

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



AUGUST 2022

Chairman's Corner – Mark Chomyn

Up to now it's been a tolerably mild summer in my neck (Encinitas) of the woods. However, in the last week with temps moving into the mid 80's and humidity approaching 70% things are starting to get a bit sticky. So, to deal with more challenging heat issues in Perris, we held our July monthly contest a half-hour earlier (7:30AM) and wrapped up by 11AM. This worked well in July and we'll do the same on August 14 for our coupe, glider and power rotation. Hope to see you out there. Don't forget hats, water, and sunscreen.

One indicator that the weather was getting a bit muggy at the homestead was that the tissue covering on most of my models in the garage was sagging so bad it looked they still need to be misted, water shrunk and doped. However, I noticed that the tissue on three models looked unaffected by the humidity. The tissue on those models was the Japanese tissue alternative Asuka offered by Volare Products. My initial reaction to using Asuka was that I found it to be a bit on the "raggy side" when compared to Japanese tissue and that you needed to keep your Xacto and single blade razors fresh to get good clean cuts. I was also a little apprehensive about its shrinking qualities at first as some covered areas seemed to exhibit minor wrinkles even after water shrinking. But what I've learned from using Asuka is that it takes longer for it to completely dry. And that may mean waiting for it to dry overnight. Where some annoying small wrinkles remained even after water shrinking, I decided to nitrate dope the tissue on one model anyway and after drying overnight the tissue was now smooth and tight with no objectionable wrinkles. Bottom line with Asuka, don't worry the finished product is just as nice as Japanese tissue just take your time. As with any paper covering it's best to apply and work it when humidity levels are lower.

As one who has been accused of spending too much time in the garage model building area or when explaining my hobby to a listener only to hear a reply of "you do what?" I offer this wisdom from the pages of the June 1939 edition of Model Airplane News entitled "What are Models Doing for You? I've shortened the text a bit but not the message.

"Next time sister complains you haven't finished your English homework and instead are back at your workbench carving a one-bladed prop for your super soarer and she demands, "What are models doing for you anyway?" swing into the following:"

"First of all, you tell her there are three kinds of hobbies: collecting, craft and recreational. Most builders collect models, friends, records, and aviation memorabilia; then they build models (craft) and eventually go out and fly them (recreational). Most model builders, you say, when they take up the hobby, know little about drafting or blueprint reading, but after a couple of models are self-taught experts in both lines. Here's more: Inform critics that model aeronautics requires a steady hand, patience, and the ability to think calmly in an emergency Take for example: your Wakefield model hits a newsreel truck on the take-off, the prop is splintered and the right, wing tip mangled do you sit down and wail? No sir you rebuild 'em quicker than a flashand FLASH You place on a Wakefield team. So' it's a lot you get from model airplanes." Take that non-hobby people."

I'm always amused at the claims that model airplane magazines or companies made in their articles and advertisements. As a kid I



would look at the statements of the length of flights stated in ads by the old standbys like Comet and Scientific or in model magazine articles and be amazed at what owning that model would be like as I watched my plane sail high overhead. Sometimes I wonder if those authors and companies were counting on my naiveté to get their wares sold. From the same magazine (MAN June 1939) mentioned above we get a taste of the long and short approach to hyping model designs. On page 9 we have a construction article for a Curtis XP-40 by Herbert K. Weiss. The headline reads “A Realistic Scale Model of a High Speed Curtiss Pursuit Plane Designed in Careful Detail that Will Fly for 25 Seconds”. Okay that’s definitely not overstating performance and as a kid that was lucky to get any seconds at all (thanks Guillows) with a 13-inch span low wing WWII fighter, 25 seconds was quite a feat. But if we continue on to page 37 we have an ad for the Scientific “Miss World’s Fair” that per the ad claim “Flies 3 Miles”. I guess in 1939 there were flying areas large enough to allow 3-mile flights. Oh my god, my little 12-year old brain would have gone into warp speed had I seen this ad in 1961 and I would have been bugging my dad for the \$1.50 the model cost. As I recall many of the models I built as a kid that would actually fly (Goldberg Ranger 21, Top Flite Rascal) could get 25 seconds but fell far short of three miles. However, there was one memorable flight by a 15-cent North Pacific “Skeeter” that left the boundaries of Whitney Street Park never to be seen again. It was my first experience with a thermal though at the time I didn’t know what a thermal was.

