

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

APRIL 2018



The Prez's Corner – Don Bartick

So far, it looks as though the April outdoor contest will happen on schedule. It will be so nice to do some outdoor flying. This is the John Oldenkamp Memorial P-30 event. In the last couple years the event was exclusively for John's Hot Box P-30 design. This year, any P-30 design can be entered. The \$100 purse remains the same to be distributed to the top 3 places. There will be a \$25 bonus for the participant that enters a Hotbox and has the best score within the top 3 places. This is an AMA event. Therefore, the rules allow you to use 2 airplanes in any event to make official flights. As such, to qualify for the Hotbox bonus, you must fly the first 3 official flights with a Hot Box. If you qualify for the fly offs, any design can be flown.

The 60th Annual Dual-clubs FF Bonanza is in the final planning stages. This contest is a joint effort between the SD Orbiteers and Fresno Gas Model Club. It is one of the larger contests held at Lost Hills. The dates are May 20th-21st, 2018. If you haven't been to a large contest at Lost Hills, this is definitely one to consider. Aside from flying a broad selection of AMA, Nostalgia and Old Time events, we have an Ice Cream Social on Saturday at noon plus a food fest Saturday night. These are perennial favorites. We sure could use more Orbiteers participating. Look for the flyer in this ET.

The Board of Directors meeting normally held in March was held April 11th at Mark Chomyn's house. Several issues were resolved. For indoor, the P-18 event will take over the catapult glider rotation spot. Catapult glider will no longer be flown for club points. For outdoor, the makeup for the missed Coupe event, scheduled for March will

happen May 27th. Read more in the minutes possibly in this issue of the ET. If not, next month.

That's a wrap for now.

Remember: "Self-respect leads to self-discipline. When you have both, that's real power."

-Clint Eastwood



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ORBITEERS MEMBERSHIP DUES

Annual Membership - \$20
Lifetime Membership - \$250
Non-Member Newsletter Subscription - \$15
Junior Members 16 years old or younger - Free

Submit Dues to Club Treasurer:

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San Diego, CA 92117-4622

THE FINE PRINT THE FINE PRINT

El Torbellino is the official newsletter of the San Diego Orbiteers, an Academy of Model Aeronautics (AMA) Charter Club (#1113) and a California not for Profit Corporation. This newsletter is sent monthly to all paid members, selected exchange and magazine editors. Non-Members may subscribe at \$15.00 per year within the U.S.A., offshore price will be adjusted to reflect the postage required. Materials from El Torbellino may be reproduced on an unlimited basis by other publications, but proper credit is requested.

ORBITEER WEB SITE

www.SanDiegoOrbiteers.com

Webmaster: Kathy McLaughlin

FOR SALE by Sandy Miller

I have a complete Sherline shop equipment for sale. Bob bought it, with the lath being the part of the package he used. The lath is mounted on a board, it was not used much. He had a 6" craftsman he used. The Milling machine and other pieces are still in the box, never taken out. I can provide a list of the equipment package, if some one wants it.

It has also been posted on SCIFt NL.
I would like, \$ 700.00 for the whole lot.

Local delivery can be arranged, I would rather not mail it. Thanks Sandy

(619) 434-1151 or sandyshm@aol.com



Orbiteers - Indoor Contest Results - April 8, 2018

A-6

<u>Flier</u>	<u>Best 2 of 5 flights</u>		<u>Total</u>	<u>Rank</u>
Mike Jester	176	216	392	1
C.M. Kim	171	171	342	2
Don Bartick	169	169	338	3
Greg Hutchison	148	135	283	4
John Hutchison	DNF			



P-18

<u>Flier</u>	<u>Best 2 of 5 flights</u>		<u>Total</u>	<u>Rank</u>
Stan Buddenbohm	111	105	216	1
Nick Panousis	96	107	203	2
Don Brent	109	86	195	3
Mike Jester	88	102	190	4
C.M. Kim	102	81	183	5
Don Bartick	26	24	50	6
Greg Hutchison	DNF			



