

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

JANUARY 2019



The Prez's Corner – Mark Chomyn

Happy New Year!!!

As Don Bartick noted in his December 2018 edition of the Prez's Corner he has stepped down after 13 years as the president of the Orbiteers. Before going any further, I want to thank Don for his many years in service and support of our club. And, also to Arline Bartick, for as we know behind every great man is a great lady. So, please when you see Don and Arline at our banquet or at the field, let him know you've appreciated their combined efforts.

So, where's that leave us? Well as Don also noted in his message, I have volunteered to take the helm for at least one year. I'm no where near as knowledgeable or proficient in our sport/hobby as Don is but I'll do my best to keep you informed of club activities and contest dates.

As for club activities, our annual banquet is fast approaching on Saturday, January 12 from 1PM-4PM at Filippi's Pizza Grotto, 5353 Kearny Villa Road. All you can eat buffet with a drink and tip covered is only \$10 bucks!!! Raffle tickets are 7 tickets for \$5 dollars. You can't beat that. If you have a new or gently used hobby item that's been cluttering up your building area, please bring it along for the raffle. A big thanks to Linda Piazza for coordinating the logistics for the banquet. Please attend and bring your family and friends too.

With regard to contest dates, the 2019 outdoor and indoor schedules are published so check the El Torbellino and our website for dates. On January 5th the indoor events at the Grossmont College gym will be A-6, P-18 and Phantom Flash. The P-18 is relatively new (1 year) in the rotation. I haven't built or participated in the event yet but hope to this year. From what I've heard it's gotten a good reception. Planes are easily built from plans and kits are also available to help the

beginner get involved. Our outdoor schedule begins on January 27 with P-30, Power and Glider (hand launch or catapult). So, January looks like a pretty active month for members if they decide to fly both venues and attend the banquet.

Don't forget that there are also other contests that you might also want to consider attending in the month of January, such as the Southwest Regional in Eloy Arizona on January 13-15. This contest attracts some pretty proficient flyers. Even if you don't fly, being a spectator might be fun and educational. You can learn a lot watching a group of good flyers in the heat of competition. Speaking of other contests, Don Bartick mentioned at our December board meeting that volunteers are being sought to assist at the entry/scoring table for the Isaacson Winter Classic at Lost Hills February 9-11. Please consider assisting if your schedule permits. For more information contact Don.

As you may know we now have a coalition of five flying clubs; the Orbiteers, SCAMPS, Scale Staffel, Oasis FAC Squadron and the FAI group that have a shared interest in the Perris flying field. The coalition was formed to benefit communication between the clubs, coordinate use schedules, develop rules of conduct for use of the field and maintain a spokesman interface with the AMA. The SCAMPS are an important part of that coalition as it pertains to the Orbiteers and Scale Staffel of San Diego as they were instrumental in getting us the ability to fly at the Perris field. So please, consider becoming a member of the SCAMPS. Check out their website and contest schedule I've flown at a couple of their contests and they are a great bunch of flyers.

Well that's it for my first installment. Hopefully this column gets better with practice. Wishing you a very Happy New Year filled with thermals and maxes.

"Keep looking up... that's the secret of life."

- Snoopy

Mark

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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
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



Mark Chomyn

Photo by Arline Bartick

Scale Staffel San Diego San Diego Orbiteers

Annual Awards Banquet

Saturday, January 12, 2019

1:00 PM to 4:00PM

Filippi's Pizza Grotto

5353 Kearny Villa Road

San Diego, CA 92123

858-279-7240



All you can eat Italian Cuisine Buffet,
Including Soft Drinks, Beer, Tax and Tip
\$10.00 Per Person, cash appreciated

Raffle, Donations are welcomed
Bring Family and Friends

See you there ! ! !