In closing, the observations and opinions expressed in this article are those of the author only and are not meant to reflect the opinions and observations of its readers.

Until next month, Stay happy, stay healthy and keep ‘em flying.

Mark

“Have a look at this stuff, just been sent to me from America. It’s some useless soft stuff called Balsa Wood. And who in their right senses is going to use that in model airplanes?”

From the article “Those Early Days” in the March 1976 edition of Aeromodeller. An English hobby shop owner’s opinion in the late 1920’s.



From the Workbench – John Merrill

A few months ago I reported that I had fun building and attempting to fly a Double Nickel kit of a Howard DGA, and was fortunate enough to come in 2nd place with it at the last Scale Staffel contest.

I had enough fun with it that I decided to build another plane from that series: the Ryan Trainer seen mostly framed up in the picture below.

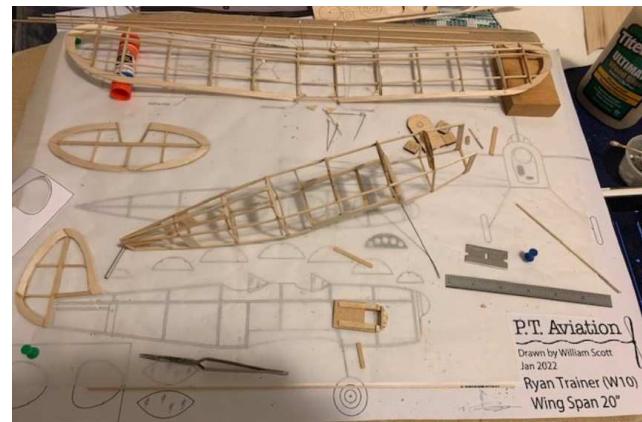
William Scott puts out the entire series of short kits that are twice the original size, so have a 20" wingspan. They go together fairly quickly and easily, yet I’ve once again figured out how to take way too long to build it anyway. If you are interested in the series, or other offerings from William Scott’s line, see his website at P.T. Aviation. He has lots of interesting subjects.

This being Friday night, I was hoping to have it ready for testing at this Sunday’s Orbiteers contest, but unfortunately I don’t see that happening. Maybe next month!

So, what’s on your workbench?



← Ryan PT 20 Recruit



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ORBITEERS MEMBERSHIP DUES

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

Submit Dues to Club Treasurer:

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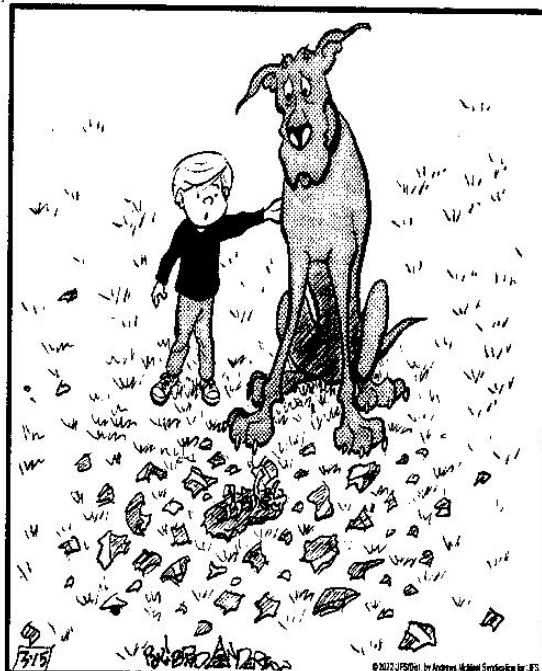
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ORBITEER WEB SITE

www.SanDiegoOrbiteers.com

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Marmaduke by Brad & Paul Anderson



"And that is why footballs make lousy chew toys."



