

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

MAY 2019



The Prez's Corner – *Mark Chomyn*

Well May gray is upon us but there's no need for our flyers to feel gloomy. Just head to Perris on May 18/19 for a two-day event sponsored by the Scale Staffel of San Diego. There are 11 event categories to compete in so there's no excuse for not taking part. Take a look in your workshop. Who doesn't have an old timer, embryo, two-bit, Jimmie Allen or Walt Mooney something hanging around? Dust it off, put in some fresh rubber and we'll see you in Perris.

Rather travel a little further to the north? The Dual Clubs Free Flight Bonanza at Lost Hills is also scheduled for May 18/19. Not only can you compete in a variety of free flight events (rubber, gas, glider) the event also includes a Saturday afternoon ice cream social and a Saturday night pot luck dinner. Check the event flyer in the April El Torbellino.

In addition to the Scale Staffel and Dual Club events, there's the Orbiteers May 26 old time/nostalgia rubber event at Perris. As usual the monthly outdoor event will also include power and glider events. So, you've got three opportunities to get some flying done in May. Your free-flight heart doesn't have a pulse if you don't at least take advantage of one of the events.

Looking back at the April, we had a good turnout for the outdoor P-30 Memorial event. Ten entries in the P-30. I flew my Hot Box and got off to a hot start with two maxes for the first two flights. Then decided I wanted to go for the gold and changed out the two-flight motor for a fresh motor. The fresh motor was from the same batch of rubber and I wound to the same limit I'd been using for the first two flights. Stood there proudly for the third launch, let the Hot Box go and....? What the heck, where's the rocket take off and the great

altitude? End of story, about 90 seconds for the third flight. But, to my surprise, I was able to place in the Hot Box sub-category. What a great day! Thanks to all who competed. And to those who were proficient enough to place in the top three of their event... well done!

So, you've been doing pretty well at Grossmont. Got a great flying P-18, a sleeper Phantom Flash, a Pennyplane that's a real floater? Ready to try your skill in a bigger arena? The you need to head to Eager Arizona for the AMA Indoor Nationals in the 104-foot ceiling Round Valley Dome. The event will be held from May 30 to June 2 and includes events such as Embryo, NoCal, Bostonian, Limited Pennyplane, A-6 and P-18. If you've been flying at Grossmont you've got many or all of these categories in your hangar. If you've been looking for a reason to take a trip out of town, consider a drive to Eager Az. Contest details can be found in the NFFS website's contest calendar.

As members who have seen my garage work area can attest, I have a rather healthy inventory of unbuilt kits. Standing in the garage a few weeks ago I looked around at the stacks of boxed models and decided I need to build something. While deciding what I might build I started thinking about my current involvement with the hobby and wondered why I seemed to building and flying the same old repetitive categories of planes. I reasoned it was a natural response to our clubs scheduled events. Then I thought, why should that keep me from doing something different to break out of the rut? Then it hit me. I had seen some dime scale plans in an edition of the Flying Aces Club News. The dimer plans looked so simple. Why haven't I tried to build one? Then I looked at the stack of Scale Flight Model Company boxes on a garage shelf. Hmm...Bristol Scout D with a 12-inch span. I could fly that in either Peanut or Dime Scale at FAC events. So, the building began

and as expected I did experience some difficulty during the building process due to my fat fingers and less than sharp eyesight, But, nevertheless I was able to finish the build. Not the finest example of craftsmanship but not overly ugly.

And here it is. Looking forward to doing some backyard trimming. So, next time you feel that your building habits are in a rut why not try something different? Well, that's a wrap for this month.

When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.
Henry Ford



Marmaduke by Brad & Paul Anderson



"That's his 'I smell barbecue' stance."



