily. Lily is an AKC Master Hunter and travels with Dan for duck & goose hunting adventures in Alberta, Canada every September. Just look closely and that Zero is obviously jealous of Lily's prowess. Lily was fully trained by Dan, and it's rare to have an AKC Master Hunter trained by a non-professional and rise to that level. Dan's previous Lab, Bailey was also a regular at many Torrey events.



Dan and Lily in Alberta on a recent hunting trip showing the fortunes of their labor.

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

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: January 26, 2024	Since Last Report	Total
2023 – Members		133
2024 – New and Renewed Members	17	60
Google Group Members	2	135

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-fly 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 maximum 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 3-hour window, where competitors can fly up to 7 timed flights in each of three different classes, and the best 5 flights count (see the classes section for maximum flight times). There is a landing bonus using F3L landing tapes for all classes. Landings made after the open window will receive zero landing points if within 30 seconds, and zero flight points if more than 30 seconds over.

After the 3-hour open flying window, the CD shall tally the scores and organize three head-to-head fly-off rounds. Each round will have 10 minutes of working time in which to fly 6 minutes max. Landing bonus will be scored. These fly-offs will be between top pilots for 1.5m and 2m classes. There will be no fly-off for AMA TD open class. The exact composition of the fly-offs shall be determined by the CD at the time, based on the number of pilots in each class and relative points separation at the end of open flying. Points in fly-off will be added to points from open flying.

How We Compete (continued)

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

Aircraft Classes

Pilots may fly in any or all of the 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 or bungee. 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:

April 20

July 27

October 26

Come on out and join the fun!



Bob Hirsch photo

What is LSF? – Gary Fogel



Gary Fogel

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

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

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

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

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

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

What is LSF? – (continued)



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

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

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

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

Bring the appropriate voucher with you to any of our many TPG events in 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” Adaczik 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!

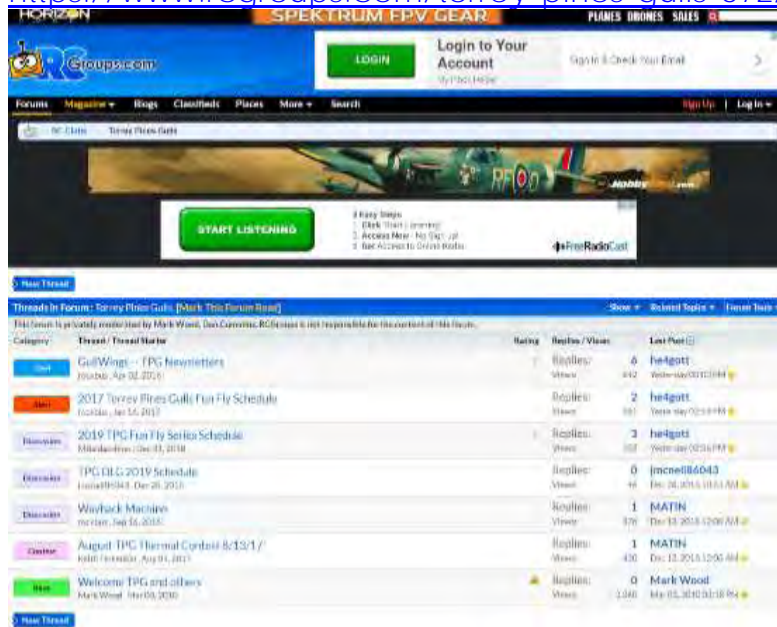
How We Connect (continued)

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	Rating	Replies / Views	Last Post
Blog	GullWings - TPG Newsletters founder, Apr 01, 2015	Replies: 6 Views: 442	6 442	hefgott Wed: 04/01/2015 4:44
Event	2017 Torrey Pines Gulls Fun Fly Schedule tcc24a, Jan 15, 2017	Replies: 2 Views: 881	2 881	hefgott Wed: 01/15/2017 8:43
Discussion	2019 TPG Fun Fly Series Schedule MarkWood, Dec 01, 2018	Replies: 3 Views: 103	3 103	hefgott Wed: 02/14/2019 4:44
Discussion	TPG DLG 2019 Schedule jmcneil66043, Dec 20, 2018	Replies: 0 Views: 46	0 46	jmcneil66043 Thu: 12/20/2018 11:51 AM
Discussion	Wayback Machines mccrion, Sep 16, 2015	Replies: 1 Views: 376	1 376	MATN Thu: 12/20/2018 12:00 AM
Event	August TPG Thermal Contest 8/15-17 founder, Aug 01, 2017	Replies: 1 Views: 430	1 430	MATN Thu: 12/20/2018 12:00 AM
Blog	Welcome TPG and all here MarkWood, Mar 05, 2016	Replies: 0 Views: 1,246	0 1,246	MarkWood Thu: 03/05/2016 10:04

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.