Simple Rubber Motor Jig

By Mike Jester

Optimum sizing of a rubber motor for a free flight model is a complex subject. There is an optimum weight, cross-section and length for every model which is determined by many factors. The optimum rubber motor size will consistently give you the longest flights for a given model. For indoor models, like Limited Penny Plane, stripping 1/8-inch rubber to an optimum grams per inch to give a nominal width of, say .098-inches, is essential to yield maximum flight times. For outdoor models, stripping of rubber is not necessary except in rare cases. For an outdoor class like P-30, determining the optimum size is easy. The prop has to be a specified size, the plane has to weigh a specified minimum, and the wing loading is mostly predetermined by a design that must fit within 30-inches in any dimension. Most important of all, there is a 10-gram maximum weight limit in the P-30 rules. That's only about one-quarter of the minimum airframe weight. Even for scale models, you probably want the rubber motor to be at least 25% of the airframe weight, and closer to 30-40%. The bigger the model, the higher the percentage can go. For huge models like Dawn Unlimited, the rubber motor can be as much as 100% or higher relative to the weight of the airframe.

Once you have determined an optimum rubber motor weight for an outdoor model, the number of strands (and the number of loops) determines the motor run time and the torque curve for a given prop, which are very important to the flight performance of your model. The weight and cross-section of the rubber motor determines its unbraided length. Tan Super Sport (TSS) rubber is sold in standard widths, namely, 1/16, 3/32, 1/8, 3/16 and 1/4-inch. For a P-30, the choices for the rubber motor are 4 x 1/8, 6 x 3/32, 10 x 1/16, and 6 x 1/8 (same as 4 x 3/16). 90% or more of P-30 fliers choose the 6 x 1/8-inch rubber motor, which is about 19 inches long. The location of the rear peg in most P-30 models, including my Three Nite P-30, is set up for a 6 x 1/8-inch (unbraided) 9.8-gram rubber motor.



Simple Rubber Motor Jig

Making up multi-strand rubber motors is pretty easy. You just weigh out one continuous long segment of rubber of the chosen width, and tie its ends together with a double knot. I have a special knot that Bill Gowen, who holds many indoor records, taught me, but that is another subject. Then getting a

rubber motor with the desired cross-section and an even number of loops is pretty easy, if they are an even multiple of 2, e.g., 2, 4, 6, 8, 16. You just keep folding the motor in half. Other even numbers of loops such as 12 can be achieved by folding the rubber motor in thirds at some stage.

When you need an odd number of loops, it is best to use a jig to make up the rubber motor. The same goes for unusual even numbers of strands like 14. You can make a jig for making up rubber motors using an inexpensive wooden yardstick from Home Depot and a pair of medium size Acco clips available at Office Depot or Staples. See the picture above.

