

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

APRIL 2017



The Prez's Corner – Don Bartick

Back to beautiful weather---yeah. We finally got back to our monthly contest at Perris. Last month the weather was great. The drift wasn't that bad, but even so the chase was hampered by very high grass. Also, the drift was west and over the flood canal. Although it had been a while since the rains, the canal wasn't dried out completely. Consequently the traverse was a bit muddy. Such as life in the free flight world. Arline couldn't attend this contest and therefore no photos are available for the ET. We also couldn't attend the April indoor contest, so I hope William Scott took some photos to share in the ET.

Our annual John Oldenkamp memorial P-30 contest will be April 9th. Only John's Hotbox P-30 design is eligible. There is a \$100 1st place prize. (Editors note: 1st place is \$60, 2nd place is \$30, and 3rd place is \$10) I hope there will be a good turnout. There will be a standard P-30 event also for club points. So lots of P-30 flying is to be had.

Coming up in May is our annual Dual-clubs FF Bonanza at Lost Hills. Look for the flyer in the ET and make arrangements to attend.

Also coming up this month is the San Valeers annual at Lost Hills. Look for a flyer in the ET. Last but not least is the US FF Champs coming up in late September at Lost Hills. Look for a flyer in the ET.

I know several of you remember Gus del Castillo. He was a long time member who moved back east a few years back. His wife Sandra contacted me through the website to say that Gus's health is failing. He has severe dementia and can no longer participate in FF activities. As such, he requested that Sandra

offer the club his finished models, kits and other FF related material. He apparently has several Coupes. I answered her by stating we would be happy to receive his collection and distribute it within the club first and then to the FF community at large. She is sending the material as she's able to pack it up. There is no cost to the club and she doesn't want anything in return but to know that Gus's stuff will have a new life. I'll keep the club informed.

We had our first quarter Board meeting on March 16th. Look for the minutes in the ET.

I've forgot to mention in the February or March column that our illustrious ET Editor and club Treasure, Howard Haupt created 2 special awards that he was going to present at the annual awards banquet. Unfortunately he couldn't attend to make the presentations. The unique hand crafted awards went to Mike Jester for his contribution of how-to articles that are published in the ET and to Arline Bartick for her continued contribution of photographs that are published in the ET. Thank you Howard for your thoughtfulness. Also, thank you to Mike and Arline for your contributions.

As I mentioned last month, I'm working with the Olive Peirce Middle school Science and STEM teachers here in Ramona to put on a school wide competition for Wright Stuff type planes. I kitted 2 models of my design for the teachers to build. They did and now they are learning to fly the planes. They are having a ball. As of right now there are 50 teams wanting to compete. This means that I will be creating 50 kits. Each team will be building and flying one airplane. The build will take place in the classroom as part of the student's curriculum. How neat is that? The build will

take place in late April to sometime in May.
Competition to be held late May to early June.
Not scheduled yet. Funding is a combination
of school and parent donations. One parent
donated \$500 and wants to build a plane.
How about that?

That's a wrap for now.

*Remember: "Discipline is the bridge between
goals and accomplishments."*

-Jim Rohn



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.

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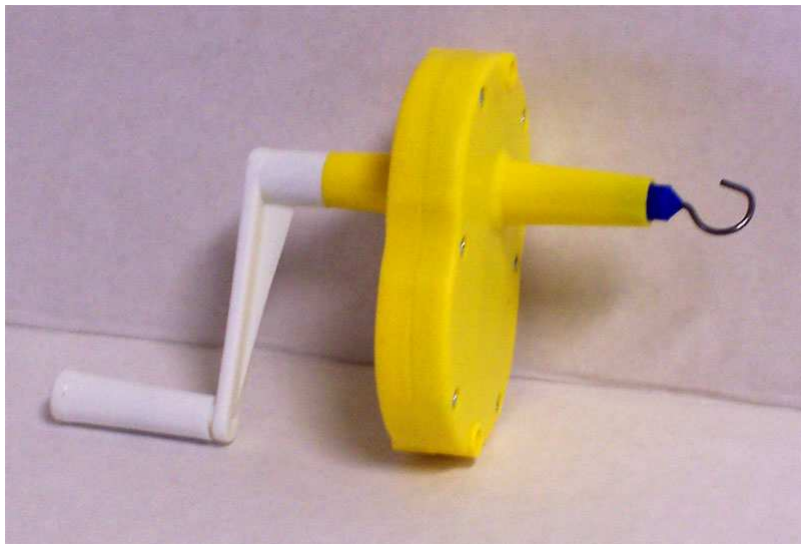