The P-20 Event



By Mike Jester

The renowned coupe and P-30 kit designer and flyer, Bob White, is credited with developing the rules for the P-20 event many years ago. The goal of the P-20 event was to define a class of outdoor rubber powered sport models that could be flown in small flying fields and local parks with less chance of losing them than P-30 models. Accordingly, the P-20 rules are a downsized version of the rules for the P-30 event which were developed by members of the San Diego Orbiteers in the 1970's. The rules for the P-20 event are as follows: a) 20-inch max overall dimension in any direction; b) 8-inch maximum diameter unmodified plastic prop (only bushing and balancing allowed); c) 4-gram maximum lubed rubber motor; d) 20-gram minimum weight (excluding rubber motor); and e) 90-second max on flights.

There is a local grass-covered park near my house that has an area of about 100 meters x 100 meters where I occasionally risk low power trim flights of my P-30, coupe and OTR rubber models, along with some of my FAC models. I have to fly early in the morning, before any breeze comes up, or else my models can fly west to the beach or east and land on rooftops. This gives me about a one hour flying window. Dogs, whose owner's ignore the posted leash ordinance, are an occasional threat to chew on my models in this park. I understand that the P-20 event has never really caught on with the free flight community. The members of the Orbiteers used to fly the P-20 event in the olden days. John Hutchison told me that it is difficult to get P-20 models to fly consistently well. He also told me that he eventually converted his P-20 to an electric E-20 model. Nevertheless, I thought it might be fun to build a P-20 and fly the same in my local park with less fear of losing the same than when I fly my larger models in that venue.

I could not find any P-20 plans on the Internet. According to its website, Starlink-Flitetech Models currently sells P-20 kits. Some people apparently scale down P-30 plans to meet the P-20 rules. I decided to come up with my own custom P-20 design. Comet used to sell a kit for building a simple sport model called the Cloud Buster that is very close in size to a P-20. Guillows bought Comet many years ago and it now sells a kit for building the Fly-Boy, which is basically the same model as the old Cloud Buster.



Guillows Fly-Boy



Pictured below is the custom-designed P-20 that I recently built which I call the “Park Flyer.” It incorporates aspects of the Fly-Boy design as explained hereafter. The soft drink can was included in the picture to give you a feel for the size of this model.



Park Flyer P-20

I bought a Fly-Boy kit on Amazon, primarily to obtain the full size plan. The ribs, wing tips, fuselage parts, etc. included in the kit were laser cut from 9 - 11# density sheet balsa wood. The $\frac{3}{32}$ x $\frac{3}{32}$ -inch balsa wood sticks included in the kit were 10# density. The Fly-Boy design is clearly robust so that a beginner will have a better chance that it can survive crashes. A seven-inch diameter plastic prop with a unique ramp design on the hub was also included. Also included was a length of poor quality rubber for the motor. For the sake of expediency, I decided to build the flat-bottom wing using the kit-supplied ribs and wing tips. I didn't want to go to all the trouble of cutting and notching custom ribs from lighter sheet balsa wood. I shortened each of the outer wing sections by a little over one-half inch because the Fly-Boy wing has a span of 21-inches. I built about $\frac{3}{32}$ -inch washout into each wing tip.