I have had good results using a 10 x 1/16-inch rubber motor for my Three Nite P-30 models (9.8 grams). It provides a nice compromise between the long motor run, slow climb 6 x 3/32-inch rubber motor and the short motor run, rapid climb 6 x 1/8-inch rubber motor. A 10 x 1/16-inch, 9.8-gram rubber motor made with TSS rubber has five loops and is typically 23 inches long. The 0.2 grams under the 10-gram limit accommodates the lube, which counts toward the weight of the rubber motor under the P-30 rules. The 10 x 1/16-inch rubber motor in the picture above was made up from a batch of December 2019 1/16-inch TSS rubber. It is only 22 inches long. This batch of TSS rubber seems to have a higher density than other batches of TSS rubber. This rubber motor therefore puts out more torque when wound to 85% of breaking torque than other batches of TSS rubber. To make up a 10 x 1/16-inch P-30 rubber motor with the typical 1/16-inch TSS rubber, place the first medium size Acco clip so that the center of its arms is at the 1-inch mark on the yardstick. Place the second medium size Acco clip so that the center of its arms is at the 24-inch mark on the yardstick. Use a small Acco clip to hold one end of the long rubber segment to the end of the yardstick near the 1-inch mark as you loosely wrap the rubber segment back and forth around the arms of the medium size Acco clips fastened at the 1-inch and 24-inch marks. The ends of the long rubber segment should meet after five loops have been formed. Unclip the one end of the segment and tie both ends of the segment together. If they don't precisely meet, tie them together anyway and put both hands through all the loops, spread your arms a little bit, and shake the loops so that they even up. This rubber motor should be approximately 23 inches long before any braiding.

If you are not using a Gizmo Geezer, or some other prop assembly with a spring tensioner, you need to braid the rubber motor where the rubber motor is more than, say, 15-20% longer than the hook-to-peg distance. Otherwise, you may get rubber motor bunching at the end of the motor run, and CG shifting that will either produce a dive or a stall in the glide phase of the flight. Therefore, you should braid the 10 x 1/16-inch rubber motor before you use it to fly a P-30 with the typical 19-inch hook-to-peg distance, unless it has Gizmo Geezer prop assembly or some other prop assembly with a spring tensioner.

It is easy to braid a rubber motor with an odd number of loops. In the case of a 10 x 1/16 rubber motor, divide the motor into two groups of loops, one with two loops and one with three loops. With the rear end of the rubber motor on a hook, put in about 40 - 60 turns (**clockwise**) in one group. Do the same to the other group. Put the front ends of each wound group on the winder, and let it spin free. Put dental bands on each end and install your favorite motor hook or a Gizmo Geezer sleeved clevis. Don't put in the turns on the groups of loops counter-clockwise (ask me how I know).

Continued Next Page



Mike Jester with his Three Nite P-30 at Washoe Lake, Nevada, March 7, 2021

The example described above for a 10 x 1/16 rubber motor applies to any rubber motor with an odd number of loops or even number of loops that cannot be achieved by simply folding the rubber motor. You will have to move the second medium size Acco clip forward or back on the yardstick during trial runs of wrapping the long rubber segment in order to determine the optimum location that makes the ends of the rubber segment roughly meet after the desired number of loops have been formed. It helps to keep a list of rubber motors for different models with unconventional numbers of loops along with their weights that tells where to put the second Acco clip on the yardstick.

I don't have the wit, charm and nostalgia in my writing style that our President, Mark Chomyn, exhibits in his Chairman's Corner article in the El Torbellino each month. Nevertheless, I hope you find this article to be interesting, if not useful. I have written close to one hundred articles that have been published in this newsletter over the past seven years. I keep thinking I will run out of subjects. However, each time our wonderful editor, Howard Haupt, asks for input for our club's newsletter, I feel obligated to submit something to him. Thanks for reading this article.

PS - My blue and yellow Three Nite P-30 shown in the picture above was lost OOS in an early trim flight even though the DT was set. It was never recovered despite a lengthy search. This was the first Three Nite P-30 that I built from the Volare Products laser-cut short kit. The next Three Nite P-30 that I built (red and yellow) has a pocket under the center section of the wing for carrying one of my Walston RF transmitters. I still have this model despite flights of 4 and even 5 minutes.



San Diego



Scale Staffel

September 2022 - Outdoor Flying Contest

Saturday and Sunday, Sept. 10 - 11, 2022

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 will become the 2022 Grand Champion.
The trophy will be presented on Sunday.

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

PT Aviation Double Nickel Contest

Contact W.Scott for kits: wscott127@me.com
Comet Nickel Series - Double sized, Wing Span 20"
Total 3 flights (all flights on same day)
1st place - \$50 2nd place -\$25 3rd place -\$10

FAC Single Model Events

Fly any event on either day or on both days.

