

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

JANUARY 2017



The Prez's Corner – Don Bartick

The holidays are now behind us. The last celebration was yesterday January 1st as friends and family helped me celebrate Arline's birthday.

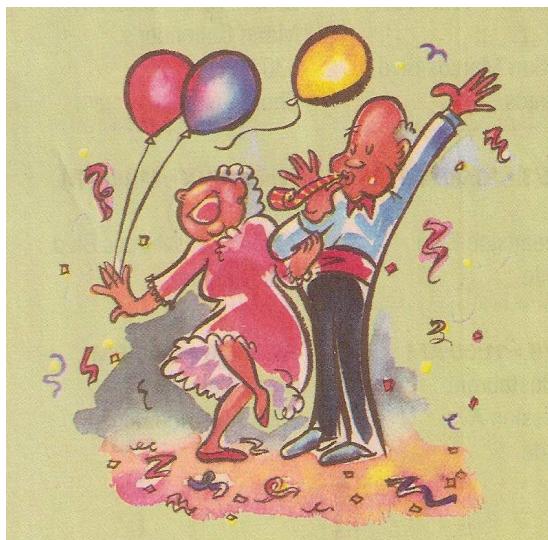
Now on to a new year. Of course our illustrious ET Editor is tapping his foot waiting for me to get this article to him. My main excuse for being tardy this month is the over whelming time I've taken to coach 2 Science Olympiad middle school teams. This year they are competing in Wright Stuff. This is an event for rubber powered indoor planes. Each time they have this event the specifications are changed. This year the specifications are for a plane the size of a Penny Plane, but weighing 7.5 grams, powered by 1.5 grams of rubber swinging a 5.5 inch propeller. Not exactly a recipe for long duration. As such, I designed a plane for them that to the maximum wing and stab specification. The wing is flat with tip plates and a stab with twin rudders. I used my I-beam form for the fuselage. The small broad balsa prop blades are helixed formed and set at 45 degrees to help slow down the rotation while still moving a lot of air. With 7.5 grams to play with, the construction is robust. A good thing when considering the age of the students at 12 years, who have never built anything like this. The weight also allowed me to use Jap tissue for covering. At this time the 4 students have built their planes. The weight of each plane is at the specification. CGs are in a good location. They should be able to get them flying okay---I hope. Of the 4 students, one is female. As with previous experience coaching females, they are the most apt at learning to build. Have better eye-hand coordination and by far, more patient. As expected, she got her's built first.

Sacrificing so much time coaching Science Olympiad, I'm way behind getting ready for the Southwest Regionals in Eloy, AZ. I need to get to work, so this a wrap for now.

Remember: "Simplicity is the ultimate sophistication."

-Leonardo da Vinci

ORBITEER & SCALE STAFFEL ANNUAL BANQUET - JAN 21TH



WHEN & WHERE:

Saturday, January 21TH at 1:00 pm

GIOVANNI'S Restaurant
9353 Clairemont Mesa Blvd.

WHAT & COST:

Italian Buffet, which includes:
Salad, Spaghetti, Lasagna, Pizza,
Garlic Bread, and Beverage.
All you can eat for \$15, tax & tip included.

Come one come all, bring your appetite.

THE PROGRAM:

Eat, Drink, and Enjoy
Annual flying awards presentation
Raffle, donations are welcome
Sharing of tall tales mandatory



BOARD OF TRUSTEES

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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:

Howard Haupt
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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

Classic Peanuts by Charles M. Schulz



2017 COMBINED FLYING SCHEDULE

- Jan 29 - **P-30**
Power & Glider
(No rain date)
- Feb 19 - **Old Time Nostalgia Rubber**
Power & Glider
(No rain date)
- Feb 25/26 **Scale Staffel FAC Scale Contest***
(1 of 2)
- Mar 19 - **Coupe**
Power, & Glider
(Mar 26TH rain date)
- Apr 9 - **P-30 Memorial Oldenkamp Hot Box Contest**
Power & Glider
(Apr 30TH rain date)
- May 19/21/22 **Dual Club FF Bonanza**, Lost Hills
May Rotation Skipped: (Old Time Nostalgia Rubber)
- June 11 - **Coupe**
Power & Glider
(June 25TH rain date)
- July 4 - **Walt Mooney Annual Scale Contest***
July Rotation Skipped: (P-30)
Aug Rotation Skipped: (Old Time Nostalgia Rubber)
- Sept 9/10 **Scale Staffel FAC Scale Contest***
(2 of 2)
- Sept 17 - **Coupe**
Power & Glider
(No rain date)
- Sept 22/23/24 **US FF Champs**, Lost Hills*
- Oct 15 - **P-30**
Power & Glider
(Oct 29TH rain date)
- Nov 12 - **Old Time Nostalgia Rubber**
Power & Glider
(Nov 19TH rain date)