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Braiding Rubber Motors Versus Using a Spring Tensioner In Outdoor Models



By Mike Jester

A longer rubber motor can take more turns than a shorter rubber motor and theoretically extend the flight time of a model airplane. But you reach a point where the additional weight of the rubber motor cancels out the benefit of those additional turns. Even if the weight of the rubber motor is in the sweet spot, if the rubber motor is too long compared to the distance between the prop shaft hook and the rear motor peg it may bunch up in the latter stages of the motor run. This can cause significant shifting in the CG which can result in the model either diving or stalling. The primary benefit of braiding a rubber motor is that it shortens its length. A secondary benefit is that it prevents the strands of a multi-loop rubber motor from turning into a tangled mess when stored outside of the model. Depending on the size and make-up of the rubber motor, and how it is braided, it may be possible to eliminate the rubber motor bunching problem with braiding alone.

This benefit will be achieved if the braiding sufficiently shortens the rubber motor. In my experience, I can shorten a motor 20 - 30% via braiding. Sometimes this is enough as is the case with the 16 x 1/8-inch rubber motor used in my Gollywock that has a non-folding prop. See my article on braiding rubber motors that was published in the September 2015 edition of this newsletter.



Braided Rubber Motor

The late UK free flight master, John Barker, wrote a detailed analysis of the extent to which braiding a given rubber motor reduces the maximum turns that you can put into the rubber motor. In my opinion, the cost of a minimal reduction in the length of the motor run is far outweighed by the benefit of avoiding CG shifting.

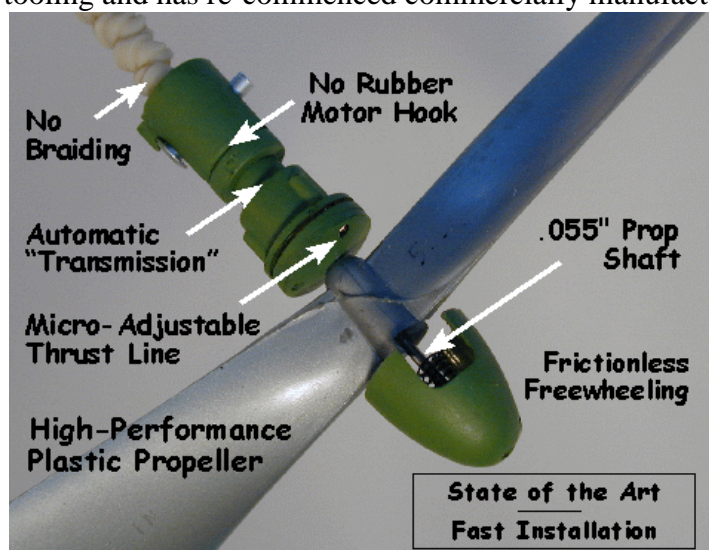
An alternative solution to the problem of rubber motor bunching is to employ a spring tensioner. It stops the prop shaft from turning when there are still sufficient turns left in the rubber motor to keep it semi-taut between the prop shaft hook and the rear motor peg. No bunches of rubber will form when a spring tensioner is correctly designed and employed. The usual form of a spring tensioner includes either a coil spring or a safety pin type torsion spring that eventually pulls the prop shaft hook forward so that it engages a stop. Typically the stop is a small flat-head wood screw that is screwed into the rear face of the nose block. The prop shaft hook engages the head of the screw while there are still 50 turns or so left in the rubber motor. At this time the longitudinal pulling force exhibited by the rubber motor has sufficiently diminished to pull the prop shaft hook into engagement with the screw. If the model has a folding prop the blades will fold when the prop shaft locks up. If the model does not have a folding prop, then some sort of clutch mechanism is needed to ensure that the non-folding prop free wheels, i.e. continues to spin due to the oncoming air flow during the glide. A Garami clutch is one example. If a non-folding prop does not free-wheel the model will come down quickly and may even spiral into the ground. Such a crash can cause major damage to the model. It takes some skill to get the spring tension and stop just right to ensure that a homemade spring tensioner will function properly. The wood screw can be turned to adjust the height of its head to change the number of unused turns that will remain in the rubber motor when the prop shaft stops turning. In general

you want just enough turns remaining so that the rubber motor is semi-taught between the prop shaft hook and the rear motor peg. As is the case with rubber motor braiding, employing a spring tensioner will slightly reduce the length of the motor run. However, even if they were utilized, the very low torque exhibited by the remaining turns would barely produce any benefit in terms of lengthening the flight time.



