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**I have a signup sheet where I can add your name & phone number.**

Please call Ken Raymond at (760)-735-2811 or email me at 'raymond@sdcoe.k12.ca.us' if you want to get an early jump at the best jobs available on May 23<sup>rd</sup>. A last thought - **"think of what would be good for the Club"**.

## March 7<sup>th</sup> RES Contest Report

*Garth Warner*

The threat of rain kept attendance light at our 2<sup>nd</sup> yearly RES contest. Eleven hardcore "Top Gun" pilots came out for what was a beautiful day with some outrageous lift. This contest was a 24 minute add-em-up with the first 4 landings counted as "in or out" for 25 points each. Surprisingly, a number of our more experienced pilots biffed the landing task and ended up with one or more "out" landings. Our club president Jerry Fry suffered an expired flight pack and went down hard behind the hill, transforming his Oly II into an Oly 650. Sportsman pilot Paul Schulte flew a Hobie Hawk but had some difficulty occupying the same air space with the trees back by the hill. He got the plane back in one piece and finished the contest in first place in the Sportsman Class, (the only Sportsman entry). Four pilots finished with perfect scores earning the 1000 normalized points. A 2 minute precision duration round was flown to determine 1<sup>st</sup> through 4<sup>th</sup>. Fred Sage finished 1<sup>st</sup>, Bren Lugo, (flying Arthur's plane), finished 2<sup>nd</sup>, and Arthur finished 3<sup>rd</sup>.

A lot of familiar faces were missing from this relatively simple contest. Call it a lost opportunity for year end points. From this point on the RES contests are going to become somewhat more challenging as we move to more demanding flight and landing tasks. Check the web site or the newsletter for the next RES contest in the series.

### RES RESULTS-

#### EXPERT CLASS

Name	Normalized
Fred Sage .....	1000
Bren Lugo .....	1000
Arthur Markiewicz .....	1000
Don Richmond .....	1000
George Joy .....	983.11
Garth Warner .....	967.53
Don Clark .....	966.23
Patrick Dionisio .....	963.63
Mike Ziaskas .....	951.29
Jerry Fry .....	DNF

#### SPORTSMAN

Paul Schulte .....	949.35
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England, one being the UK National HLG champion, Germany, Austria, Switzerland, New Zealand, Argentina, and Texas (*another foreign country-Editor*), our international field will be the largest ever. Sal (Mr. NSP) DeFrancesco and a number of his East Coast buddies are planning to make their first trip west for the IHLGF. With such a wide array of states and nations present, this year's IHLGF should be the very best and most colorful ever. We invite you to join in the fun!

We have made a couple of changes to our basic format and rules from last year. The one notable exception is the wingspan limit of 1.5 meters. This is the AMA rule for Class "A" HLG and was enforced at the NATS last year without a problem.

There will be three classes of pilots again this year: Open; Junior (15 and under); and Eagle (50 and better). Each class will have their own set of awards. Open class will have awards through 10th place and the Junior and Eagle classes will have plaques through 3rd place. The Junior and Eagle classes will both fly in the same flight group and will compete against their peers. These two classes will be allowed an "alternate" thrower. If you qualify and wish to fly in one of these two classes, you

## '99 IHLGF Attracts Largest Field of International Pilots

*Ron Scharck*

The Torrey Pines Gulls and Northeast Sailplane Products, the official sponsor of the 1999 International Hand Launch Glider Festival, invite you to participate in the sixth annual IHLGF on June 5 and 6 at the TPG Poway Flight Center, located in Poway (San Diego), California.

With the addition of pilots from

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\*Denotes Non-Voting Member

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must register as such on the entry form.

Once again we will have a "throw-out" round. Your best nine out of ten rounds will be used to calculate your score. The top ten Open class pilots will be in the Championship Fly-Off and will carry their adjusted scores into the Fly-Off.

One of the things that makes the IHLGF so special is the social aspect. We begin Friday evening with a "Post Practice Social" at the local Mexican-restaurant. Saturday evening we have an old fashioned "all you can eat" Pizza Party planned at Round Table Pizza in Poway.

TPG has a "Visiting Pilot" program for those contestants who would prefer to stay with one of our members during the contest. Contact Mike Ziaskas (619) 484-7596 or e-mail him at Mzsoar@aol if you are interested in this program. Space is limited so make your arrangements early.

The field will be available beginning Thursday, June 3, for practice. Toilet facilities will be available beginning Friday. RV parking and camping is allowed at field, however, there are no hook ups.

For complete information on the IHLGF, local hotels, car rentals, maps, and a wealth of other information, please visit the TPG web site at: [www.torreyпинesgulls.org](http://www.torreyпинesgulls.org). If you have any questions please give me a call at (619) 220-6303 or e-mail me at [Scharck@aol.com](mailto:Scharck@aol.com).

Ron Scharck, IHLGF Registrar

Please do not mail your completed entry form and check before April 1.

## Observations

*Larry Fogel*

Modern sailplanes are indeed works of art...glass slippers that combine form and function. But vintage sailplanes have their own grace and beauty. They are best appreciated within the perspective of their

own times.

In the 1920s and '30s pilots learned to glide on "primaries". Many were built from plans. Some were car-towed off the beach at Torrey. Others were flown in contests off the south slope of Mount Soledad.

The SG-38 primary was designed and built in quantity in 1938, and was used as initial training for many of the German pilots in World War II. Now you can feel what it's like to fly this glider, for Krick produced a quarter scale museum quality kit. All the control surfaces are driven by external wires. Other wires support the wings. With all that drag, who needs spoilers? It goes up the winch on rails and can be aerotowed. It's easy to fly and looks right in the air, see the top photo.

In 1931, Edmund Schneider of Grunau, Germany designed and produced 22 Grunau Babies "to provide an inexpensive plane for the less experienced pilot." It was well received. The Grunau Baby was then produced in Sweden, Switzerland, Spain, France, and Czechoslovakia. At least 4,100 were produced between 1940 and 1944. A few were built in Australia as late as the 1950s. Note the open framework and enclosed cockpit shown in the drawing. The next photo shows Gary Fogel's quarter scale Grunau baby at Torrey Pines. Its slow and stable. Flying this plane is an historic experience.

Now there are two kinds of vintage model sailplanes; those that replicate full-scale planes and those that are simply vintage models. For example, in 1933 Frank Zaic designed, flew and sold plans/kits for a series of Thermic Gliders ranging from 18 to 100 inch wingspan, the largest being designed for radio control. His ad appeared in his 1934 Year Book. A photograph shows this plane framed-up in front of his model shop in New York City, circa 1940. An artist's view of the plane is on the cover-up of Frank's "Model Glider Design."

As a matter of fact a Thermic 100 was my very first sailplane (I bought it from Jim Pike, one of the founders

of the Gulls). I still have half a wing of the original plane, because I did not check the integrity of the main spar after a hard landing. The pod was carved out of the block of balsa so the plane was heavy. The rudder

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SG-38

GRUNAU BABY 1

Grunau Baby. Plans above.

Thermic 100