Dec 10 - **Coupe**
Power & Glider
(Dec 17TH rain date)

* Non-Club Points Event
Otay Field Weather (619) 661-8297



2017 INDOOR FLYING SCHEDULE

- Jan 8 - A-6, Phantom Flash*
- Feb 5 - Penny Plane, No-Cal*
- Mar 5 - Catapult Glider, Embryo*
- Apr 2 - A-6, Phantom Flash*
- May 7 - Penny Plane, No-Cal*
- June 4 - Catapult Glider, Embryo*
- July 2 - A-6, Phantom Flash*
- Aug 6 - Penny Plane, No-Cal*
- Sept 3 - Catapult Glider, Embryo*
- Oct 1 - A-6, Phantom Flash*
- Nov 5 - Penny Plane, No-Cal* and
Canard One-Design* (Wrisley Zephyr)
- Dec 3 - Catapult Glider, Embryo*

***Non-ORBITEER Points Event**

Balsa Wood Bonanza in Hawaii

By Mike Jester



During a recent trip to Oahu I visited a local **ACE HARDWARE** store in the working class Kaimuki district of Honolulu to see if it carried balsa wood. I have had success on the main land buying good quality balsa wood at these franchise hardware stores at very reasonable prices. I have even purchased 4 - 6# balsa at one of these stores. There are no **Michaels** stores in Oahu so I didn't have to cull through a batch of their typically very heavy balsa wood. The clerk at the Kaimuki **ACE HARDWARE** store seemed surprised by my question, but after checking with another employee, was very polite in telling me that her store did not carry balsa wood. I had already determined that there was only one hobby shop on the island of Oahu. The pictures and text on the web page for the **Hobbietat** store indicate that it sells RC cars and RC airplanes along with fishing tackle. What an odd combination of products. There was no indication on the **Hobbietat** web page that it might sell balsa wood. I decided to make a visit to this store anyway. It is located at 1413 10th Avenue at the mouth of the Palolo Valley. What a pleasant surprise it was to find an absolute bonanza of balsa wood. See the picture below. I quickly found and purchased several light weight sheets and a number of high quality sticks for about two thirds of what the same balsa wood probably would have cost on the mainland. The clerk told me that architecture students attending the nearby University of Hawaii buy balsa wood at this store. Clearly they don't care about buying the lightest wood, as the stock in the **Hobbietat** store was loaded with plenty of balsa wood that experienced free flight modelers would love to have in their supplies.



DECEMBER 2016 OUTDOOR MONTHLY
(December 11, 2016)

COUPE

Greg Hutchison	339	1st
Mike Jester	322	2nd
Mike Pykelny	317	3rd
Mark Chomyn	269	4th
John Hutchison	253	5th
Clint Brooks		DNF

POWER

Stan Buddenbohm	1080	1st*
Clint Brooks	982	2nd*

* Flew nine rounds to decide a winner

GLIDER

Stan Buddenbohm	285	1st
John Swain	201	2nd
Mike Jester	182	3rd
Greg Hutchison	126	4th
Mark Chomyn	46	5th

Happy New Year
Mark



WESTFAC LOOKS FOWARD to WESTFAC VI

The WESTFAC Working Committee has selected the "Theme Events" for WESTFAC VI, which will be held in October of 2017...just a couple of tubes of glue away. The theme will focus several new FAC events around the aircraft of the Spanish Civil War circa 1933 to 1935.

To check out the over 24 events to be flown at WESTFAC VI, just go to www.westernfac.com. For you non-history buffs, this war was used by the European nations and the Americans to test most of their new aircraft designs that later appeared in WW II. It was also used to train their pilots.

Germany contributed the Condor Squadron to the Fascist war effort [they were the guys who won]. That Squadron was led by Adolf Galland, who later in WW II became an Ace in the German war effort.

Attached are two pictures of his Heinkel 51. I built this from a kit designed by William Scott. William has designed several kits for the Spanish Civil War events. You can view these new kits at www.ptaviationmodels.com. The model has a 32" wing span. Its front-end is a new 10" Gizmo Geezer with a scale spinner made from a 3-D printer. The 12 exhaust ports are hospital straws [they bend] and the two M30 machine guns are made from pasta with flash suppressors. The motor is 10 strands of 1/8th by 36".

WESTFAC VI will be flown over one square mile of prime alfalfa at Rovey Farms in Buckeye Arizona.