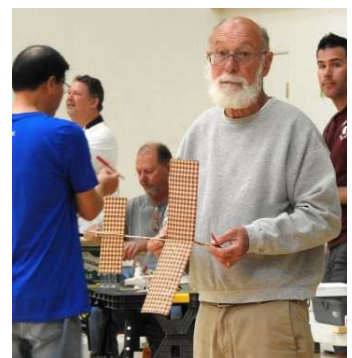
Scale Staffel - Indoor Contest Results - April 8, 2018

Phantom Flash

<u>Flier</u>	<u>Best 3 of 6 flights</u>			<u>Total</u>	<u>Rank</u>
Stan Buddenbohm	122	122	38	282	1
Don Bartick	42	75	72	189	2
John Hutchison	53	49	57	159	3
C. M. Kim	47	49	52	148	4*
Walter Ainslie	28	68	52	148	4*

* Tie Score

PHOTOS BY ARLINE BARTICK



Motor Hooks for Old Timer Rubber Models

By Mike Jester



I continue to learn from my own mistakes. An inadequate rubber motor hook on my Gollywock led to me lose its nose block and prop at the recent 2018 Taibi Annual contest at Perris.

I fly the heavier of my two Gollywocks with a 16 x 1/8 inch rubber motor. It takes a lot of torque to drive its big 13-inch fixed, i.e. non-folding, balsa wood prop fast enough to get a rapid climb. This model had a 1/16-inch music wire prop shaft and motor hook. This is pretty common for Old Time Rubber (OTR) models. I use a Crocket hook to connect the rubber motor to the motor hook on the prop shaft. As shown below, this model utilized a Garami clutch with a tube-in-tube bearing assembly that provided fail safe free-wheeling after the motor run. Unfortunately, it also had a motor hook with the wrong shape, as shown in the photograph below. Since 2014 I have made dozens of maxes with this Gollywock and never had an issue with the prop during those flights. That streak recently ended.



Inadequate Rubber Motor Hook

At the 2018 Taibi Annual contest in Perris, I flew my heavier Gollywock in the Small Old Time Rubber event because the breeze was 5-7 mph. The CD had stated that we were flying 3 minute maxes. I loaded a braided rubber motor into my Gollywock that was about 2 inches shorter than the hook-to-peg distance. No problem I thought that the prop would free wheel regardless of the tension on the rubber motor after the motor run. I also thought there would be no chance of motor bunching and CG shifting, leading to a stall in the glide. The wind was coming up and I wanted to get my official flights in as soon as possible. I thought to myself that there was no need to put on the rubber bands on each side of the fuselage that retain the nose block because there would be plenty of tension after the motor run was over. That decision turned out to be a mistake.



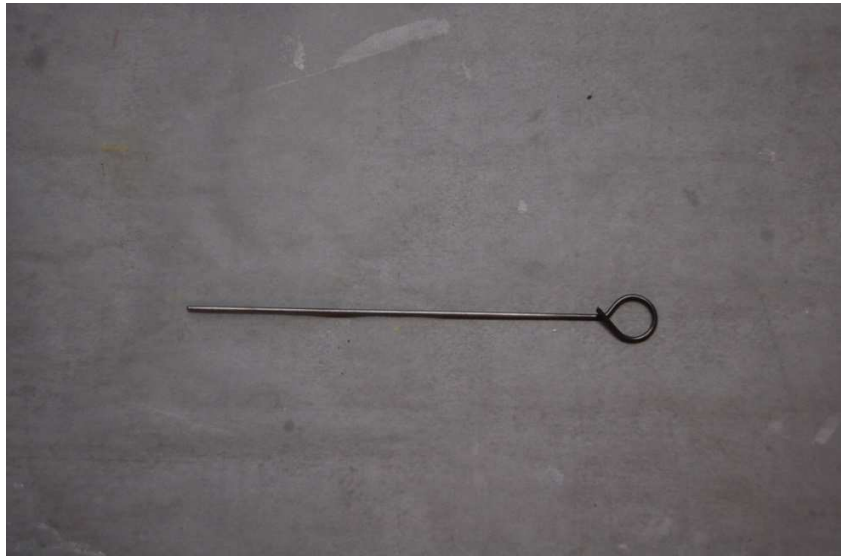
My first official flight started with a pretty good climb. My Gollwock had to fight through the breeze and this impeded the climb a bit as she pointed into the wind and did not gain any altitude for a few seconds. My model rocked wing tip to wing tip a few times due to turbulence. But the glide was good and my Gollywock easily made the 3 minute max before the TOMY timer on the DT triggered. My model landed in the tall weeds north of the flight line. Even with an onboard RF transmitter and Mike Pykelny's tireless efforts, the retrieval took about a half hour.