Winders

By Mike Jester

A winder is obviously an essential tool if you are going to wind a rubber motor. In this article I will describe winders that are useful in our hobby. All winders used in free flight include a hand crank which rotates a hook or hook attachment through a gear reduction. Motorized winders are rarely used in our hobby due to their inconvenient need for electric power and, more importantly, because they remove the tactile feedback that enables a flier to feel the torque build up in the rubber motor as it nears its breaking point. Most winders have counters and some have built-in torque meters. They are typically designed for a particular range of rubber motor sizes. Of course, rubber motors need to be lubed before they are wound. I will start small and go big in this review.

The small KP winder made in England is widely used for winding the rubber motors of small models such as Phantom Flash, Embryo, No-Cal, Penny Plane, Wright Stuff, etc. It can be purchased from Volare Products for \$20. The 10:1 ratio version is good for single loop rubber motors having strands up to 3/16 inches in cross-section. The 15:1 version is only good for single loop rubber motors having strands up to 1/8 inch in cross-section. There is no counter available for this winder so you would be well advised to purchase the 10:1 version to make it easier to mentally keep track of the number of turns you have put in. There is at least one thread on the Hip Pocket Aeronautics web site on how to install an electronic counter on the small KP winder using a Hall effect sensor.



Small KP Winder

The small Wilder winder is the preferred winder for small models. It has a dial counter with a needle that is easy to manually re-set. This winder is no longer manufactured but used versions can often be purchased at swap meets or on-line for about \$50. Volare Products posted two for sale in March and both were purchased right away. Lucky individuals can purchase a version of the small Wilder winder with a built-in torque meter. I use either a Wilder winder, or a clone of the same, to wind all my indoor models. It has a very smooth operation. You must still keep track of how many times the needle swings past the zero position as each full rotation adds 500 turns.



Small Wilder Winder with Torque Meter

A virtual copy of the Wilder Winder was manufactured for a time by Geauga Products, a small company located in Ohio. This winder can also be purchased used but is much rarer than the Wilder winder and offers no advantage over the same.



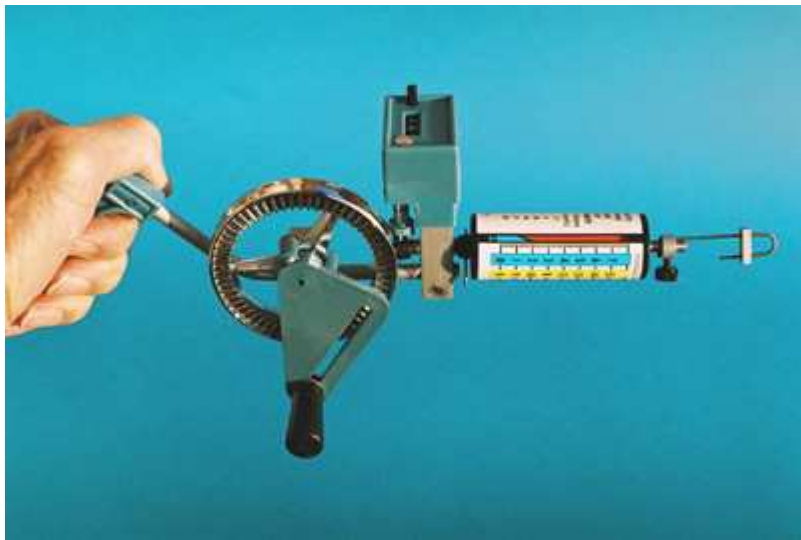
Gegauga Winder

For those that need an inexpensive winder that can handle rubber motors larger than the capacity of the small KP winder, they can purchase the VPS winder from Volare Products for only \$17. Of course this bargain winder has no counter or torque meter. Patience is required when using this winder since it only has a 3.5:1 gear ratio.