Many Maxes to All..... Roger Willis



DECEMBER INDOOR MONTHLY 2016
(December 4, 2016)
CD: William Scott

EMBRYO:

(Best three flights)

1) Stan Buddenbohn	Wizz	84	72	90	-	246
2) C.M. Kim	Prairie Bird	47	84	97	-	228
3) Richard Wood	Prairie Bird	65	66	69	-	200
4) Mike Jester	Flat Iron	41	26	49	-	116
5) John Hutchison	Prairie Bird	40	28	44	-	112
6) Nick Panousis	Big Cat	16	17	45	-	78
7) Greg Hutchison	Pacific Ace	40			-	40



CATAPULT GLIDER:

(Best two of nine flights)

1) Richard Wood	24.9	25.2	-	50.1
2) Stan Buddenbohn	25.3	24.5	-	49.8
3) Don Bartick	24.1	24.6	-	48.7
4) John Hutchison	18.8	19.4	-	38.2



Photos by Arline Bartick

San Diego Orbiteers Board of Trustees Meeting

December 14, 2016



11 in attendance tonight; including Don and Arline Bartick, John and Kathy Hutchison, Mike and Dorothy Jester, Mike Pykelny, John and Ann Merrill, and our hosts Mark and Nancy Chomyn. After a wonderful meal graciously provided by our hosts, the meeting was called to order by President Don Bartick at 7:27 p.m.

Minutes of the previous board meeting were accepted as published.

Treasurer's Report: Approved as provided by Howard and distributed amongst the board members.

Membership Report: We welcomed Nick Panousis who has recently joined. Some minor confusion as to whom else has joined recently, and who is about to. We do, of course, welcome all who decide to join our club.

Old Business:

Membership Campaign: We are looking into promoting contests and membership through SCAMPS. Flyers in hobby shops seem to be popular, as some have been picked up and now need to be replaced. Thanks again to Linda and Mike for printing those up and distributing those flyers.

Recommendations for 1 additional board member: the position is still open, is anyone interested?

G-30 High Start Glider event progress report: Mike Jester reported that his glider is about 70% complete, and is looking forward to flying his against the glider built by Mark Chomyn. This will give us some idea as to whether this is a feasible event for our monthly contests.

New Business:

Next year's contest schedule: much discussion over contest dates and potential conflicts. The results were put together by Mark, and will be provided to Howard for inclusion in the E.T.

Annual Awards: The idea was brought up that since almost every event has a perpetual trophy, we could save considerable costs by eliminating the plaque that is traditionally given to the 1st place winner in a given category. Instead, the winner will not only get the trophy, but a blue ribbon instead of the plaque. Mike Jester made the motion to eliminate the plaques in favor of the ribbon. Mike Pykelny seconded the motion. The motion passed unanimously. Don volunteered to make a perpetual trophy for the Old Time/Nostalgia category, the only event without a trophy at this time. Second and third place winners will still get ribbons, as has been tradition.

Open for new business: Mike Jester asked about the status of any potential new flying sites in San Diego. None have been found as yet, but hopefully everyone will remain on the lookout.

Schedule the next board meeting: March 15th, 2017 at Mike Pykelny's home.

Contest Reports: John Hutchison said that the December Coupe contest at Perris was good. There were seven coupe participants.

Open Discussion: There was a bit of talk about rubber, blast tubes, and the importance of each to be selected carefully.

Good of the Order: Don and Arline recently visited the Museum of Flight in Seattle, as well as being able to visit with some grandkids. They had a great time up north. Kathleen announced she would be retiring soon from the Flying Leatherneck Aviation Museum at MCAS Miramar. She has been the gift shop manager there for several years now. Congratulations on your re-retirement!

Call for adjournment came at 8:59 p.m.

2016 OUTDOOR RESULTS

P-30

Greg Hutchison	1st
Don Bartick	2nd
Mike Jester	3rd

Nostalgia

Mark Chomyn	1st
Mike Pykelny	2nd
Don Bartick	3rd

Coupe

Greg Hutchison	1st
Mike Jester	2nd
John Hutchison	3rd

Power

Mike Pykelny	1st
Don Bartick	2nd

Glider

Greg Hutchison	1st
Mike Jester	2nd
Mark Chomyn	3rd

Total Outdoor

Greg Hutchison	1st (47 pts.)
Mark Chomyn	2nd (29 pts.)
Mike Jester	3rd (27 pts.)