Gollywock Retrieval March 25, 2018 - Perris, California

On my second official flight my Gollywock climbed even higher than on the first flight after it encountered some lift. Just as the motor run ended I saw something appear to drop from the model. I thought "Oh no, there goes the prop." Sure enough my Gollywock went into a long series of stalls, landing north of San Jacinto Road after close to a four minute flight. The unpainted balsa wood prop had dropped out over the tall weeds and any search for it in the similarly colored weeds would have been futile. An after action review with Mike Pykelny and Clint Brooks led to the conclusion that the Crocket hook had ridden up and off the motor hook, despite the substantial tension on the rubber motor. You can see in the first picture that the end portion of the hook was not long enough. It should overlap the shaft. Clint said that the prop and prop block probably would have stayed on the model had I put on the hold down rubber bands as I should have. Clint then showed me the two styles of motor hooks he recommends for OTR models. The first is circular and is configured for use with a fixed prop. The end of the hook overlaps the shaft, preventing the Crocket hook from coming off. Even if you have hold down rubber bands in place you don't want the Crocket hook to ride up off the prop hook as it could damage the model and/or cause the rubber motor to rapidly shift backwards, leading to an improper CG location and stalling.





Motor Hook for OTR Model with Non-Folding Prop

The second prop hook Clint showed me is configured for an OTR model with a folding prop. Notice the extended length of the hook. Its right angle leg engages a stop on the nose block, such as a screw, when the tension on the rubber motor is low, causing the blades to fold. You can see that this hook has a narrowed region that prevents the Crocket hook from coming off the prop hook.



Motor Hook for OTR Model with Folding Prop

Another type of hook used on OTR models is the reverse-S hook, which has the supposed advantage of ensuring that the rubber motor stays centered. All of the hooks in this article are challenging to bend accurately using 1/16-inch music wire, but especially the reverse-S hook. You will have the best results if you use some sort of wire bending jig. I have one that comprises a metal base with removable posts, and a detachable crank arm with a driver.

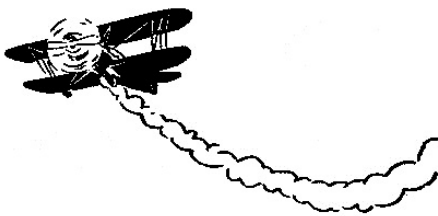




Reverse-S Motor Hook for OTR Model

Well, live and learn. Over the next few days after the 2018 Taibi Annual contest I made a new nose block and a fixed 13-inch balsa wood prop for my Gollywock. I used a 13-inch prop blank purchased from Volare Products. The P/D of the new prop is 1.23. The balsa wood is 6.4 lbs./cubic foot. I will cover both sides of this prop with lightweight glass cloth and epoxy resin, both purchased from SIG. This will greatly increase the strength and durability of the prop at the cost of a relatively small weight gain. I am thinking of spray painting this prop red, just in case it ever falls out of my Gollywock on a flight. I could have avoided 4 - 6 hours of work making a new nose block and prop if I had just taken a few seconds and put on the nose block hold down rubber bands.