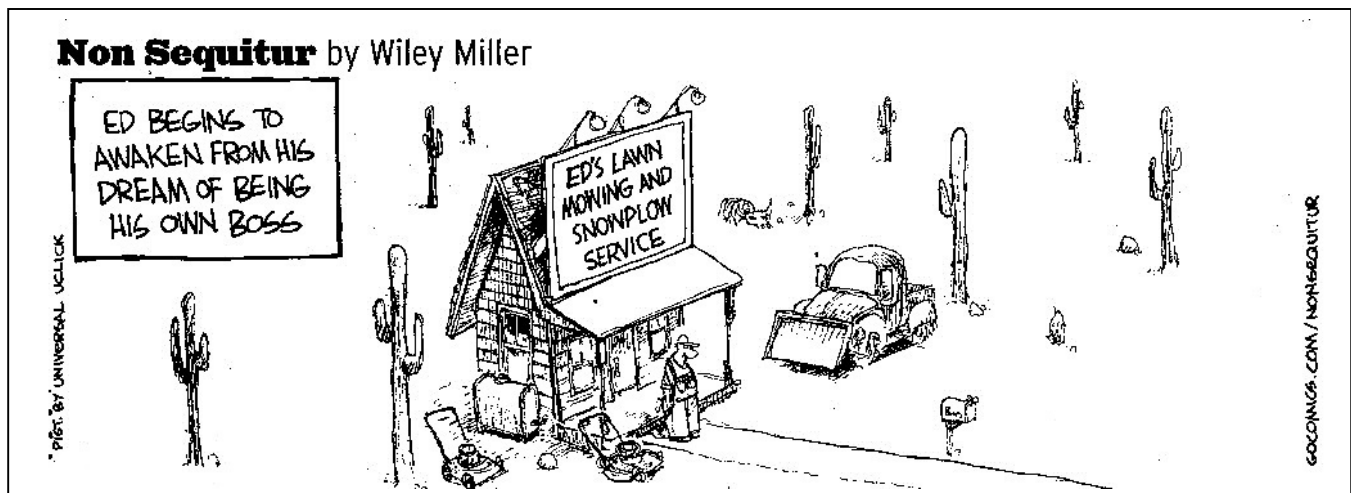
The fuselage of my Park Flyer was assembled using my own 8# density $\frac{3}{32}$ -inch square balsa wood sticks. I slightly shortened the Fly-Boy fuselage by about one-half inch to ensure that my Park Flyer would not exceed the 20-inch maximum length limit with its prop installed. I eliminated the sheet wood at the tail end of the fuselage and the sheet wood sub-fin. Instead of a slot for a flat stab I incorporated a platform for a narrow, tilting 10-inch span airfoil stab. Two smaller $\frac{1}{16}$ -inch sheet balsa wood fins were substituted for the single larger built-up fin of the Fly-Boy. Bob White, Clint Brooks and others have preached the benefits of twin fins on outdoor rubber powered sport models.

The Fly-Boy has landing gear which I left off my Park Flyer. I knew that I would never launch my Park Flyer in ROG fashion and I wanted to eliminate the weight and drag of the landing gear. The two very thick wing hold-down rubber bands included in the Fly-Boy kit weighed a total of 3.3-grams! I used a pair of much lighter #16 office rubber bands to hold the wing onto a wing saddle made of two $\frac{3}{32}$ -inch wide balsa wood rails connected by segments of round toothpicks.

I covered the wing, stab and fuselage of my Park Flyer with red and yellow Esaki tissue. I shrunk and finished the tissue with a single coat of a 30/70 mixture of Eze Dope and water. Use of this water-based dope product eliminates any need for pre-shrinking of tissue, avoids the smell of nitrate dope or clear Krylon spray, and results in flying surfaces that resist warping. Eze Dope can be purchased from Amazon. An 8-inch plastic prop seemed a bit too large for such a small model in terms of both diameter and weight. Therefore, I opted to use a 7-inch diameter GizmoGeezer (GG) prop assembly. The final weight of my Park Flyer was a very disappointing 27.7-grams. Almost ¼ of that weight was the prop assembly which weighs 6.26-grams. I think another build of my Park Flyer could get a lot closer to the 20-gram minimum if lighter ribs were used, and if 1/16-inch square balsa wood sticks were used to build the wing and fuselage, instead of the 3/32-inch square sticks that I used. Extra spars in the wing could be eliminated. In addition, the cross-section of the fuselage could be reduced. I would also build the wing with under-camber the next time around. In addition, I think I would reduce the span of the stab to 8-inches. The span of the 10-inch stab looks too large so it probably should be reduced in size.