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

Mass Launch Events

Saturday - Pilot meeting at 8:00a.m.

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

Sunday - Pilot meeting at 8:00a.m.

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

52nd ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

September 16 - 18, 2022 at Lost Hills, CA - Category II - AMA Sanction (AAA) - America's & National Cups

Friday September 16: 7 a.m. - 5 p.m.		Saturday September 17: 7 a.m. - 5 p.m.		Sunday September 18: 7 a.m. - 3 p.m.	
Modern Events		Modern Events and FAI		Modern Events and FAI	
A Electric P-30*		E-36		E-36	A Electric
Combined Rubber ^a		Combined Rubber		P-30*	Combined Rubber ^a
Super D Gas*		Catapult Glider* Pen (Jr and Open)			Hand Launch Glider* Pen (Jr and Open)
		A Gas*			F1S from Glider Pen
		C/D Gas*			1/2 A Gas* (Jr and Open)
		F1A, F1B and F1C/P			B Gas*
		Vintage FAI Power			F1G, F1H, F1Q, F1J
		Vintage Wakefield			Vintage Gas
NOSTALGIA EVENTS		NOSTALGIA EVENTS		NOSTALGIA EVENTS	
Nostalgia Electric		Nostalgia Electric			Nostalgia Electric
Early 1/2 A Nostalgia		Early 1/2 A Nostalgia			Early 1/2 A Nostalgia
Combined Rubber ^a		Combined Rubber ^a			Combined Rubber ^a
		1/2 A Gas Nostalgia			1/4 A Gas Nostalgia
		B Gas Nostalgia			A Gas Nostalgia
		C Gas Nostalgia			Golden age
CLASSIC		CLASSIC		CLASSIC	
		Classic Towlne*			Classic Towlne*
		Jimmy Allen			Classic A/B Gas
					Jimmy Allen
OLD TIMER EVENTS		OLD TIMER EVENTS		OLD TIMER EVENTS	
1/2 A Texaco (ROG)		NOTE: Old Timer Only...ALL O/T Events			Combined Rubber ^a
Texaco (ROG)		can be flown any day at any time during the			8 oz. Wakefield
Combined Old Timer ^b		Contest.			
.020 Replica		You do <u>not</u> have to start and finish the same			
		day.			
		Note:			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			UNOFFICIAL EVENTS
		9:30 a.m. "The Mikkelson Memorial" Twin Pusher Mass Launch			
		Night Gas			
					see other side for Awards and Contest information

52nd ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

September 16 – 18, 2022 at Lost Hills, CA.



Category II – AMA Sanction (AAA) – America's & National Cups Contest

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 Junior events.

TROPHY PRESENTATION: Saturday at 5:15pm and Sunday at 3:15

Awards: Cash: Five or more flyers 1st/\$50, 2nd/\$25, 3rd/\$15. Four flyers 1st/\$25, 2nd/\$15, ... Three flyers 1st/\$55 JR EVENTS will be 1st/\$15, 2nd/\$10, 3rd/\$5.

Sweepstakes: \$100 cash, Trophies see below for details.

Lost Hills Member's Meeting, Saturday, September 17th 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.

Do to low entries, the following events have been combined: ^aMoffett and Mulvihill, Nostalgia rubber large and small rubber, small rubber stick and cabin, large rubber stick and cabin will be scored as one event: "COMBINED RUBBER". In addition, ^bA pylon, A fuselage, B/C pylon and B/C fuselage will be scored as one event: "COMBINED OLD TIMER". *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 240 sec. F1B, C, P first round max 240 sec

All other rounds 180 sec. Flyoff rounds no earlier than 4 p.m. per CD.

F1C special rules, RCDT not required 4 second motor run.