But I did not lose the airframe of my Gollywock, and no damage happened to this model even after the prop was ejected at 250 feet +. After four years of flying the tissue on this Gollywock is shot. Even the patches are peeling off. So the fuselage recently had a bath to soak the tissue free. I am planning to re-cover the fuselage with Polyspan. I'll have to recover the wing, stab and fin, but will probably stick with tissue on those components. It's easier to do this recovering than to build a brand new Gollywock. After all, she will have a brand new nose block and prop!



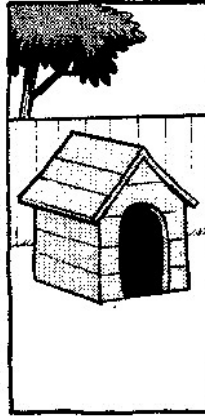
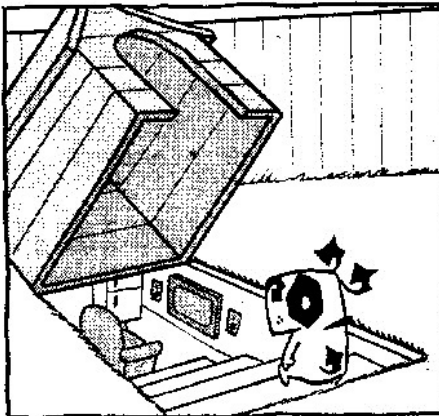
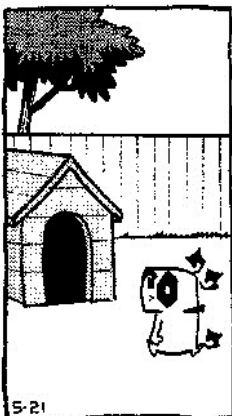


New Fixed 13-inch Prop and Nose Block for Gollywock

There are other shapes for motor hooks used on OTR models, such as the crescent or C-shaped hook. I am sure there are many other successful hook designs. I hope my story and summary of OTR motor hooks has been helpful.



Pooch Cafe by Paul Gilligan



2018 OUTDOOR FLYING SCHEDULE

All are AMA Sanctioned & National Cup Events

May 19/20 **Dual Club FF Bonanza**, Lost Hills

May 27 - **Coupe** (Make up for March 18TH)
E36/Power & HL/Catapult Glider
(No rain date)

June 9/10 **Scale Staffel FAC Scale Contest***
(2 of 3)

June 24 - **Old Time Nostalgia Rubber**
E36/Power & HL/Catapult Glider
(No rain date)

July - No Club Outdoor Contest

August - No Club Outdoor Contest

Sept 16 - **Coupe**
E36/Power & HL/Catapult Glider
(Sept 23RD rain date)

Sept ?/? **US FF Champs, Lost Hills***

Oct 14 - **P-30**
E36/Power & HL/Catapult Glider
(Oct 28TH rain date)

Nov 11 - **Old Time Nostalgia Rubber**
E36/Power & HL/Catapult Glider
(Nov 25TH rain date)

Nov 17/18 **Scale Staffel FAC Scale Contest***
(3 of 3)

Dec 9 - **Coupe**
E36/Power & HL/Catapult Glider
(Dec 16TH rain date)

* **Non-Club Points Event**



2018 INDOOR FLYING SCHEDULE

May 6 - Lmt. Penny Plane & No-Cal*

June 3 - P-18 & Embryo*

July 1 - A-6 & Phantom Flash*

Aug 5 - Lmt. Penny Plane & No-Cal*

Sept 2 - P-18 & Embryo*

Oct 7 - A-6 & Phantom Flash*

Nov 4 - Lmt. Penny Plane, No-Cal* &
Canard One-Design*
(Wrisley Zephyr)