Spring Tensioner and Garami Clutch

An easy solution to the problem of rubber motor bunching is afforded by the GizmoGeezer (GG) prop assembly. It is available for purchase from Volare Products with prop diameters ranging from 7-inches to 10-inches. The 9 1/2 inch GG prop assembly is legal in the P-30 event. The GG prop assembly has a built-in spring tensioner that eliminates any need to braid rubber motors. It also includes a very reliable free wheel mechanism. As an added benefit, the GG prop assembly has three tiny Allen screws that allow precise thrust line adjustments. These screws are a real benefit in trimming. The GG prop assembly also has a park mode and a power mode. In addition the GG prop assembly uses a clevis sleeve and removable hollow Aluminum pin that eliminate the need for a Crocket hook or other hook on the front end of the rubber motor. Thank you Orv Olm for inventing the GG prop assembly! Orv went West a few months ago but another Canadian company has acquired his tooling and has re-commenced commercially manufacturing GG prop assemblies.



GizmoGeezer Prop Assembly

If you are using a long, unbraided, multi-strand rubber motor and a spring tensioner, you may wish to use several small dental rubber bands to hold the strands together at spaced locations along the length of the rubber motor. Otherwise, the strands may become tangled when the rubber motor is stored outside the model.

Whether it is better to braid your rubber motors or employ a spring tensioner depends on the particular model. Bear in mind that even if braiding alone will prevent rubber motor bunching in a particular model with a non-folding prop, it will still need some sort of clutch to allow the prop to free wheel after the motor run has finished. Many small older models like the Flying Aces Moth were designed to be used with light carved balsa wood props as they have relatively long nose moments. If you use a GG prop assembly in such models you may have to add tail weight. For outdoor models requiring a prop larger than 10-inches in diameter typically you will have to either braid your rubber motors or build your own spring tensioner. This is because GG prop assemblies are not manufactured with props having diameters larger than 10-inches. If a GG prop assembly is not suitable for a particular outdoor model, I prefer to avoid rubber motor bunching by braiding if that will do the trick. Braiding a rubber motor is a lot easier and quicker than building and adjusting a custom spring tensioner. You also save a little weight if you don't need to employ a spring tensioner.

Some fliers believe that a wobbly motor peg will help alleviate the problem of rubber motor bunching. It is a tube that slips over the motor peg and has a significantly larger inner diameter than the outer diameter of the motor peg. The rear end of the rubber motor wraps around the wobbly motor peg, which rocks back and forth during the motor run. See my article on wobbly motor pegs that was published in the December 2015 edition of this newsletter. If braiding is done properly, then a rubber motor as long as two times the hook-to-peg distance after braiding can be used, provided that you also employ a wobbly motor peg. In this implementation, after unwinding the braided rubber motor will magically be evenly distributed inside the fuselage such that CG shifting is avoided. Make sure that during the braiding process you wind the loops in a clock-wise direction to achieve this result.

In conclusion, it is common at contests to see a rubber powered model develop a terrible stall in the glide and end up landing well short of max. Assuming that the CG and decalage of the model have been correctly adjusted, the likely culprit is rubber motor bunching in the rear of the fuselage near the motor peg. This annoying flight pattern is easily avoided using rubber motor braiding or a spring tensioner.



Fellow modeler Daniel Hall, whom many long-time Orbiteers and Scale Staffel members may remember as "Scotty" Hall, has caught his last thermal. Daniel passed away at the age of 90 on Thursday, May 9th, 2019 at a care facility in La Mesa after suffering from dementia for the last few years. A graveside service will be held on Thursday, May 16th at 3p.m. at El Camino cemetery in Sorrento Valley.

For details, contact John Merrill at johnrmerrill@yahoo.com or 619-256-6691.