VPS Winder

The GizmoGeezer winder is widely used to wind rubber motors of intermediate size models, and more particularly, most FAC models besides the larger Old Time Rubber models. According to the company's literature, it is designed to wind rubber motors up to eight strands of 1/8-inch rubber. I have often used mine for winding 6 x 1/8-inch P-30 motors. It has the iconic egg beater look, and is a very well-engineered product. This winder originally came with a mechanical turns counter, but an electronic counter that requires periodic battery replacement now appears to be the only option. Another indispensable accessory is the in-line cylindrical torque meter that clearly displays the rubber motor torque up to 24 inch-ounces. The only drawback of this winder is its 5:1 gear ratio that often makes winding your FAC model a time consuming process. Orv Olm, the principal of the GizmoGeezer company, has long promised a new version with a 10:1 gear ratio. I could not find pricing on his web site for either version. I seem to recall paying about \$95 for my GizmoGeezer winder. I have used mine for years and highly recommend this product.



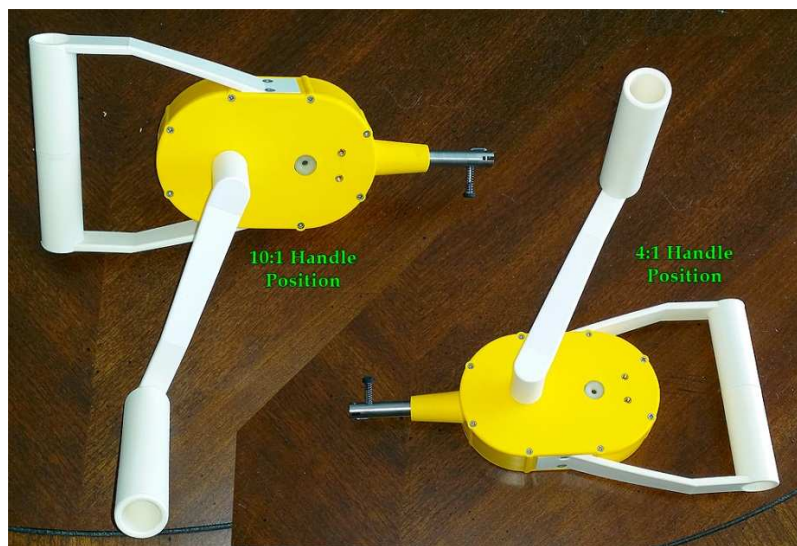
GizmoGeezer Winder

An alternative winder suitable for mid-sized models is the Rees winder, apparently designed and used by legendary scale model builder and flier, Dave Rees. Its main advantage is its 10:1 gear ratio. Its main disadvantage is that you have to wind counter-clockwise. The basic Rees winder can be purchased new from Volare Products for \$80. I highly recommend the \$150 version that comes with a built-in torque meter. I purchased mine with an electronic counter but the Volare Products web site does not seem to mention this feature as an option. Ask George Bredehoft about the counter.



Rees Winder with Counter and Torque Meter

The large KP winder that is available from Volare Products for \$125 is supposedly suitable for winding much larger rubber motors. It can also apparently be purchased from Starlink Flitetech. Per its included instructions, this winder can be used to wind rubber motors up to ten strands of $\frac{1}{4}$ inch rubber. It has a built in counter and a unique feature that allows you to switch between 4:1 and 10:1 gear ratios by inserting the shaft of the crank arm in to different sockets on opposite sides of the winder. I don't think I have ever seen the large KP winder being used at a flying field but I suspect this may change. This is because it appears to be the only large winder currently being manufactured except for the much more expensive F1B and F1G winders discussed hereafter.



Large KP Winder

The Morrill winder is suitable for winding very large rubber motors. It has no problem handling the 16 x $\frac{1}{8}$ -inch rubber motors that power my New Gollywock. While I don't wind this high, I suspect it would easily handle 40 inch-ounces of torque. Thus, one could use to Morrill winder to wind motors of very large Old Time Rubber ships like a Lanzo Big Stick which flies well with a 28 x $\frac{1}{8}$ -inch rubber motor. This winder is no longer manufactured, but thanks to John Hutchison, I was able to purchase a used one in perfect

condition for \$35 from Sandy Peck. I recently bought a beautifully engineered cylindrical torque meter designed to fit on this winder new from Volare Products for \$80. No longer do I have to wrestle with connecting and disconnecting my home-made two foot long in-line torque meter. This winder has a spring-biased connector for securely attaching a crocket hook or other hook on the rubber motor.