Vintage FAI Power and Vintage Wakefield Saturday first round max 300 seconds between 8:00 a.m. and 8:15a.m. Then 4 flights any time, 180 second max. Flyoff Sunday morning 8:00am

FAI Sunday Events – First round beginning at 8 a.m. F1G, H 120 sec max, F1Q 180 sec max, F1J 300 sec max. Then (4) forty-five min rounds beginning at 9 am. F1G, H, Q and J all 120 second max. Flyoff rounds no earlier than 1 p.m. per CD. *Sweepstakes* Total time for a maximum of 5 AMA events as indicated by *.

Rob Cobb, Contest Director, cell **(818) 235-4641**, email: Rob
<robcobbsoodjobs@aol.com> Lost Hills Web Site: <http://www.lhffmaa.com>

DUAL-CLUBS

FREE FLIGHT BONANZA

A National Cup Points Event

CLASS AA, CATEGORY 2

SAN DIEGO ORBITEERS 63rd ANNUAL - SPONSOR OF AMA EVENTS

*

**FRESNO GAS MODEL CLUB 82nd ANNUAL - SPONSOR OF NOSTALGIA,
TEXACO & OLD TIME EVENTS**

*** November 12th& 13th, 2022 ***
*** 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
A GAS 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/ CABIN COMBINED LARGE OT RUBBER STICK/ CABIN COMBINED ½ A NOSTALGIA A/B NOSTALGIA COMBINED C NOSTALGIA EARLY ½ A NOSTALGIA	.020 REPLICA A/B PYLON/FUSELAGE COMB C PYLON/FUSELAGE COMB RUB/WAKEFIELD NOS CLASSIC TOWLINE ½ A CLASSIC POWER ½ A GOLDEN AGE 1 MINUTE TARGET	1/2A GAS (1) B GAS A/B ELECTRIC COMBINED HAND LAUNCH GLIDER (1) VINTAGE WAKEFIELD 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*)

CASH AWARD FOR 1st PLACE with 3 or more entries. Certificates awarded to 1st, 2nd & 3rd place

\$20 REGISTRATION Sr. & Open / \$2 Jr, includes 1st event

Ceremonies at: 3:15 PM Sunday

**\$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
dbartick@4-warddesign.com

NOS/OT: Doss Porter, Fresno GMC
(559)-251-0787
Steve93612@comcast.net

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 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 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.

VINTAGE FAI POWER

For rules, please go to this website: <https://freeflight.org/wp-content/uploads/2020/12/NFFS-Competition-Rules-2021-2022-Release-3.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 7:00AM – 12:00 PM.

VINTAGE WAKEFIELD

For rules, please go to this website: <https://freeflight.org/wp-content/uploads/2020/12/NFFS-Competition-Rules-2021-2022-Release-3.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 7:00AM – 12:00 PM.

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 MINUTE TARGET

Any Sport Plane, such as: Dakota, Sniffer, Tom Boy, Sioux. Even Peewee 30.

6 official flights. All count. Flight duration must be equal to or over 1 minute. Score will be the number of seconds over 1 minute for each of the 6 official flights. Flights under 1 minute will be an attempt. No limit on attempts. Lowest total of 6 official flights wins.

Note: Use of DT will be allowed for flights that exceed 3 minutes. DT at less than 3 minutes will be an attempt.

SAN DIEGO ORBITEERS
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- | | |
|--------|----------------|
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| " 2 | - John Merrill |
| " 4, 6 | - Mike Jester |



SUBMISSION CREDITS:

Mark Chomyn
John Merrill
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Kathy McLaughlin
Don Bartick



WHAT'S HAPPENING - **September 2022**

September 10-11 Scale Staffel (Flying Aces) - Outdoor Flying Contest
Taibi Flying Field, Perris CA, 7:30 am.
(See enclosed flyer)

September 16-18 Free Flight Championship at Lost Hills
(See enclosed flyer)

September 25 San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 7:30 am.
Events: **OT-NOS RUBBER / Glider / Power**