

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

MARCH 2020



Prez's Corner – Mark Chomyn

As most sports fans know, March is an important month for basketball. The NCAA tournament, otherwise known as “March Madness”, starts in March, much to the delight of college basketball fans. Well, we free-flighters have our own version of March Madness. This month we have a “triple-whammy” occurring at Taibi Field in Perris. Starting with the SCAMPS Taibi Annual on March 8, followed by the Scale Staffel two-day on March 14 & 15 (fear not the Ides of March) and ending with the Orbiteers outdoor monthly on March 22. Or, you can go for four if you want to travel to Rancho Cordova on March 28 for the Sierra Champs. In fact, it is quite possible that a flyer could go mad trying to prepare for all that fun.

It's not too early to start thinking about the April 19th P-30 contest. We've been flying this event yearly as a memorial tribute to John Oldenkamp as recognition of his work in developing this class of model aircraft which is a recognized AMA event class. If you're smart, you'll put a Hot Box together if you haven't already. There's a bonus prize should you be the winner of the April 19 event with a Hot Box. You've been informed, so no excuses. Be there with a Hot Box! We had a good turnout for the February outdoor monthly. Now that we've separated the hand launch and catapult glider classes you have an increased opportunity to pick up event points and prizes. So, I recommend you keep one of each on hand and double your fun.

I built a Max-Out embryo a while back and experienced some difficulty in getting it to fly. Darn thing would test glide OK but under power it would auger-in. I got frustrated and put it on the shelf. With the Scale Staffel two-day event coming up I realized that I needed to take the Max-Out off the shelf and try to sort it out. The CG for the plane is not noted on the plans I have. So, I figured balancing would be about as usual, or 30% back of leading edge. Which is what I did, Wrong! The internet is a wonderful reference library. I typed in “where is the CG on a Max-Out embryo” and up popped a discussion in Hip Pocket Aeronautics by no other than our own Mike Jester. In that discussion, I learned that the actual CG for the Max-Out should be at 100%, or the back of the wing trailing edge. OK. There's a good reason for a nose heavy condition and auguring-in under power. With the CG at back of trailing edge, off came some nose weight and I found I needed a bit of clay on the tail to get the plane balanced. Resulting test glides were better and adding power did not create an “auguring-in” lawn dart. Probably still need some fine tuning at the field but I am encouraged about the possibility of getting a plane with an unusually long fuselage and a smallish wing to fly.

If you are an AMA member you may have gotten information on an FAA Notice of Proposed Rule Making (NPRM FAA-2019-1100) which addresses requirements for the remote identification of unmanned aircraft systems (UAS). After skimming through information in the NPRM I really don't have a well- formed opinion to pass along. But I do know that: 1.) I've had models fly higher than 400' (one was a little Comet Phantom Flash that went OOS) 2.) I have some gas power free flight models that may weigh more than .55 lbs., and 3.) I have seen full size aircraft heading toward March Air Base fly over the Perris field. I've also run across an opinion by a commenter on the NPRM suggesting that, in its current written form, the proposed NPRM may make it difficult for the

AMA to approve any new model plane flying sites. Given the scarcity of suitable open land in southern California and the potential loss of land to new development at flying sites we currently use, which does not bode well for our free flight community. I would encourage those of you who have a better understanding than I do of the NPRM's potential negative affect on our hobby to stay engaged in the FAA NPRM process as it moves forward and to voice your opinion as the process permits. Even though we have the AMA following the process and submitting input on behalf of its members, there is strength in numbers. The more people that comment the more likely our voice may be heard.

That's it for now. See you in Perris - Mark

"When the weight of the paper equals the weight of the airplane, only then you can go flying."
Attributed to Donald Douglas (Mr. DC-n).

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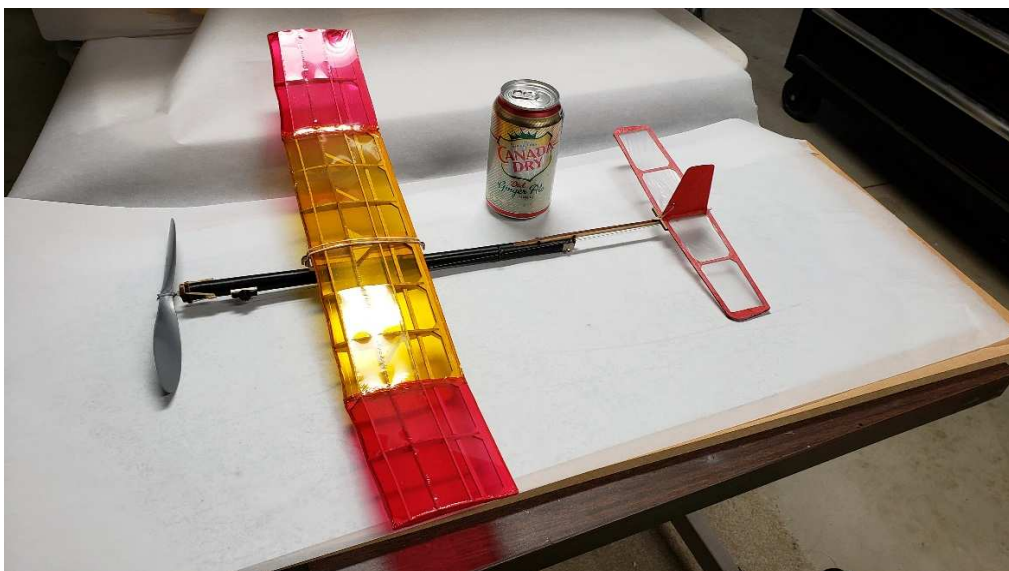
The Rocket Man P-20