Morrill Winder with Torque Meter

Finally, we reach the pinnacle of winders. These are the Blazhevych winders apparently manufactured in the Ukraine or somewhere else in Eastern Europe. They are the best, and also the most expensive winders used in the free flight hobby. Each includes a built-in counter and torque meter. Starlink Flitotech sells the F1G version for \$429. The smoothness of operation of this 5:1 winder is unparalleled. The F1B winder has a built in arm-hook. It can be purchased from Starlink Flitotech for \$459. Bear in mind that an F1B might be launched with a 28 x 1/8-inch rubber motor wound to 100+ inch-ounces of torque! Andriukov sells a blast shield to protect the flier's hands from broken motor fragments that are sometimes encountered during extremely aggressive winding. Starlink Flitotech also sells the TYM winder for \$239 but I am not familiar with that device and specs are not listed on its web site.



Blazhevych F1G Winder



Blazhevych F1B Winder

Using the right tool makes all the difference in building and flying model airplanes. This is particularly true of winders. And let me end this discussion with one piece of advice: wind to torque, not to turns, if you want consistently good flights.

MARCH 2017 OUTDOOR MONTHLY

(March 19, 2017)

COUPE

1) Mike Jester	360
2) Mark Chomyn	328
3) John Swain	295
4) Greg Hutchison	251
5) John Hutchison	95

POWER

1) Hal Cover	358
2) Don Bartick	250
3) Bernie Crowe	237

GLIDER

1) Greg Hutchison	152
2) Mark Chomyn	64
3) Mike Jester	DNF
4) John Swain	DNF



Mike Jester – Coupe
@ Sept. 2016 Contest, Photo by A.Bartick



Greg Hutchison – Glider
@ Sept 2016 Contest, Photo by A.Bartick

APRIL INDOOR MONTHLY 2017

(April 2, 2017)

CD: William Scott

A-6:

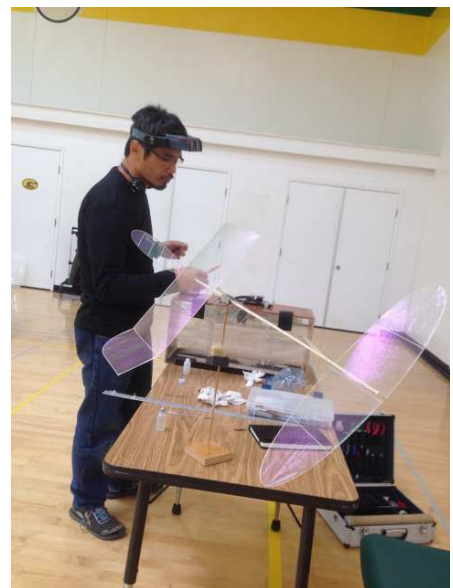
(Best two of five flights)

1) C.M. Kim	216	217	-	433
2) Greg Hutchison	174	232	-	406
3) Richard Wood	151	154	-	305
4) Stan Buddenbohn	130	146	-	276

PHANTOM FLASH:

(Best three of six flights)

1) Richard Wood	Yellow	66	83	78	-	227
2) Greg Hutchison	Yellow	65	61	53	-	179
3) Stan Buddenbohn	Red	46	37	86	-	169
4) C.M. Kim	Dirty	45	46	34	-	125
5) William Scott	German	DNF				



Yuan Kang Lee – F1D



C.M. Kim – A-6



Richard Woods



Stan Buddenbohn – A-6

Photos by
William Scott



John Hutchison →



← Greg Hutchison

**SAN VALEERS 68th ANNUAL & 35th ANNUAL 7 ROUNDER
APRIL 22th & 23rd, 2017 - 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**

1/4A GAS(15sec VTO,12sec HL) 1/4A flyoff Sun(7:30-7:45am)

SLOW GAS* (9 Sec all flights) (Slow gas flyoff Sat at 5:30 PM)