Greg Hutchison – A.Bartick Photo



John Hutchison - A.Bartick Photo

2016 INDOOR RESULTS

A-6

Greg Hutchison	1st
C.M. Kim	2nd
Richard Wood	3rd

Penny Plane

Mike Jester	1st
John Hutchison	2nd
Greg Hutchison	3rd

Catapult Glider

Richard Wood	1st
John Hutchison	2nd
Don Bartick	3rd

Total Indoor

John Hutchison	1st (26 pts.)
Greg Hutchison	2nd (25 pts.)
Richard Wood	3rd (23 pts.)

Mike Pykelny

A.Bartick-Photo



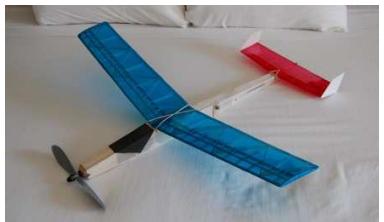
Rolled Balsa Wood Fuselages

By Mike Jester



Outdoor rubber powered sport models need a fairly robust fuselage to house a multi-loop rubber motor which is often wound to a very high torque. A common type of fuselage is built with four 3/32 x 3/32 inch or four 1/8 x 1/8 inch balsa wood longerons held in a box-like configuration by cross-braces of similar balsa wood sticks. Considerable torsional strength is added to the stick fuselage when Esaki tissue is applied and shrunk over the balsa wood fuselage frame. For reasons better explained by a mechanical engineer, a tube is the lightest and strongest configuration for a fuselage.

I have built P-30 models with slab, stick and rolled fuselages. See the pictures of my Square Eagle, Hot Box and Holiday P-30 models reproduced hereafter.



In my personal experience a rolled balsa wood fuselage did not help me get closer to the 40 gram minimum weight under the P-30 rules. A rolled fuselage requires the extra structure of either a wing saddle or a wing pylon. The torsional strength of a rolled balsa fuselage seems quite superior to that of a rectangular balsa fuselage of the same weight and length and where the OD of the rolled fuselage is the same, or even slightly smaller than, the width of the rectangular fuselage. This strength advantage does not seem to improve flight performance. On the other hand, the P-30 models designed by a number of world class fliers, including Bob White, Stan Buddenbohm, Don DeLoach and Clint Brooks, have rolled balsa wood fuselages. If you decide to build a P-30 or a Coupe d'Hiver (F1G) that has a rolled balsa wood fuselage the following discussion of my method of fabrication of such fuselages may be useful.

First cut a rectangular blank of balsa wood sheet of the desired thickness to the appropriate length and width. As is so often the case in our hobby, optimizing the rolled balsa fuselage depends on selecting the proper quality and size of balsa wood. The plan should give the length of the rolled fuselage, which will be a bit longer than the length of the typical P-30 rubber motor (19 inches) or longer than the length of a typical coupe rubber motor (9 inches). Most P-30 designs with a rolled fuselage use a balsa tube that is long enough to also provide the tail boom. Therefore the blank of balsa wood sheet should be around 29 inches long. This way, when the nose plug and prop are inserted the overall length of the model stays just under the 30 inch maximum limit. If you are building a coupe the blank of balsa wood sheet should be around 10 - 12 inches long.

Some people suggest using A-grain balsa to fabricate rolled fuselages, but it's hard to find. I have had very good results with C grain balsa wood. Either way, the grain should extend parallel to the length of the forming mandrel (discussed below). I feel that 1/32 inch thick balsa sheet is a little on the skimpy side for a P-30, so I suggest 1/20 inch sheet thickness. In my experience 7 - 8# density sheet balsa is good. If you are keen on making the 40 gram minimum in the P-30 rules, you may need to be more careful about your wood selection. It is easier to build a coupe near the 70 gram minimum weight under the F1G rules. Since a coupe motor is wound to a much higher torque I would use a blank of stouter balsa wood sheet for that type of model. The plan for the Pure Fantasy F1G model shows a rolled fuselage formed with 1/16 inch sheet balsa.

The ID of a rolled fuselage for a P-30 needs to be large enough to accommodate a blast tube that can comfortably surround a wound 6 x 1/8 inch rubber motor. For a P-30 I suggest a 3/4 inch OD Aluminum pipe or PVC pipe as a forming mandrel. For a coupe a forming mandrel with a 7/8 - 1 inch OD would be more appropriate so it can easily accommodate a wound 12 x 1/8 inch rubber motor and blast tube.

When building indoor models with rolled motor sticks, I used to cut the balsa wood sheet blank so that its width was larger than the circumference of the mandrel. The edges of the sheet overlapped when rolled. After drying, I had to carefully perform a straight cut through two layers of wood in order to get perfectly abutting joined edges. This required an elaborate jig. Now I just make the width of the blank slightly smaller than the OD of the mandrel so that there is a tiny gap between the opposing side edges of the blank. Consider spray painting the inside of the balsa sheet with lightweight flora spray paint to resist the absorption of motor lube. Alternatively, give the inside surface of the sheet a coating of your favorite thinned dope.