My finished P-20 has a DT set-up that uses a Button Classic viscous timer. I figure that if I set the DT for about 45-seconds I will almost always recover my Park Flyer in my local park, providing it flies in circles of about 100 feet or less in diameter. The Fly-Boy plan recommends setting the CG at about 45%, probably because it is designed for beginners. I set the position of the wing of my Park Flyer to locate its CG at about 60%. As most fliers are already aware, trimming is a lot easier when the model has a GG prop assembly because precise thrust line adjustments can be made via the GG nose button. I plan to start out using a 4 x 3/32-inch 3.9-gram rubber motor. If that rubber motor is inadequate, I will switch to a 4 x 1/8-inch 3.9-gram rubber motor. I don't want to exceed the 4 gram weight limit when I add lube to the rubber motor so that is why I cut the rubber motor one-tenth of a gram under the maximum allowed weight.

I hope to put in some trim flights of my Park Flyer in my local park in the near future. A typical P-20 will almost never fly as long as a typical P-30. Therefore, I am confident that my Park Flyer will not fly out of my local park, which, after all, is the goal of the P-20 event.



2019 OUTDOOR FLYING SCHEDULE

- - - - -

All are AMA Sanctioned & National Cup Events
(Contests at Perris CA unless otherwise noted)
(All Contests include E36, Power, & HLG/CLG)

Jan 27 - **P-30**

Feb 16-17 Scale Staffel Scale Contest*

Feb 24 - **Old Time Nostalgia Rubber**

Mar 17 - **Coupe**

Apr 14 - **P-30 Memorial (Hot Box)**

May 17-20 Dual Club Contest, Lost Hills CA

May 18-19 Scale Staffel Consetest*

May 26 - **Old Time Nostalgia Rubber**

June 23 - **Coupe**

July / August - No Club Outdoor Contests

Sept 15 - **P-30**

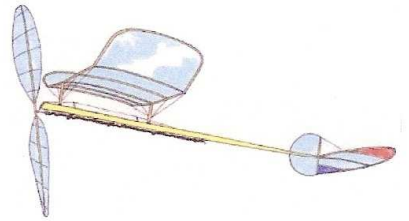
Sept 21-22 Scale Staffel Contest*

Oct 13 - **Old Time Nostalgia Rubber**

Nov 17 - **Coupe**

Dec 15 - **Make-Up Events**

*** Non-Club Points Event**



2019 INDOOR FLYING SCHEDULE

Jan 6 - A-6, P-18 & Phantom Flash*

Feb 3 - Limited Penny Plane, P-18 & No-Cal*

Mar 3 - Catapult Glider, P-18 & Embryo*

Apr 7 - A-6, P-18 & Phantom Flash*

May 5 - Limited Penny Plane & No-Cal*

June 2 - P-18 & Embryo*

July 7 - A-6 & Phantom Flash*

Aug 4 - Limited Penny Plane & No-Cal*

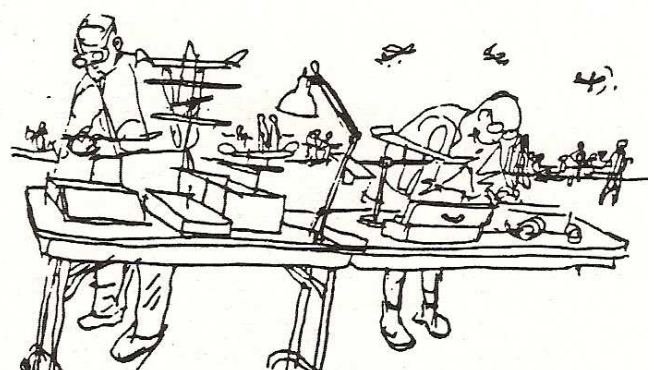
Sept 1 - P-18 & Embryo*

Oct 6 - A-6 & Phantom Flash*

Nov 3 - Limited Penny Plane, No-Cal* &
Canard One-Design* (Wrisley
Zephyr)

Dec 1 - P-18 & Embryo*

***Scale Staffel Event**





Held at the Bartick home. After a fantastic dinner, the meeting was called to order at 7:00 p.m. with 8 in attendance, including; our hosts, John and Kathy Hutchison, Mark Chomyn, Mike and Linda Pykelny, and John Merrill.