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, F1B, F1C, F1Q 240 secs. Flyoff begins at 4:00pm

**F1G – F1H – F1S SUNDAY 8 AM TO 11:45 (5 rounds 45 minutes ea) flyoff at 1:00 pm Champagne flyoff 7:30 to 8:00
am for tie breaker (if needed after 2 fly off flights)**

VINTAGE FAI

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

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)**

***SLOW GAS RULES: No auto surfaces, single bypass stock engines only (except TD's .049&.051), 15%
Nitro max,3 maxes & 1 flyoff to the ground. 9sec motor runs all flights(including flyoffs)**

****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)

*****OS MAX III .35*** RAFFLE (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)*****

AMA/NOST CD: Ken Kaiser (714) 222-41820 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"

Orbiteers Board meeting.

Wednesday, March 15, 2017

Held at Mike and Linda's home. 11 in attendance tonight, all of which are very grateful to our hosts for the fabulous corned beef dinner!

Meeting called to order at 7:24p.m.

Minutes of the last meeting were approved as published.

Treasurers Report: was approved as provided to the board members.

Membership Report: we have a few new members, welcome to all!

Old Business:

Membership Campaign: our club brochures have been distributed among local hobby shops, but a few have now closed. Two Hobby People locations have closed, as well as the Hobby Town in Mira Mesa. Luckily, Discount Hobbies is still alive and well, and has our brochures. Kathy said that the Flying Leatherneck Historical Museum (FLHM) still has some as well.

Recommendations for one additional board member: none as yet. Any volunteers?

G-30 High Start glider event progress report: Mike Jester said he is close to the test stage, but rainy weather has prevented that thus far. Mark Chomyn said he was testing his very soon at the Perris site.

Outdoor Flying Site: most unfortunately we haven't been able to find a suitable site as yet within San Diego County that will meet our needs. A site needs to be relatively flat, low or no vegetation, have a road access, and be large enough for monthly contests. Also need to have the land owner's permission.

New Business:

Missed Outdoor Contests: a motion was made by Mike Pykelny to have our April 30th rain date be used for a contest previously rained out. The contest will be Old-Time/Nostalgia rubber, power, and glider. Motion seconded by Mike Jester, the motion passed unanimously.

Dual-Club FF Bonanza: we have the sanctions, and flyers are ready to be posted. The contest will be May 20th and 21st at Lost Hills. Don said we need more Orbiteer participation, and

he would like some help running the contest. If you are interested, please contact Don Bartick.

Next board meeting will be June 14th at the Bartick's home.

Contest Reports: Mike Pykelny said that during the Isaacson Winter Classic our President, Don Bartick did extremely well in P-30! He only lost to Don DeLoach by 10 seconds in the 6th round. John Hutchison and Don both reported that the Indoor contests, held the 1st Sunday of every month, are going very well, with good turnouts and great contests. The contests are held in the larger gymnasium at Grossmont College.

Open Discussion: John Hutchison found an old Orbiteers banner, maybe it can be used at contests, shows, or anything else.

Mike Jester talked about the Science Olympiad, and Don said he is coaching that as well.

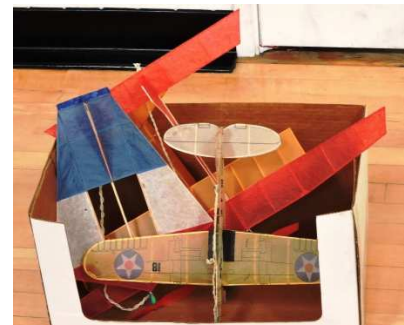
Mike Pykelny gave everyone a tube of super-glue that he likes. You can get 4 for \$1.00 at Walmart.

Good of the Order: Kathy has retired, sorta, from the FLHM. She has been there for 13 years. They gave her a party, but she is still on for a short time yet. Congratulations on your retirement! Arline then said their Starry Night Inn is doing well. Great place, be sure to check them out.

Also of note: the Red Bull air races are coming back to San Diego for the second time. This event only happens in a handful of locations around the world each year. It hosts the world's best pilots doing incredible aerobatics on a closed course. The event, held over San Diego Bay, will be April 15th and 16th.