Dec 2 - P-18 & Embryo*

***Non-Club Points Event**



New Adjustable Thrust Bearing Kit

By Mike Jester



Precise and reliable thrust line adjustments are critical to the trimming process and to successful fun flying and competition flights. Shimming the nose block or sanding the front end of the fuselage are slow, cumbersome, and inaccurate techniques. One of the main advantages of the GizmoGeezer (GG) adjustable thrust bearing is that precise and stable thrust line adjustments can be quickly made with that device. Unfortunately the GG bearing and prop assemblies incorporating the same are no longer being manufactured. At this time it is uncertain whether they will return to the marketplace. Retail supplies of the GG bearings and props have pretty much been exhausted. Clearly some kit manufacturer or parts supplier needs to fill the gap.

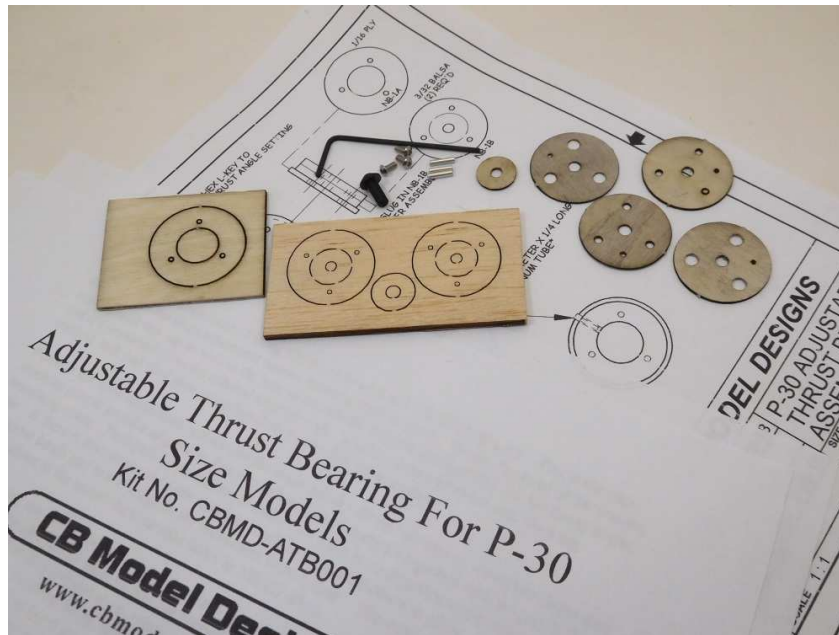
CB Model Designs has long supplied premium P-30 kits that have included GG prop assemblies. Proprietor Clint Brooks realized that he needed an alternative prop shaft bearing with a similar adjustable thrust line feature. Clint has decades of experience in aerospace engineering, production and tooling and decades of success in designing, building, and flying rubber powered free flight model airplanes. He recently used his combined experience to develop a new adjustable thrust bearing (ATB) for P-30 size free flight models. This new ATB is shown in the photo below. Bear in mind that making steel tooling to injection mold plastic parts for a device of this type was probably not viable from an economic standpoint given the relatively small size of the market.



Adjustable Thrust Bearing (ATB) from CB Model Designs

Clint gave me a free sample of his new kit and I was anxious to build his new ATB. The kit includes all of the parts needed to build the mating forward thrust bearing and rearward receiving bushing. Three #1-72 x 3/16 long steel screws with hexagonal sockets connect these two components and thrust angles are adjusted using a .050 hex L-key provided with the kit. Clint's ATB is sized to install in a 7/8 diameter hole in a fuselage or nose block. Similar to the GG bearing, the ATB is preferably installed with the adjustment screws at 10 o'clock, 2 o'clock and 6 o'clock positions.