Orbiteers - Indoor Contest Results - May 5, 2019



Limited Penny Plane

<u>Flier</u>	<u>Best 2 of 5 flights</u>		<u>Total</u>	<u>Rank</u>
Mike Jester	300	286	586	1
Don Brent	192	291	483	2
John Swain	194	215	409	3
Greg Hutchison	196	145	341	4
John Hutchison	99	DNF	99	5

Scale Staffel - Indoor Contest Results - May 5, 2019



No-Cal

<u>Flier</u>	<u>model</u>	<u>3 flights</u>			<u>Total</u>	<u>Rank</u>
Don Brent	Piper Lancer	58	95	57	210	1
Mike Jester	Pilatus Porter	35	54	45	134	2
Walter Ainslie	P-51	27	34	50	111	3
John Hutchison	Hughes Racer	30	28	18	76	4

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
3860 Ecochee Avenue
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

San Diego Orbiteers - Outdoor Contest Results - April 14, 2019 - Perris, CA



P-30

Any Design

<u>Flier</u>	<u>3 flights</u>			<u>fly-off</u>	<u>Total</u>	<u>Rank</u>
Don Bartick	120	120	120	150#	360	1
Lance Powers	96	120	120		336	2
Mike Jester	102	112	120		334	3
David Wade*	120	120	90		330	4
Mark Chomyn	120	120	86		326	5
Clint Brooks*	100	99	120		319	6
Nick Panousis	59	120	120		299	7
Mike Pykelny	120	73	104		297	8
John Hutchison	94	120	78		292	9
Greg Hutchison	120	72	27		219	10

John Oldenkamp P-30 Memorial Contest - HOT BOX Design

					<u>Rank</u>
Mike Jester	102	112	120	334	1
Mark Chomyn	120	120	86	326	2
Mike Pykelny	120	73	104	297	3

Power - E-36

<u>Flier</u>	<u>3 flights</u>			<u>fly-off</u>	<u>Total</u>	<u>Rank</u>
Clint Brooks*	120	120	104		344	1
John Swain	82	100	120		302	2
Don Bartick	61	90	68		219	3

Glider

<u>Flier</u>		<u>Best 3/6 flights</u>			<u>Total</u>	<u>Rank</u>
Greg Hutchison	(CLG)	47	59	88	194	1
Mike Pykelny	(CLG)	26	70	36	132	2
Mike Jester	(CLG)	11	17	12	40	3
Lance Powers	(CLG)	DNF	DNF	DNF		

* not a member of the San Diego Orbiteers

flown and recorded in case of a tie after 3 official flights - not counted towards total

San Diego Orbiteers - Outdoor Contest Results - April 14, 2019 - Perris, CA

Picture Page - Photos by Arline Bartick - "Ready Launch"



DUAL-CLUBS

FREE FLIGHT BONANZA

A National Cup & America's Cup Points Event

SAN DIEGO ORBITEERS 61th ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF AMA & FAI EVENTS

*

FRESNO GAS MODEL CLUB 80th ANNUAL – CLASS AA, CATEGORY 2
SPONSOR OF NOSTALGIA, TEXACO & OLD TIME EVENTS

*** MAY 18th & 19th, 2019 ***

*** 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
F1A F1B FIC 1/2A GAS(1) C/D GAS E-36 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 EARLY ½ A NOSTALGIA	.020 REPLICA A PYLON B-C PYLON A FUSELAGE B-C FUSELAGE RUB/WAKEFIELD NOS CLASSIC TOWLINE ½ A CLASSIC POWER ½ A GOLDEN AGE	FIG F1H F1J F1S A GAS B GAS F1Q/A/B ELECTRIC (COMB) 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*)

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

For Information Contact:

CD: Don Bartick, - San Diego Orbiteers
(858)774-2941

FAI: Bill Booth, San Diego Orbiteers
(760) 889 -3201

Nos,OT,: Doss Porter, Fresno GMC
559-251-0787

SPECIAL INSTRUCTIONS

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

SATURDAY NOON to 1 PM LUNCH BREAK & SUNDAE SOCIAL

The contest will be suspended for 1 hour for lunch and the San Diego Orbiters 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.