Call for adjournment came at 9:02 p.m.

Submitted by John R. Merrill, Orbiteers Secretary



A.Bartick Photo

DUAL-CLUBS FREE FLIGHT BONANZA

A National Cup Event

SAN DIEGO ORBITEERS 59th ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF AMA, CLASSIC & MINI-FAI EVENTS

*

FRESNO GAS MODEL CLUB 78th ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF NOSTALGIA, TEXACO & OLD TIME EVENTS

*** MAY 20th & 21th, 2017 ***
*** 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)*

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:

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(H) 858-774-2941
(E) dbartick@4-warddesign.com

Doss Porter, Fresno GMC
(H) 559-251-0787
(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*

F1G, 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.

47th ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

September 22 - 24, 2017 at Lost Hills, CA - Category II - AMA Sanction - American & National Cup Events

Friday September 22 7 a.m. - 5 p.m.	Saturday September 23 7 a.m. - 5 p.m.	Sunday September 24 7 a.m. - 3 p.m.
Modern Events	Modern Events and FAI	Modern Events and FAI
E-36 A Electric P-30* Moffett and Mulvihill Super D Gas*	E-36 A Electric P-30* Moffett and Mulvihill Catapult Glider* Pen (Jr and Open) A Gas* C/D Gas* F1A, F1B and F1C/P Vintage FAI Power	E-36 A Electric P-30* Moffett and Mulvihill Hand Launch Glider* Pen (Jr and Open) F1S from Glider Pen 1/2 A Gas* (Jr and Open) B Gas* F1G, F1H, F1Q
NOSTALGIA EVENTS	NOSTALGIA EVENTS	NOSTALGIA EVENTS
Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small NOTE: You may fly your first three flights of any Nostalgia or Classic event on Friday and finish Sat or Sun.	Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small 1/2 A Gas Nost. B Gas Nost. C Gas Nost	Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small 1/4 A Gas Nost. A Gas Nost.
CLASSIC	CLASSIC	CLASSIC
Classic Towline* Jimmy Allen	Classic Towline* Classic 1/2 A Gas Jimmy Allen	Classic Towline* Classic A/B Gas Jimmy Allen
OLD TIMER EVENTS	OLD TIMER EVENTS	OLD TIMER EVENTS
1/2 A Texaco (ROG) Texaco (ROG) A Pylon / A Fuselage B/C Pylon / B/C Fuselage .020 Replica	NOTE: Old Timer Only...ALL O/T Events can be flown any day at any time during the Contest. You <u>do not</u> have to start and finish the same day.	Small Rubber Stick Small Rubber Cabin Large Rubber Stick Large Rubber Cabin / 8 oz. Wakefield
Note:	UNOFFICIAL EVENTS	UNOFFICIAL EVENTS
See reverse side for Engine Runs and flight Times Sweepstakes Award for Total Air Time 5 AMA events max.	7:30 a.m. Gollywock Mass Launch 9:30 a.m. "The Mikkelsen Memorial" Twin Pusher Mass Launch Night Gas	7 a.m.-7:30 a.m. Dawn Mulvihill & Big E 9 a.m. Compressed Air Mass Launch

see other side for Awards and Contest information 3/24/17

47th ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

September 22 – 24, 2017 at Lost Hills, CA. Category II – AMA Sanction – American & National

Cup



US FF CHAMPS REGISTRATION: Proof of current AMA Membership and current Lost Hill's Membership required. \$30 includes *first* Event. Additional events are \$10 each. Gold card \$75 includes unlimited event. Juniors \$5 per event with awards in all events.

Awards: Cash: Five or more flyers 1st/\$50, 2nd/\$25, 3rd/\$15. Four flyers 1st/\$25, 2nd/\$15. Three flyers 1st/\$15. Two flyers 1st/\$5 JR EVENTS will be 1st/\$15, 2nd/\$10, 3rd/\$5.
Sweepstakes: \$100 cash

Lost Hills Member's Meeting, Saturday, September 23th at 6:30 p.m. at CD table

Notes:

Timecards: Submit timecards to CD table or event table after each official flight.

ENTER ALL TIMES IN SECONDS, except TEXACO Events.