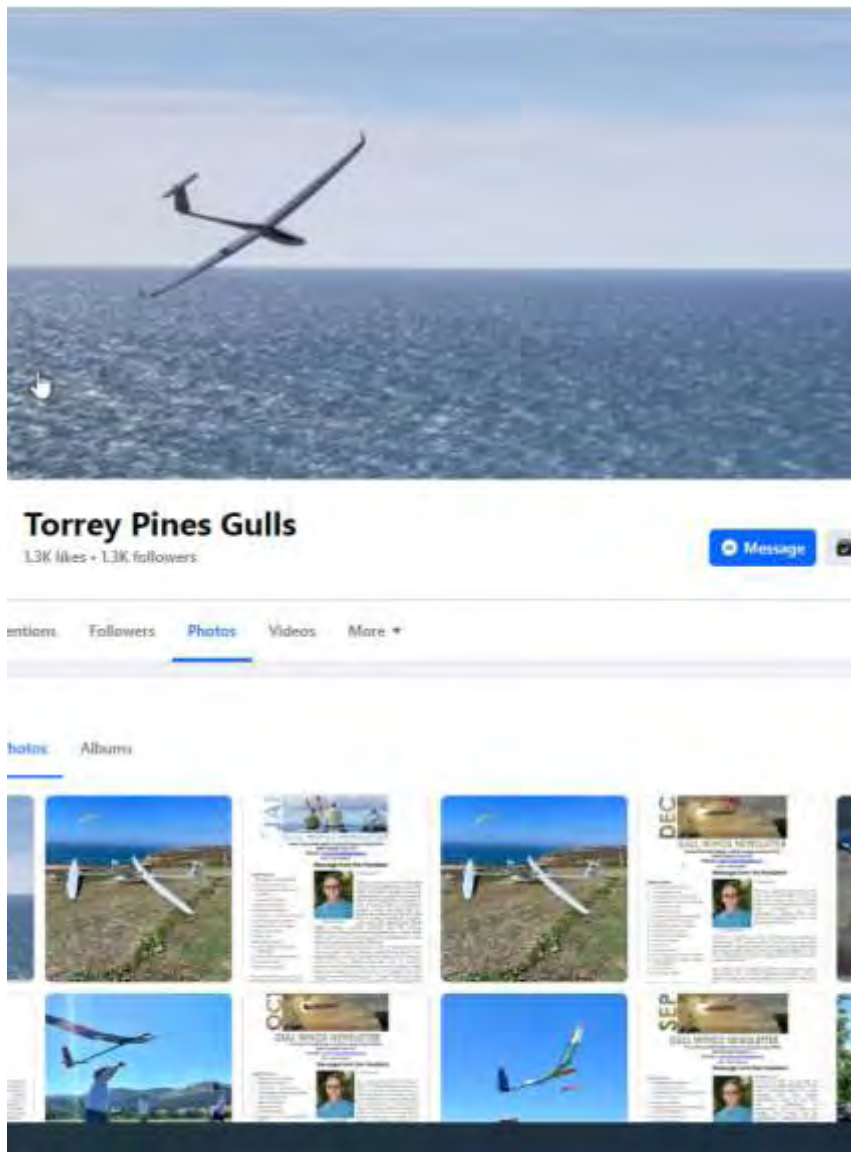
Unlike the old Yahoo Forum, RCGroups allows you to post photos and videos. By subscribing, you can keep up with the latest events, club activities and member postings.

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/>

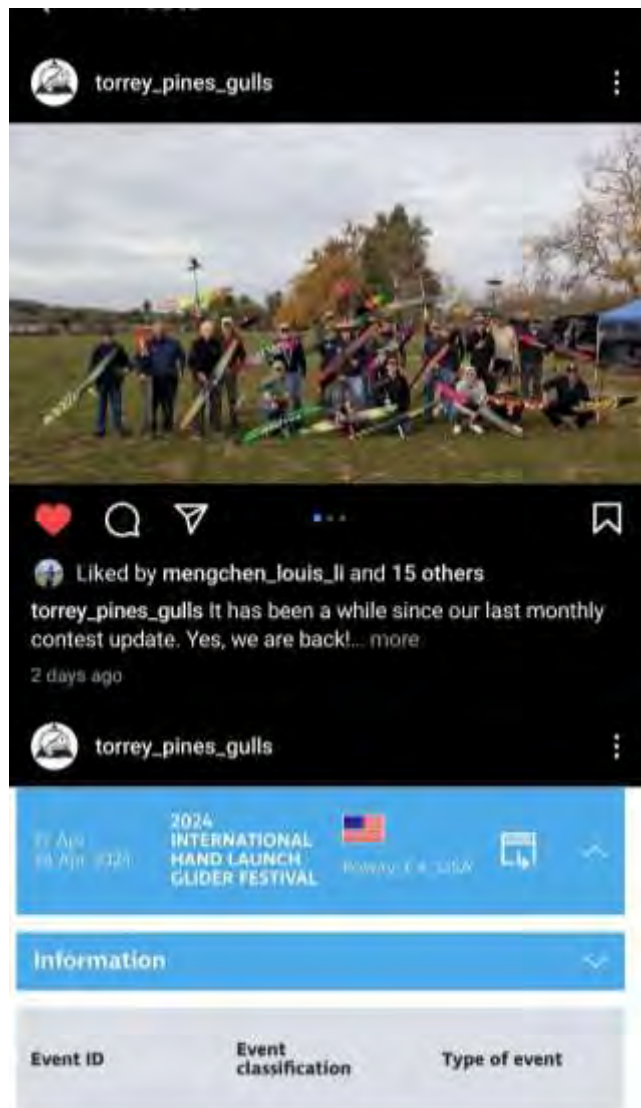


How We Connect (continued)