After the paint or dope has dried, heat the balsa sheet in boiling water for 10 minutes. I make a temporary water tray out of Aluminum foil and heat the water on my outdoor barbecue. My wife frowns on building model airplanes in our kitchen. Don't add ammonia to the water. I hate the smell, ammonia is poisonous, and it is not necessary to soften the balsa. As shown in the picture reproduced hereafter, a few nuts and bolts can be used to keep the blank of balsa wood submerged in the hot water.



Wrap the mandrel with parchment paper, which is silicone coated paper used for baking cookies. Use a long 1-inch wide strip of old cotton bed sheet to firmly wrap and hold the balsa sheet around the mandrel in spiral fashion. Don't use rubber bands to hold down the balsa wood as they will form permanent indentations. Strips of blue masking tape are then wrapped around the ends of the assembly in order to hold the bed sheet firmly around the balsa sheet. Let this combination dry overnight. You can put it in an oven at 200 degrees F. for 10 - 20 minutes or use a hair drier to speed up the drying process if you are in a hurry.

Continued Next page -





Remove the tape and the strip of bed sheet so you can glue the opposing edges of the balsa sheet together. Slip the formed sheet over a slightly smaller diameter mandrel also covered with parchment paper so you can press the edges together. The parchment paper will prevent the sheet from sticking to the mandrel. Line up the abutting edges of the tube and wick cyanoacrylate (CA) glue into the joint as you squeeze the abutting edges of the sheet together. Start gluing the edges together at the middle of the tube and work outwards, making sure that the seam remains straight and parallel with the axis of the mandrel and that the tube does not twist and make the seam spiral. Some people cover the exterior of the balsa tube with Esaki tissue and dope the same for added strength but this adds weight. I painted the exterior of my P-30 rolled fuselage with flat black floral spray paint to resist the motor lube on my hands. I was asked at a contest if the rolled balsa wood fuselage was made of carbon fiber.

It is a good idea to glue a 1/2 inch wide ring of 1/32 inch sheet balsa wood around the front end of the tube to strengthen the area where the nose plug with the prop will be inserted. The grain of the ring should be perpendicular to that of the tube. I further strengthened this region with a few loops of Spider line soaked with CA. Consider adding a ring of 1/64 inch plywood about $\frac{1}{2}$ inch in axial length inside the nose of the tube for engaging the nose plug. Otherwise over time a naked inner surface of the tube will wear.

Continued next page -





Reinforce the motor peg region of the tube with a ring of 1/32 inch sheet balsa wood and the motor peg holes with small curved rectangles of 1/64 plywood sheet.



The front end of the finished tube can be sanded to provide a nominal amount of down and right thrust. The nose plug can be fabricated in the usual wedding cake fashion. It is beneficial to have the nose plug oriented the same way each time it is inserted into the rolled fuselage to maintain the desired thrust angles. Glue a short segment of 1/8 x 1/8 inch bass wood to the inside surface of the front end of the rolled fuselage at the 11 o-clock position so that it extends axially. Slice a mating groove into the nose plug so that it will be in the desired rotational orientation when inserted into the forward end of the rolled fuselage.

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The rolled balsa fuselage of my Holiday P-30 weighed around 7 grams after its edges were glued together. After adding the reinforcements and the black spray paint, it weighed about 8 grams. Note, however, that this rolled fuselage was only about 23 inches long. The Holiday P-30 incorporates a rolled balsa wood tail boom of smaller diameter giving it an overall length just shy of 30 inches. You can use a pool cue as a mandrel to form a tapered tail boom. I bought one at Walmart for around \$7.

When you finish making the wing pylon of your model, wrap some sand paper of the appropriate grit around the mandrel. Slide the bottom of the pylon back and forth over the sand paper to create a nice set of perfectly curved mating edges. Tape the wing pylon to the rolled fuselage when your model is completed at the appropriate position along the length of the fuselage to locate the CG as indicated on the plan. Of course this should be done with the prop and rubber motor installed. You may need to move the pylon forward or backwards during trimming to adjust the CG. Just un-tape it, move it, and re-tape it. When you are happy with the flight performance of your model, glue the pylon to the rolled fuselage at a few locations where there is no tape. Remove the tape and glue the remainder of the pylon in place. I used Duco® glue for this purpose so I can dissolve it and move the wing pylon again, if necessary.