FAI EVENTS

F1A, F1B, F1C: 8am start time. Seven (7) one hour rounds. 240 second first round, 180 seconds, rounds 2-7. Round 5 starts at 1pm do to lunch break/ice cream social. Fly-offs starts at 4:30pm.

F1G, F1H, F1J, F1S: 8am Tiebreaker, no max. 15 min window. Not a regular round flight. 8:30 am start of regular rounds. Five (5) 1 hour rounds, 2 minute max. Fly-offs start at 1:30pm. Two (2) fly-offs, 3min & 4 min. If no winner, revert to morning tiebreaker flight.

VINTAGE FAI POWER

For rules, please go to this website: <https://freeflight.org/wp-content/uploads/2019/01/NFFS-Competition-Rules-2019-2020-Release-1.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

Inaugural

CASINO CUP

West Wendover, NV

Jun 15-16 2019

FAI-AMA-NFFS

presents

THE BIG DADDY!!

the Big Daddy Challenge
in memory of the Great
John Oldenkamp

Father's Day 2019

F1S/E36 Combined
P-30

\$10 to Enter + must also be entered
in the Casino Cup Contest

Winners take the pots!!

(One Electric/One Rubber)

Americas Cup

National Cup

Fly from the Pen

5 Rounds F1S + AMA
rules for E36 and P30

Contest Directors

Jack Murphy jack.murphy@utahhomes.com

Allan Mecham amecham@comcast.net



Old Time Rubber model rules (from SAM Rule Book 2015)

Rubber Powered models designed prior to 1951 are categorized as Old Timers.

A. Small Rubber Stick

Models shall have a projected wing area of 150 square inches or less and a maximum fuselage cross section area of $L^2/200$ where L is the distance from the front of the nose block to the end of the body, not including any overhanging stabilizers.

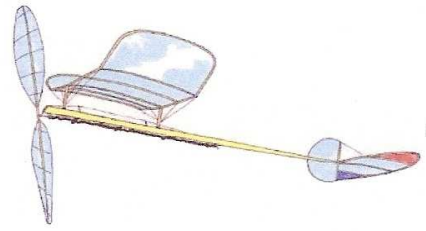
B. Small Rubber Fuselage

Models shall have a projected wing area of 150 square inches or less and a minimum fuselage cross section area of $L^2/100$.

Table 2 - Engine Runs and Flight Maximums for Standard NOS Gas

	1st Three Official Flights (sec)	First 2 Fly-off Flights (sec)	Subsequent Flyoff Flights (sec)	Flight Maximums (sec)
Cat I				
Handlaunch	14	8	8	300
VTO	17	12	12	300
Cat II				
Handlaunch	12	8	8	180
VTO	15	11	11	180
Cat III				
Handlaunch	9	6	5	120





Subject: Indoor Nationals in Arizona!

The big news in the West is that the U.S. Indoor Free Flight Nationals are coming to the Round Valley Dome (RVD) at Eagar/Springerville, Arizona, **May 29-June 2, 2019**. The RVD is a spectacular 104-foot high football stadium that's approximately 400 feet in diameter.

The FAC event schedule is substantial:

Jet Catapult Scale, FAC Scale, FAC Peanut, Hi-Wing Peanut, Dime Scale, Embryo, Golden Age combined, No-Cal, Phantom Flash, Coconut Scale, Mooney Bostonian, USIC No-Cal.

Mass Launches:

WWII No-Cal, Greve/Thomp. No-Cal, WWI, Coconut Scale, Greve/Thomp., WWII, Phantom Flash, Flying Horde.

(Not that all events have been Kanone-approved by GHQ)

There's also the usual assortment of AMA Indoor events such as: Limited Penny Plane, Mini-stick, HLG, Catapult Glider, Easy B, etc.

A smorgasbord of Indoor fun!