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	Mike Smith	mike@themapsmith.com
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)



Torrey late afternoon (Walt Quitt photo)

Photo of the Month Contest (continued)



Light day at Torrey; bird, paraglider and RC (Walt Quitt photo)



Windy day launch at Torrey (Mark Baldacchino photo)

Photo of the Month Contest (continued)



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



AND WANTED

TPG Classified Ads Policy

Classified ads are free to TPG members for non-commercial purposes. Commercial customers should contact the editor. To submit an advertisement, send the information to communications@torreypinesgulls.org. 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.

Gerasis Fox 6300 ARF

NIB Kit, but nearly complete right out of the box. All original key components included.

\$250 OBO

Contact: Jerry.Fry
 (858) 357-6088
jfry2@san.rr.com

FOX Kat. č. 6300 **PG GERASIS**

SP-P587

\$250 obo
Nice Kit. Unbuilt but nearly complete right out of the box. Nice workmanship on all parts.

Trup	6300.1
Křídlo	6300.2
VOP	6300.3
SOP	6300.4
Rám kabiny	6300.5
Kabina	6300.6
Obtisky	6300.7

Rozpětí	Span	2030 mm	Stavebnice RC polomakety polského akrobatického větroně. Stavebnice obsahuje laminátový trup, laminátovou směrovku, hotové křídlo a výškovku pozeňle-nou fólií ORACOVER, rám kabiny, kabínu, modelát-skou bižuterii, spojku křídla a obtiskový aršík. Model je určen pokročilým modelářům.
Délka	Length	1050 mm	
Plocha	Area	25 dm ²	
Letová váha		1150 g	
Zatížení		46 g/dm ²	
Profil	Wing tail	RG 15	

(continued next page)



AND WANTED





AND WANTED

Xantipa – 120” Span F3J by Jiri Tuma

NIB, purchased in Visalia in ~1999 from Skip Miller, who was the US distributor at that time. The Xantipa won two European League in 1998 and was used by the Belgian and French teams at the World Championship in UK in 1999.

Nearly complete out of the box; just easy assembly and customization at this point. All original components included, including 7 VOLZ Modellbau servos and an 1800mah **battery that hasn't been charged in 20 years.** ;-)

\$1500 OBO

Contact: Jerry Fry
 (858) 257-6088
jfry2@san.rr.com



XANTIPA (zantipa)

The Xantipa is an all molded Czech Republic model of approximately 128" in span, weighs 80-83 oz and is the latest effort from the design workshop of Jiri Tuma. It uses the very popular modified 7037 airfoil. It sports a slip on nose cone, 1 piece removable V-Tail, bolt on 3 piece wing, and 90 degree flap capability. Pushrods are installed but need to be attached to the side of the fuselage with shoe goo. Cut your servo and rx/battery access holes with a dremmel. This allows access with a wire and shoe goo to fix tubes to side of fuselage. Do one side at a time and let set up. Simple radio installation is all that is necessary to get the ship soaring. The craftsmanship is excellent, with fit and finish falling into a 10 range. (10 is perfect). I began importing the ship because of its high quality, and have been impressed with it's user friendly handling characteristics. Everyone who sees the ship is very impressed with the high degree of quality. It's as good as it gets.

The following are the settings we are flying presently and are very conservative.

- CG - 3.70 inches back from leading edge
- Tow Hook - 3.60 inches back from leading edge
- Allerons - up 3/4" down 1/4" minimum
- Flaps - 25% mix to allerons minimum
- V-tail - 1/p and down 3/8" minimum
- Launch flap and alleron - 1/8" camber full span
- Camber to elevator mix - 1/8" full span
- Speed reflex - 1/32" full span

7 Servos included in kit, which the aircraft also supports.

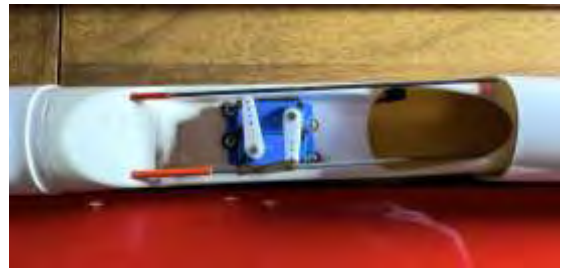
Enjoy,

Skip Miller

(continued next page)



AND WANTED





Quote of the Month:

“February is the shortest month, so if you’re having a miserable month, try to schedule it for February.”

~ Lemony Snicket