If you need more inducement for making a rolled fuselage, consider the fact that a blast tube slides quickly and easily down the length of a rolled fuselage. The same is true for a half-tube used for winding a coupe or P-30 rubber motor outside of the model. With a stick and tissue fuselage, the rearward end of a blast tube (or half tube) usually bumps into the cross braces during insertion. Despite my care during this process, I always feel those bumps and worry about fractured cross braces. It is likely that a rolled balsa wood fuselage will be straight. Care must be taken when building a fuselage with longerons and cross-braces in order to avoid ending up with a curved structure.

I once thought that making a rolled balsa wood fuselage involved some very sophisticated work. It turns out that it is simpler and quicker than fabricating a built up stick fuselage if you employ the straightforward steps explained above.

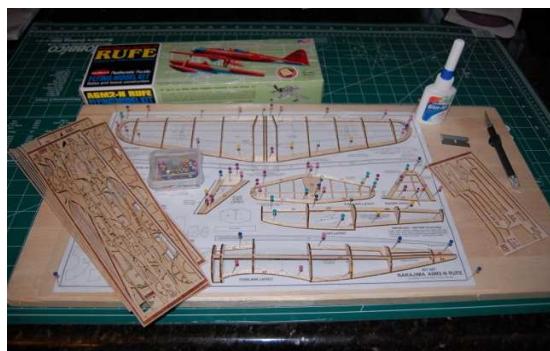
SCALE TEST BUILD (Jan. Edition) – D.Scigliano

Well, I was able to get my Guillows Focke Wulf to fly with the supplied rubber and prop in the kit, but of course the rubber is too small for anything longer than 8 sec flights. With contest rubber I can get about 20 sec flight time, but she flies fast. I am building another kit for Guillows and this time it is the Rufe out of the box. The parts are once again some of the best laser cutting I have ever seen. I don't know how Guillows does it but their laser cut kits do not come with all the burn't residue on the parts like other kit makers. She went together fast and easy with Elmers Glue All, I did notice some mislabeled parts and forwarded that info to Guillows. With the laser cut parts being so accurate the former construction produces a nice straight fuselage and not a banana fuselage like the good ole days. I have to build her stock for Guillows so that is why there are no modifications, but one can definitely make improvements for a better flying plane. I remember Bob back in the day at Scale Staffel building this kit making it lighter and she flew pretty good. Guillows now supplies a new domestic white tissue in their kits and it compares to Esaki, with good wet strength without the massive shrinkage of Esaki. Unfortunately Guillows will not say where they buy the tissue or if there are other colors. For covering wet I still apply my tissue with 50/50 Elmers glue to water, but I think a Glue stick would work just fine. The fuselage was covered with 2 pieces of wet tissue worked around the fuselage for a wrinkle free covering. Since I am using Elmers Glue I wet the tissue alcohol and apply it wet vs water, this way it wont cause the glue to slip from slow dry time of water. If I have a trouble spot I just re wet the tissue and tug the wrinkle or slack out for a tight finish. Also as the tissue is drying I start making cuts in the excess tissue to keep it from shrinking and pulling the glued tissue off the frame, basically I am making relief cuts. When the tissue is dry I will brush on a coat of thinned dope around the edges where the second side comes in contact with the first glued down tissue. I do this so the alcohol does not reactivate the Elmers glue or glue stick causing the first side to slip away. Most of the time when I am done the tissue is nice and tight and there is no need for further shrinking, don't want to cause stress wrinkles or bowing of the longerons. When all done I brush on 2 coats of thinned dope and leave the parts pinned for a few days to prevent

warping. I cover the wing and tail pieces dry except for the wing tip where I have to wet the tissue. As shown with weight added ready for flight, she weighs 30 grams. I have to wait til I find a field with tall soft grass to fly her since I don't really think the outside pontoons could take a landing. I may be building a Guillows Cessna Skyhawk 172 800 series laser cut if they ship me one. I don't think I will be able to build out of the box and still make it fly on rubber, so that may be an electric freeflight model or Rc. Stay tuned.



Focke Wulf test flight



Rufe



2017 Southwest Regionals January 14-16



FAI Event Schedule

Saturday Jan. 14 Events	Sunday Jan. 15 Events	Monday Jan. 16 Events
F1A	F1G	
F1B	F1H	
F1C /F1P	F1J	
F1Q	F1S	

Awards through 3rd place, plus perpetual awards for winners of F1A, F1B, F1C/F1P, F1G, F1H, F1J, F1Q, & F1S.