Minutes of the last meeting were approved as published.

Treasurer's Report was approved as provided to the board members.

Membership Report....nothing to report as of this date.

Old Business:

Membership Campaign: many brochures have been distributed, including at Gillespie Field. Many thanks to Linda for all her efforts in getting the brochures out to different venues.

2018 Awards Banquet: to be held January 12th at Filippi's Pizza restaurant in Kearney Mesa. Linda made up some very nice invitations to the banquet; hopefully it will appear elsewhere in this newsletter. A motion was made by John H. to lower the per-person cost to \$10.00, down from the standard \$15.00. The motion was seconded by Mike P., and it passed unanimously. Also, each club will be purchasing \$150.00 worth of raffle prizes, up from the normal \$100.00 each.

Indoor Catapult Glider event: Don suggested having a special indoor event, with cash awards, to be held twice each year. We will use this year's Science Olympiad rules, and perhaps Don's one-design glider.

New Business:

The new 2019 contest calendar was discussed and agreed upon. That should be published soon here in the E.T.

Election of Officers: Don is stepping down after several years as President and Chairman of the board. Mark Chomyn graciously accepted the position for the year, but doesn't want it permanently. All other positions will remain the same.

Isaacson Winter Classic: help is needed and requested at this popular contest, to be held Feb. 9-11 at Lost Hills, CA. Don and Mike will help at a table, but other help is still appreciated.

Open for New Business: none mentioned.

Schedule next board meeting: March 13th, 2019 at John and Ann Merrill's home.

Contest Reports: indoor and outdoor participation is growing, and have gotten a few more members.

Open Discussion: Orbiteer member Lance Powers donated a digital torque meter for indoor rubber. It will be a prize for a P-18 contest. Thank you Lance!

Good of the Order: Kathy won 1st place with a photo of her dog Rosie. The photo was in a contest at Spanish Village in Balboa Park. Congratulations Kathy!

John Merrill was recently honored to be helmsman aboard the Star of India when it sailed in November to celebrate her 155th birthday. The Star was launched Nov. 14, 1863, just five days before Lincoln's Gettysburg Address. John is also in the midst of moving into a new home, which better be ready for the next board meeting.

Call for adjournment at 8:34 p.m.

Respectfully submitted by John R. Merrill, Secretary





John Alling



Jonathan Nunez



Mike Jester

Roger Willis →

SCALE STAFFEL CONTEST Nov 17/18 2018

Photos by Arline Bartick



Bob Hode's contest inventory



Spanish Civil War group



FLYING ACES

Squadron 41

San Diego



Scale Staffel

February 2019 - Outdoor Flying Contest

Saturday and Sunday, February 16 - 17, 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.

Orbiteers - Indoor Contest Results - January 6, 2019



P-18

| <u>Flier</u> | <u>Best 2 of 5 flights</u> | | <u>Total</u> | <u>Rank</u> |
|------------------|----------------------------|-----|--------------|-------------|
| Stan Buddenbohm* | 129 | 157 | 286 | 1 |
| Don Bartick | 121 | 131 | 252 | 2 |
| Don Brent | 117 | 89 | 206 | 3 # |
| Mike Jester | 104 | 102 | 206 | 4 |
| Nick Panousis | 85 | 71 | 156 | 5 |

Brent and Jester both had 77 seconds for their third highest flight. Tie broken based on Brent's fourth official flight of 48 seconds. Jester only put in three official P-18 flights.