Hand Launch and Catapult Glider will be flown from a pen - submit time cards to CD table every two flights.

All Engine Runs and Max Times are per the AMA Rule Book and NFFS Official Competition Rules.

FAI Saturday Events – (7) one hour rounds, starting at 8 a.m. F1A first round max 210 sec. F1B, C, P first round max 240 sec
All other rounds 180 sec. Flyoff rounds no earlier than 4 p.m. per CD.

FAI Sunday Events - F1G, H and Q (5) forty-five min rounds beginning at 8 a.m. F1G, H 120 sec max F1Q 180 sec max
Flyoff rounds no earlier than 1 p.m. per CD.

Sweepstakes Total time for a maximum of 5 AMA events as indicated by *.

Ed Carroll, Contest Director, Cell : 818-489-5039, ec31133@aol.com Lost Hills Web Site: <http://www.lhffmaa.com>

See other side for Schedule of Events.

COMBINED FLYING SCHEDULE

Apr 9 - **P-30 Memorial Oldenkamp Hot Box Contest** (1ST - \$60, 2ND - \$30, 3RD - \$10)
Power & Glider

Apr 30 - **Old Time Nostalgia Rubber**
Power & Glider
(Make up contest for rained out Feb 19th date)

May 19/21/22 **Dual Club FF Bonanza**, Lost Hills

May Rotation Skipped: (Old Time Nostalgia Rubber)

June 25 - **Coupe**
Power & Glider
(No 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

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*

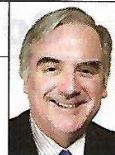
Oct 1 - A-6, Phantom Flash*

Nov 5 - Penny Plane, No-Cal* and
Canard One-Design* (Wrisley Zephyr)

Dec 3 - Catapult Glider, Embryo*

***Non-ORBITEER Points Event**





By William Garvey

William Garvey is Editor-in-Chief of Business & Commercial Aviation. Join the conversation at: AviationWeek.com/IBA william.garvey@aviationweek.com

COMMENTARY

Furry Phoenix

A classic continues

There was a time when the general public referred to every light plane as a Cub. For good reason.

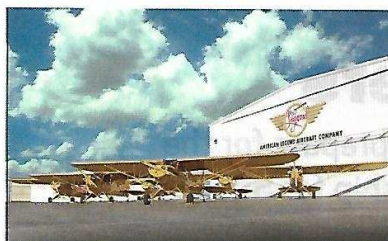
The simplicity, affordability and utility of the tandem-seat, high-wing, tube-and-fabric aircraft made it a favorite with pilots almost from its first appearance in the 1930s. By that decade's end, Piper Aircraft's Lock Haven, Pennsylvania, plant was turning out 1,800 of the bright yellow J-3 Cubs annually.

With entry into World War II imminent, the little aircraft was adopted by the Civil Pilot Training Program to help rapidly grow the pilot population. And once the U.S. entered the conflict, the military employed it as a liaison and utility aircraft, eventually putting nearly 6,000 of the aircraft into uniform. Ultimately, Piper produced nearly 15,000 J-3s.

A major postwar evolution of the model came with development of the more powerful PA-18 Super Cub. Thousands were built at Lock Haven before the company closed that operation in 1984; by then, Piper was focused on producing all-metal singles and twins at its plants in Florida. A few dozen Super Cubs were eventually built at the Vero Beach facility, but after delivering some 10,000 PA-18s, production finally terminated in 1994.

Well, mostly.

Despite its geriatric status—the J-3 received its type certificate (TC) in 1937—the Super Cub's attributes are still prized by an army of enthusiasts the world over. The aircraft's ability to operate in the most rugged environments; its remarkable short-field performance; its ability to ride on skis, floats or "tundra tires"; its easy maintainability and bulletproof dependability are all legendary. And



AMERICAN LEGEND AIRCRAFT CO.

if you have ever flown one, low and slow with the windows flung open on a warm summer afternoon, you know firsthand, and smiling, the little airplane's appeal.

Which is why CubCrafters, American Legend Aircraft Co. and Backcountry Super Cubs are in business.