Continued Next Page



The ATB Kit

The ATB kit includes nine (9) laser cut balsa wood and plywood discs of various diameters and thicknesses, a detailed set of assembly instructions, and a full size plan illustrating the steps of the assembly process. It also includes a small black plastic thrust bearing for a $\frac{3}{64}$ (.047) prop shaft and three $\frac{1}{16} \times \frac{1}{4}$ Aluminum tube segments. One of these tube segments extends radially in the receiving bushing and serves as a nose key when the ATB is inserted into a nose block or fuselage. The other two small Aluminum tube segments serve as posts that retain rubber bands that hold on the nose block. The heads of the screws are cleverly captured in recesses formed in a stack of wooden discs with different size laser cut holes. Even if you had a copy of the plan it would be extremely difficult and time-consuming to scratch build Clint's ATB with the precision needed to yield a properly functioning device, especially without having a copy of the detailed assembly instructions.

Clint's ATB can be adapted for use in other models besides P-30s, including scale and non-scale FAC models. The wooden discs of the ATB can be turned, e.g. on a Dremel tool, to reduce their diameters to fit into particular fuselage and nose block configurations. The $\frac{1}{16}$ plywood ring of the receiving bushing can directly attached to a nose block assembly and the two $\frac{3}{32}$ balsa wood discs that otherwise serve as a plug can be eliminated. The Aluminum tubes can also be eliminated and a nose block incorporating the ATB can instead be held in place with magnets.

I was able to construct Clint's new ATB relatively easily and look forward to testing the same in the field. I have every reason to believe that it will fulfill its promise. My plan is to install this thrust bearing in the Super Y P-30 that I will build from the recently released kit that I purchased from CB Model Designs earlier this year. Check Clint's web site about the future availability and price of his new adjustable thrust bearing kit. See www.cbmodeldesigns.com



DUAL-CLUBS FREE FLIGHT BONANZA

A National Cup Event

**SAN DIEGO ORBITEERS 60th ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF AMA, CLASSIC & MINI-FAI EVENTS**

*

**FRESNO GAS MODEL CLUB 79th ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF NOSTALGIA, TEXACO & OLD TIME EVENTS**

*** MAY 19th & 20th, 2018 ***
*** LOST HILLS, CA ***

SATURDAY ONLY 7 AM – NOON, 1 - 5 PM LUNCH BREAK W/ ICE CREAM SOCIAL	EITHER DAY MUST FINISH EVENT THE SAME DAY		SUNDAY ONLY 7 AM – 3 PM
1/2A GAS(1) C/D GAS P-30 (1) VINTAGE FAI POWER CATAPULT GLIDER (1) ½ A TEXACO DAWN P-30 MASS LAUNCH NIGHT GAS (COMBINED) TWIN PUSHER MASS LAUNCH	SMALL OT RUBBER STICK SMALL OT RUBBER CABIN LARGE OT RUBBER STICK LARGE OT RUBBER CABIN ¼ A NOSTALGIA ½ A NOSTALGIA A NOSTALGIA B NOSTALGIA C NOSTALGIA E-36	.020 REPLICA A PYLON B-C PYLON A FUSELAGE B-C FUSELAGE RUB/WAKEFIELD NOS CLASSIC TOWLINE ½ A CLASSIC POWER 1/2A GOLDEN AGE F1Q/A/B ELECTRIC (Combined)	FIG (COUPE) F1H (TOWLINE) F1J (POWER) A GAS B GAS HAND LAUNCH GLIDER (1) FULL SIZE TEXACO MULVIHILL DAWN MULVIHILL GOLLYWOCK MASS LAUNCH

(1) Junior & Senior/Open Event

See Special Instructions on backside

**** AN ORBITEER TRADITION LIVES ON ****

JOIN US FOR SATURDAY ICE CREAM SUNDAE SOCIAL ON US (NOON – 1 PM)
also

SATURDAY NIGHT FOOD FEST POTLUCK ORGANIZED BY DAN HEINRICH (6:00 -7:00 PM) *(Main course provided)(Bring a side dish or dessert)(Let Dan know what you're bringing at [aeronutd@cs.com](mailto: aeronutd@cs.com))*