A-6

| <u>Flier</u> | <u>Best 2 of 5 flights</u> | | <u>Total</u> | <u>Rank</u> |
|----------------|----------------------------|-----|--------------|-------------|
| Don Bartick | 199 | 213 | 412 | 1 |
| Mike Jester | 183 | 204 | 387 | 2 |
| John Hutchison | 156 | 162 | 318 | 3 |
| Greg Hutchison | 128 | 111 | 239 | 4 |
| Nick Panousis | 55 | | 55 | 5 |

* Not a member of the Orbiteers.

Scale Staffel - Indoor Contest Results - January 6, 2019

Phantom Flash

| <u>Flier</u> | <u>best 3 of 6 flights</u> | <u>Total</u> | <u>Rank</u> |
|------------------|----------------------------|--------------|-------------|
| Stan Buddenbohm* | 75 79 94 | 248 | 1 |
| John Hutchison | 61 62 62 | 185 | 2 |
| Don Bartick | 49 70 DNF | 119 | 3 |
| Greg Hutchison | 41 36 40 | 117 | 4 |
| Walter Ainslie | 42 30 42 | 114 | 5 |

* Not a member of the Scale Staffel.

Stan Buddenbohm →

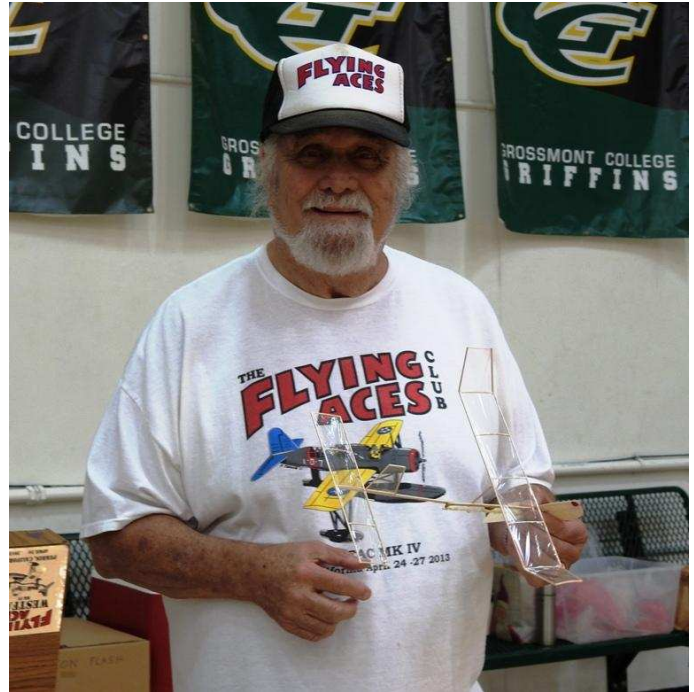
Photo by A.Bartick



Orbiteers - Indoor Contest Results - January 6, 2019 – The Picture Story – Photos by Arline Bartick



Don Bartick



John Hutchison



John Alling



Mark Chomyn



Nick Panousis →



Restoring an Aviation Treasure

By **Ellen Stofan**

Challenging the accepted, defying the “impossible” and then reaching for the next achievement has been the hallmark of success in aerospace since Orville and Wilbur Wright lifted off from the sands of Kitty Hawk. Innovators who stopped inventing, pioneers who stopped pushing the envelope or industry leaders who did not look over their shoulders were surpassed or replaced. As we begin the transformation of America’s favorite museum, chronicling that amazing history of flight, we are taking to heart the constant need to break boundaries and look ahead at what is next.

After 42 years, and a total visitorship greater than the population of the U.S., the Smithsonian’s National Air and Space Museum on the National Mall in Washington is showing its age. Systems and building infrastructure designed with a 40-year service life need to be replaced, and so we are using that opportunity to re-imagine all 23 galleries and public spaces for 21st century audiences. We will remain open throughout the renovation project, and many of our most iconic artifacts will remain on display for millions of annual visitors.