AMA / FAC Event Schedule



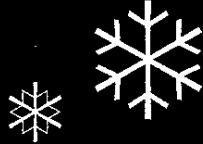
Jan 14 Saturday 8am~4pm		Jan 15 Sunday 8am~4pm		Jan 16 Monday 8am~2pm	
A Gas	Junior Event	C Gas	Junior Event	1/2A Gas	Junior Event
D Gas	1/4A Nostalgia	Classic 1/2A Gas	Cat Glider	B Gas	A1 Towline
Classic AB Gas	Small Rub. Fuse	C Nos	Large Nostalgia. Rub.	Classic CD Gas	Electric A&B Comb.
1/2A Nostalgia	Large Rub. Stk	OT Gas Fuse	Moffett Rub	Early 1/2A Nos.	Class Open Tow
B Nostalgia	Small Nostalgia Rub	Large Rub. Fuse.	Jimmie Allen	A Nos	Mulvihill Rub
OT Gas Pylon	P-30	Small Rub. Stick	High Start Glider	.020 Replica	
HL Glider	E36 Electric	Dawn Unlimited Rubber 7:30~7:45		FAC Jet Catapult	FAC Embryo
FAC WW II Combat Mass Launch 10am		FAC Greve/Thompson Mass Launch 10am		FAC Modern Civilian Mass Launch 10am	
FAC WW I Combat Mass Launch 12am		Twin Pusher Mass Launch 11am			

See SWR web site for more information

<http://aalmps.com/17info.htm>

The Isaacson winter classic

February 11 - 13, 2017 at Lost Hills, California



Join us for one of the premier West Coast Free Flight Contests! We are again hosting the **Kiwi New Zealand FAI World Cup**. All FAI classes are **America's Cup**. **AMA** and **NFFS** classes are **National Cup**. This is a **Cat. II** contest.

Saturday FAI Events

Kiwi - New Zealand World Cup!

Note: 7 rounds!

F1A, B, C, P & Q

Round Schedule: Saturday 2/11

1	8:00am–9:00am
2	9:00am–10:00am
3 - 7	on the hour, to 3pm

Round One Maxes:

F1A, B, C&P	240 seconds
F1Q	180 seconds

Fly-Off Schedule:

Round eight, 5 minute max.
F1A 3:30pm–3:40pm
F1B 3:45pm–3:55pm
F1C/P/Q 4:00pm–4:10pm
Additional rounds to be announced

NEW! Jean Batten Awards

For highest placing lady flier in F1ABCPQ and F1GHJS

Grand Master Award

For best performance in F1AB or C by a sportsman over 75

Roger Morrell, FAI Event Director

Sunday FAI

F1G, H, J* & S

*F1J - contingent on pre-entries (4- min)

Round one, 8:00 am! Champagne Flyoff!

Time to the ground. Round Schedule:

Rounds 2-5, two minute max.

1	8:00am–8:45am
2	9:00am–9:45am
3	9:45am–10:30am
4	10:30am–11:15am
5	11:15am–12:00pm

Fly-Offs will begin at 12:15 noon and finish by 3:00. At 3:00, any remaining ties will be broken by using Champagne Flight Times.

Saturday Only! 8am-5pm

Paul MacCready Hand Launch Glider

E-36 - AMA rules.

E-36 Mass Launch TBA

E-20 NFFS Prov. Rules

Bud's Buddies Big "E"

Unlimited+ Rubber, AMA Rules

Vintage FAI Gas

Five rounds, NFFS rules

AMA HHCLG - NC Pts.

Gollywock One Design 3 - 3min max

Gollywock Mass Launch

Sat. Evening TBA. Everyone flies! A Bob White Event!

NOS Gas

1/4A, 1/2A & C. Separate events.

AMA Gas

C, D, Sup. D Combined. Classes will be separated for NC pts.

Sunday Only! 8am - 3pm

Paul MacCready Catapult Launch Glider

NOS Gas A, B & Early 1/2A

AMA Gas 1/2A, A & B Combined

AMA HLG - NC Pts.

P-30

Large and small NOS Rubber combined-NFFS Rules

Bob White Award for top NOS Wake

Classic Glider NFFS Rules

Lee's BTV West, 12" CLG. See Lee

Contest Directors:

Norm Furutani

15423 Haas Ave.

Gardena, CA 90249

(310) 323-1943

norginf@gmail.com

Roger Morrell

1916 B Gates Ave.

Redondo Beach, CA 90278

(310) 374-2136

r_morrell@yahoo.com

FAI Registration Fri.

1pm Pre entry on SEN

Entry Fees:

"Kiwi" World Cup events \$30

All others, \$20.00 - includes one event. Additional events

\$5.00 (\$10 World Cup) each.