Jim Richmond spent much of his young life in Alaska, whose state bird might as well be a Super Cub since the type is so ubiquitous there. His father owned several, and Richmond learned to fly them as a teenager. Fast forward and he had a home insulation business



CUBCRAFTERS

in Yakima, Washington. But Cubs kept calling to him. An engineer, aircraft mechanic and inveterate tinkerer, he was sure he could make the iconic bush plane even better.

So he sold his company, and in 1980 opened CubCrafters to rebuild and modify existing Super Cubs. A careful student of the Federal Aviation Regulations, Richmond introduced a steady number of improvements to the design, and the FAA awarded him supplemental type certificates (STC) for each.

In time, he came to believe the so-called "parts and surplus" rule would permit his company to purchase or build parts and use them to construct and certify new aircraft. The FAA agreed, so that's what he did—until Piper objected, and the agency

changed the rule to allow only the TC holder to certify aircraft from parts and surplus.

However, the government volunteered that by incorporating all of CubCrafters' STCs, the aircraft would be sufficiently different from the original to merit its own TC. And thus in 1985 was born the "Top Cub" (see photo below), for which CubCrafters was awarded an FAR23 TC, along with a production certificate. Richmond's little outfit had become an airplane manufacturer.

CubCrafters' product line has since expanded to include kit planes, a light sport aircraft (LSA) version, a factory-assist model and the new XCub, which was awarded its FAR23 TC last year. The company now employs 160 people. John Whitish, CubCrafters' director of Global Marketing, proudly notes that his is the only U.S. manufacturer to offer Experimental, LSA, and FAR23 aircraft. These range in price from about \$120,000 for a completed kit to \$297,000 for a factory-made XCub.

Down in Sulphur Springs, Texas, American Legend is building Cubs with specifications identical to the original (see photo at top). Founder Darin Hart says his business was made possible by Piper abandoning the design and putting it in the public domain. The 13-year-old company offers three versions, either as a kit or factory-built LSA, ranging in price from \$139,000 to \$164,000.

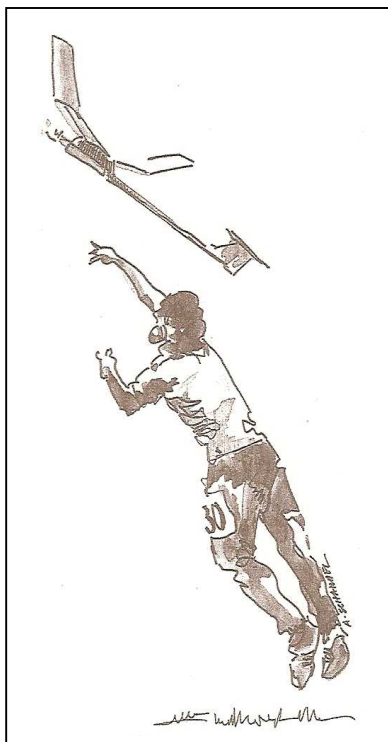
And the Backcountry boys in Douglas, Wyoming, offer kits for a basic Super Cub and four-seat derivative for \$66,050 and \$72,050, respectively. Engine, prop and radios, among other items, are extra.

The Cub's second coming has been fruitful. American Legend is nearing order 300; Backcountry and its predecessors reportedly produced more than 250 kits since launching in 1998, and CubCrafters has delivered 560 factory-built aircraft to date, not including kits.

Might Piper get back in the Super Cub business? "At present, no," says company spokesperson Jackie Carlon. "But it's certainly discussed from time to time."

Meanwhile, Whitish says CubCrafters will stay the course, "making people happy with fun toys. That's what we do here." ☺

SAN DIEGO ORBITEERS
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WHAT'S HAPPENING - April 2017

Apr. 9 - **Orbiteer Outdoor Monthly**,
SCAMPS Field, Perris CA, 8:00 am.

Special Event: P-30 Memorial Oldenkamp Hot Box Contest

Feature Event: **P-30** Other Events: **Power & Glider**
(No rain date)

Apr. 30 - **Make Up Orbiteer Outdoor Monthly**,
SCAMPS Field, Perris CA, 8:00 am.

Feature Event: **Old Time Nostalgia Rubber** Other Events: **Power & Glider**
(Make up contest)

May 7 - **Indoor Flying**, Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Event: **Penny Plane**, Other Event: **No-Cal**