As a college student intern at the museum’s Center for Earth and Planetary Studies (CEPS), I drew inspiration every morning before opening when I stood under the Spirit of St. Louis and next to the Apollo Lunar Module. Kids today come in and see those aircraft and spacecraft with the same wonder. I see it when I walk the floor. But they also take in information differently. To reach them, we are redefining how we tell the stories of those icons—both in the museum and digitally—to a global audience with more interactive and updatable content. That way, we can keep up with changing technologies and bring aerospace history-in-the-making to all of our visitors.

As a CEPS intern and during much of my early career, it was not unusual for me to be the only woman in the room. As the great children’s advocate Marianne Wright Edelman said, “You can’t be what you can’t see.” With our increasingly diverse audience, we also recognize we need to do a better job of sharing the stories of all aviation and space pioneers in every one of our galleries. We want all

visitors to see themselves reflected in our exhibits so they can envision making aerospace history themselves. It is entirely possible the first person to walk on Mars will come through our doors tomorrow, and I want her to be as inspired as I was when I first came to the museum.

Our renovations started in December 2018. By late 2019, about half of the museum will be under construction, with the first gallery reopenings expected two

years later. Work on the east end of the building will commence as the west end reopens, to ensure visitors during each 3.5-year phase still enjoy a once-in-a-lifetime experience.

Many of the artifacts affected by our transformation will move to our Steven F. Udvar-Hazy Center near Washington Dulles International Airport in suburban Virginia, which marked its 15th anniversary in December. Visitors can see the items on tempo-

rary display there while their home downtown is renovated or watch them undergo conservation in the Mary Baker Engen Restoration Hangar. The Udvar-Hazy Center also houses many of our larger treasures, from the Space Shuttle Discovery to an Air France Concorde and a Lockheed SR-71 Blackbird.

Behind all these great artifacts, at both the Mall building and Udvar-Hazy Center, are the people and teams who had the idea or found the inspiration to challenge what came before. As we transform our museum, we will continue to focus

on the innovators and ideas that pushed boundaries and conventions, overcoming preconceptions, limitations and gravity to create breakthroughs that amazed and changed the world.

As the museum of “Ideas That Defy” (#IdeasThatDefy), we are excited about the new ways we will be telling those stories to inspire the next generation of innovators, pioneers, entrepreneurs and explorers, whose own stories likely will appear in the pages of this magazine and halls of the National Air and Space Museum. I hope you will drop by our museums to see both old favorites before renovations and the amazing new galleries as they open. ☺

Ellen Stofan is the John and Adrienne Mars director of the Smithsonian Institution’s National Air and Space Museum.



**“IT IS ENTIRELY POSSIBLE
THE FIRST PERSON TO
WALK ON MARS
WILL BE COMING
THROUGH OUR DOORS
TOMORROW.”**

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



WHAT'S HAPPENING -

January / February 2019

Jan. 12 - **Orbiteer / Scale Staffel Annual Banquet**, 1:00 to 4 PM.
Filippi's Pizza Grotto, 5353 Kearny Villa Rd., San Diego CA 92123
(See enclosed flyer for details of event and menu)

Jan. 27 - **Orbiteer Outdoor Monthly**
SCAMPS Field, Perris CA, 8:00 am.
Feature Event: **P-30**
Other Events: **E36, Power & HLG/Catapult Launch Glider**

Feb. 3 - **Indoor Flying**
Grossmont College (Upper Gym), 7:30 am to 11:30 pm.
Feature Events: **Limited Penny Plane, P-18 & No-Cal***

Feb. 16/17 **Scale Staffel Outdoor Flying Contest**
Taibi flying Field, Perris CA, 7:30 am to 12:00 pm each day.
(See enclosed flyer for details)

Feb. 24 - **Orbiteer Outdoor Monthly**
SCAMPS Field, Perris CA, 8:00 am.
Feature Event: **Old Time Nostalgia Rubber**
Other Events: **E36, Power & HLG/Catapult Launch Glider**