The twin villages of Eagar/Springerville are extremely excited to have our prestigious event in town. There are four reasonably priced hotels and 4-5 restaurants/fast food within 2 miles of the flying site. The nearest major airport is Albuquerque (ABQ) 3 hours 15 minutes' drive to the east. This is a remote area in the beautiful White Mountains, with National Forest, fishing, trails and tourist sites nearby. The weather in late spring at 7000 feet, not at all like the dry desert areas in Arizona. Expect lows in the 50s and highs in the 70s-low 80s.

Based on strong response from an event survey conducted last fall, FAC events have been granted a very large percentage of the flying hours. Please show your support by attending this Nats. This is a rare opportunity to fly in a huge football stadium. The field turf will be in place, making for soft landings. This is likely to be the largest FAC indoor event in many years...don't miss it!

Pre-entry will be available soon on the AMA website, <www.modelaircraft.org>.

Don DeLoach
Contest Manager

P.S. Note the special events for Coconut Scale, Coconut Mass Launch and Walt Mooney 14g Bostonian, all Kanone approved.

**FLYING
ACES**

Squadron 41

San Diego



Scale Staffel

May 2019 - Outdoor Flying Contest

Saturday and Sunday, May 18-19, 2019

7:30 a.m. to 12:00 p.m., Taibi Flying Field, Perris, CA

(Location: 33.7803656, - 117.1972964)

Prizes for 1st, 2nd & 3rd

Fees

\$8 entry fee includes one event

\$3 for each additional event

\$20 maximum: includes entry fee and
5 or more events.

Contest Director

John Hutchison

johnhutchison1@cox.net

619-504-5731

Awards Presentation

Immediately following the final event on
Sunday

Hotel Accommodations

Red Lion

480 S Redlands Ave,

Perris, CA 92570

951-943-5577

GRAND CHAMPIONSHIP:

The flier who earns the most 1st – 3rd place
points accumulated from all three contests (Feb
16-17, May 18-19, Sept 21-22, 2019) will become
the 2019 Grand Champion. The trophy will be
presented after the last event in 2019

Pilot's Meeting @ 8 a.m. each day

FAC Single Model Events

Fly any event on either day, BUT all flights MUST
be flown on the same day.

1. FAC Rubber Scale
2. Golden Age Combined
3. Old Time Rubber Stick & Fuselage
(hand launch)
4. FAC 2-bit + 1 (ROG)
5. Jimmie Allen (ROG)
6. Dime Scale
7. Embryo Endurance (ROG)
8. Twice Peanut Walt Mooney
Design / FAC Rubber Combined

Mass Launch Events

Saturday

9. FAC World War I Combat
Wind at 8:20 a.m., Launch at 8:30 a.m.
10. FAC World War II Combat / Spanish
Civil War Combined
Wind at 9:20 a.m., Launch at 9:30 a.m.

Sunday

11. FAC Greve/Thompson Race
Wind at 8:20 a.m., Launch at 8:30a.m.

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



WHAT'S HAPPENING -

May / June 2019

May 18/19 - **Orbiteer Annual Dual-Clubs Free Flight Bonanza**

Lost Hills CA, Events start daily at 7:00 am.

See enclosed flyer for contest details - See you there!

May 18/19 - **Scale Staffel Flying Ace Scale Contest**

SCAMPS Field, Perris CA, 7:30 am.

See enclosed flyer for contest details.

May 26 - **Orbiteer Outdoor Monthly**

SCAMPS Field, Perris CA, 8:00 am.

Feature Event: **Old Time Nostalgia Rubber**

Other Events: **E36, Power & HLG/Catapult Launch Glider**

May 29 / June 2 - **Indoor Nationals**

Eagar/Springerville AZ, Round Valley Dome

See enclosed flyer for contest details.

June 2 - **Indoor Flying**

Grossmont College (Upper Gym), 7:30 am to 11:30 pm.

Feature Events: **P-18, & Embryo***

June 15/16 - **Casino Cup Big Daddy John Oldenkamp Challenge**

West Wendover NV.

See enclosed flyer for contest details.

June 23 - **Orbiteer Outdoor Monthly**

SCAMPS Field, Perris CA, 8:00 am.

Feature Event: **Coupe**

Other Events: **E36, Power & HLG/Catapult Launch Glider**