AWARDS FOR FIRST 3 PLACES
Ceremonies at: 3:15 PM Sunday

\$20 REGISTRATION Sr. & Open / \$2 Jr
\$5 per Event Sr. & Open / \$1 Junior -
Optional: \$40 for Registration & Unlimited Events

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(E) steve93612@comcast.net
Web: FGMAC.tumblr.com

LOST HILLS MODEL AIRFIELD ASSOCIATION CARD REQUIRED (\$25 AT FIELD TO JOIN)

SPECIAL INSTRUCTIONS

SATURDAY NOON to 1 PM LUNCH BREAK & SUNDAE SOCIAL

The contest will be suspended for 1 hour for lunch and the San Diego Orbiteers famous ice cream social. This is a great time to relax, cool off, have lunch and enjoy the ice cream sundaes. We will provide ice cream, & sundae fixings, napkins, plates and plastic ware.

PRIZE DRAWING

The Fresno GMC once again has collected an enormous amount of model stuff for their drawing. For up to 3 events entered that are sponsored by them, the contestant will receive a drawing ticket. Drawing to be held right after Sunday's award ceremony.

BILL BOOTH, SR. MEMORIAL

High time in Old Time Gas. Includes 020 Replica, but not Texaco. Winner will receive a special award from the Fresno GMC.

HAND LAUNCH GLIDER & CATAPULT GLIDER

Hand Launch Glider & Catapult Glider will to be launched from an established glider pen on the field. Max's are 120 seconds and all flights count.

NIGHT GAS FLYING

All engine classes combined. Event window between 6:30 pm – 9pm. Engine runs in accordance with aircraft classification; i.e., AMA or Nostalgia.

MINI FAI EVENTS *Low stress format*

FIG, F1H & F1J: **First five (5) flights must be flown from the established line between 7:00 – 12:00 AM. 120 sec max**
Fly-off in ½ hour rounds starting at 1:00 PM. 15min rounds in sequence. 15min between end of round and beginning of next one. Fly-off round max: 1st 150sec, 2nd 180sec, 3rd 210sec, 4th 240sec, 5th 300sec, 6th 360sec and so on. Fly-off rounds may be compressed by consensus of the participants and the CD.

VINTAGE FAI POWER *Low stress format*

For rules, please go to this website: <https://freeflight.org/wp-content/uploads/2016/01/NFFSCCompetitionRules2017-2018v1.pdf> A copy of the rules will be available at the CD's table. **First five (5) flights must be flown from the established line between 7:00 – 12:00 AM.**

DAWN P-30

Saturday morning 7:30 AM sharp. Mass launch from glider pen; 1 flight, no max.

DAWN MULVIHILL (Timer can ride with contestant)

Sunday morning 7:30 – 7:50 AM launch window, 1 flight, no max.

TWIN PUSHER MASS LAUNCH

Saturday morning 8:30 sharp. Mass launch from glider pen; 1 flight, no max.

GOLLYWOCK MASS LAUNCH

Sunday morning at 8:00 sharp. Mass launch from glider pen; 1 flight, no max.

TEXACO (Timer can ride with contestant)

1/2A Texaco: Saturday 7:00-10:00 AM launch window, 8cc fuel; Full Size Texaco: Sunday 6:00-10:00 AM launch window, ¼ oz per pound – max 1.75 oz fuel.

1/2A GOLDEN AGE

Open to any free flight design that had plans published or dated from 01/01/1957 thru 12/31/1969. Engines are restricted to Holland Hornet .049/.051 and Cox T.D..049/.051. Although an electric version is included in the provisional rules, electric is excluded from this event. No V.I.T., auto surfaces or auto rudders allowed even if on the original plan. Engine runs are: Cat II) Hand launch 12 sec/VTO 15 sec for first 3 official flights; fly-off flights are 8 seconds. Flight maximum is 180 sec.