All must be current member AMA /MAAC and Lost Hills Assoc. World Cup events require an FAI License.

Awards: Sunday 4pm

Jr.-Sr. Open Class combined.

First through third, each event.

Perpetual Gollywock and Nos.

Wake awards, courtesy of Bob White

Awards Ceremony and RAFFLE!

Winners MUST be present!

For Updates: watch SEN or

go to: <https://www.rcgroups.com/forums/showthread.php?t=2783473#post36264061>

Monday, reserve day for FAI Events.

NEW! 2017 Special Event!

\$1000 prize for the most maxes in these 2 minute classes. P-30, all CLG, all HLG, and E-36. These events will compete against each other for the single \$1000 prize! Thank you, Bill Vanderbeek!

Monday! "Kiwi" World Cup - Slope Soaring F1E

10:00am – 3:00 pm. Five rounds, 60 minutes each. Peter Brocks, Event Director

*
*In memory of
our dear friends,
Bob and LaVera
Isaacson*



2017 Swap Meet

San Diego County Association of Model Clubs

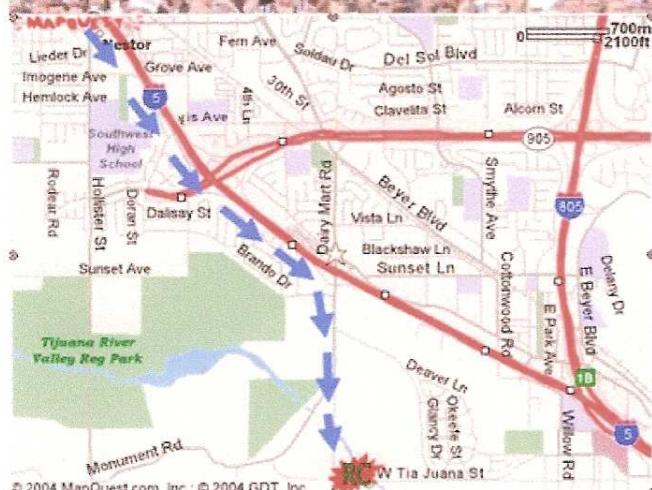


Sellers: \$5.00
Buyers free admission

Bring your current AMA card and fly after the meet

Saturday
Time: 07:00AM-12:00PM
No Prior Entry!

January 21, 2017



Sponsored by the Chula
Vista Model
& Radio Control Club

Contacts: Walter Kramer (619) 942-8871
Curtis Ibarra (619) 454-5786

Lon.32.545063 and Lat.-117.064884

TAKE INTERSTATE 5 SOUTH, EXIT
DAIRYMART ROAD, GO SOUTH (RIGHT),
CONTINUE JUST PAST THE BRIDGE AND
TURN LEFT (LOOK FOR CLUB SIGNAGE).

BUY AND SELL ALL HOBBY RELATED STUFF:

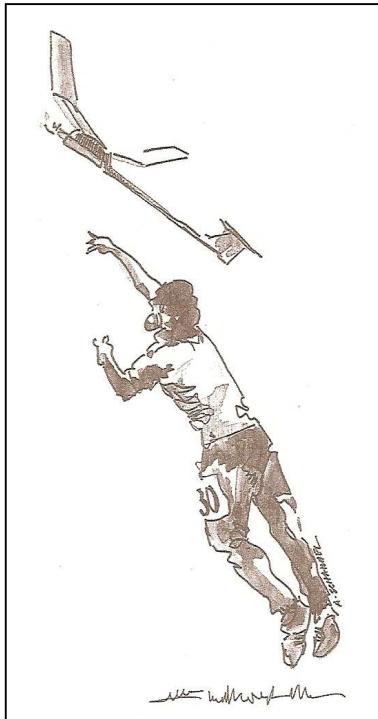
AIRCRAFT

CARS
R/C EQUIPMENT

BOATS

TANKS
BUILDING MATERIALS
BUILDING TOOLS

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



WHAT'S HAPPENING - January 2017

Jan. 8 - **Indoor Flying**, Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Event: **A-6**, Other Event: **Phantom Flash**

Jan. 21 - **Scale Staffel & San Diego Orbiteer's Annual Banquet**, 1:00 – 4:00 pm.
Giovannis's Restaurant, 9453 Clairemont Mesa Blvd.
All you can eat Italian banquet for \$15.

Jan. 29 - **Orbiteer Outdoor Monthly**,
SCAMPS Field, Perris CA, 8:00 am.
Feature Event: **P-30** Other Events: **Power & Glider**
(No Rain Date)