**SAN VALEERS 69th ANNUAL & 36th ANNUAL 7 ROUNDER
APRIL 21st & 22th, 2018 - LOST HILLS, CA.**

**A NFFS NATIONAL CUP, AMERICAS CUP & AMA AA SANCTIONED CONTEST
(SCAMPS/SCIFS contest same weekend with SCAMP CD Dan Heinrich 909 593-5789)**

AMA CAT II & NOSTALGIA CAT II (WEATHER PERMITTING)**

SATURDAY 8 TO 5

1/2A GAS

B GAS

C GAS

1/2A Nostalgia**

E-36

SUNDAY 8 TO 3

A GAS

D GAS

ABC Nostalgia**

BOTH DAYS

P-30, HL & Catapult Glider

1/2A Golden Age

Nostalgia Rubber

(all flights same day for each entry)

F1A NORDIC - FIB WAKEFIELD - F1C/F1P POWER- F1Q SATURDAY 8 AM TO 3 PM (7 rounds)

1st Round at 8am, F1A, B, C, P, Q 240 secs. All other rounds 180 secs. Flyoff begins at 4:00pm

F1G - F1H - F1S SUNDAY 8 AM TO 11:45 Tie breaker flyoff to the ground 7:30 to 8:00 am. Standard (5 rounds 45 minutes long starting at 8:00 am, 120 sec maxes) 2 FO flights starting at 1:00 pm. If tied after 5 flights and 2 FO flights than tie breaker flight determines winner.

VINTAGE FAI

SATURDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

HUNTER MEMORIAL SUNDAY MORNING(weather permitting)-Sponsored by Mike Thompson

RULES: Any gas free flight airplane. 15 second VTO, 12 second H.L. Highest single flight time (no max) Starts Sunday at sunrise with 1 hr window (start time announced). Entry fee (\$1.00 per flight)

****NOSTALGIA per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1st 3 flights, 7 & 9 secs on all flyoff flights. Classes scored separately for National cup but awards given for 1/2A Nostalgia and ABC Nostalgia combined.**

1/2A GOLDEN AGE 1/2 A Models from 1957 to 1969 Engines:TD OR HH .049/.051, motor runs same as Nostalgia

MERCHANDISE AWARDS (engines, kits, fuel, wood, \$\$\$, etc)

*****ROSSI.15*** RAFFLE reworked by G. Aldrich & donated by Ed Hopkins (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)*****

AMA/NOST CD: Ted Hiding (602) 316-4430 FAI CD: Mike Thompson (805) 404-6173

AMA & Nostalgia: 1ST event: \$10.00, Additional events: \$5.00 per event or \$35 unlimited entry, JRS FREE, FAI events: 1st event \$20 and additional events \$10.

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"

SAN DIEGO ORBITEERS
Howard L. Haupt / Editor
3860 Ecochee Avenue
San Diego, California 92117-4266



WHAT'S HAPPENING -

April / May 2018

- Apr. 15 - **Orbiter Outdoor Monthly** (Rain Date: Apr 29, 2018)
John Oldenkamp Memorial Contest
SCAMPS Field, Perris CA, 8:00 am.
Feature Events: **P-30** Other Events: **E36/Power & HL/Catapult Glider**
- May 6 - **Indoor Flying**
Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Events: **Limited Penny Plane & No-Cal***
- May 19/20 **DUAL-CLUBS FREE FLIGHT BONANZA**
San Diego Orbiteers 60TH Annual – Class AA, Category 2
Lost Hills CA (See enclosed flyer for details)
- May 27 - **Orbiter Outdoor Monthly** (March monthly make up contest)
SCAMPS Field, Perris CA, 8:00 am.
Feature Events: **Coupe** Other Events: **E36/Power & HL/Catapult Glider**