By Mike Jester

Flying venues near population centers that are suitable for outdoor free flight are disappearing or shrinking. Therefore, I have a continuing interest in smaller models and events with lower max flight times. In an article published in the January 2019 edition of this newsletter I discussed the history and rules of the P-20 event and the build of my own P-20 design which I call the Park Flyer P-20. The P-20 rules 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. My Park Flyer turned out to be a good model for flying in a small park. It could be built to near the 20-gram minimum by downsizing the fuselage longerons and uprights to 1/16-inch square balsa, eliminating the excess spars in the wing, and reducing the stab span to 8-inches. Maxes of 90 seconds are challenging, but achievable with my Park Flyer.

Rather than build a lighter Park Flyer I decided to build the Rocket Man P-20 from the kit I purchased from Laser-Cut Planes. It has a high-tech look and promises better performance with a lighter construction and an under cambered wing. John McGrath is the proprietor of this business and his P-18 and Wright Stuff kits are excellent. The Rocket Man kit met his usual high standards, with innovative wing spars, a DT system with a tiny viscous damper, and a novel thrust line adjustment system in the nose block assembly. As usual, this Laser-Cut kit does not include a plan. Rather, it has detailed instructions with photographs that are easy to follow. The fuselage (motor tube) is made from a lightweight cardboard tube. I made a number of changes during construction of my Rocket Man P-20.



Rocket Man P-20 by Mike Jester

Rather than use a motor hook on the bass wood tail boom two-inches from the rear of the motor tube, I installed a 1/8-inch Aluminum motor peg in the rear of the motor tube. I reinforced the holes through the cardboard tube with 1/64-inch plywood squares which I pre-soaked in water and curved around a metal tube. The Rocket Man instructions recommend either a 4 x 3/32-inch 4-gram rubber motor or a 4 x 1/8-inch 4-gram rubber motor to drive the 8-inch Peck prop. I initially chose the latter since its 11-inch length is near the hook-to-peg distance and it would give the model a stronger climb.

I strung the DT line to a hook installed in the TE of the stab near the base of the fin. The kit has this line going to a slot in the LE of the fin. My arrangement results in more leverage and reduces the potential for stab creep problems.

I installed a Buddenbohm clutch in the 8-inch Peck prop. It comprises a tube-in-tube arrangement that ensures that the prop always free wheels when the motor run is over. This clutch is legal under the P-30 rules, and by extension, should be legal under the P-20 rules.

The kit-supplied viscous damper turned too easily and I could not get a reliable trigger time more than 45-seconds. This was true even though I used a .009-inch coil spring I purchased from Stan Buddenbohm and set up the length of the DT line to produce the absolute minimal stretch of the spring that would turn the damper arm. To my surprise, the coil spring supplied in the kit is considerably larger.

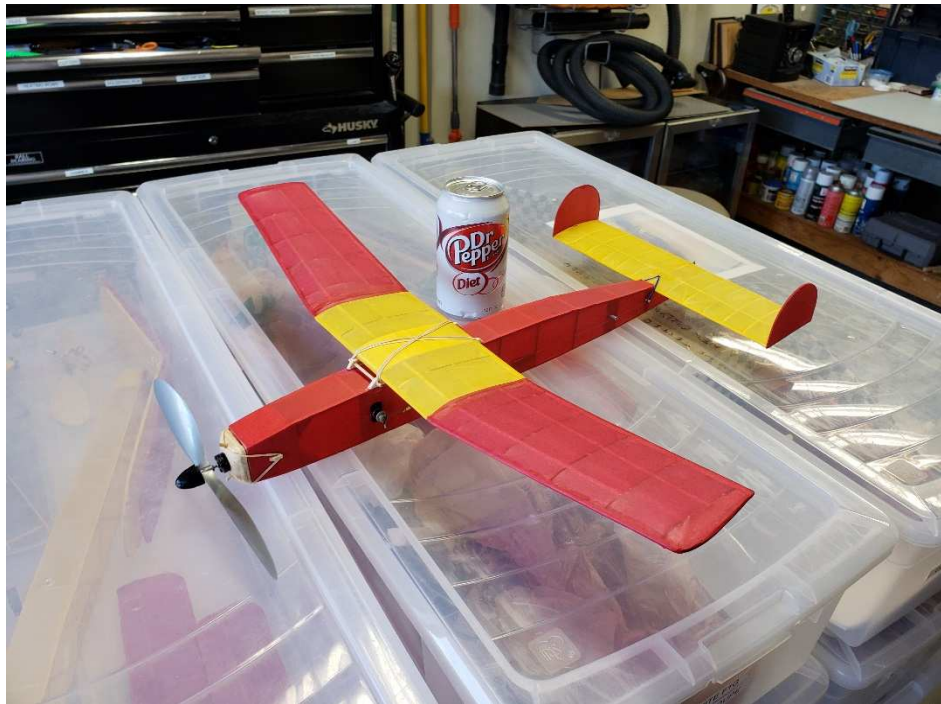
About 1/8-inch of washout was built into the outer wing sections of my Rocket Man. The wing was covered with Microlite plastic film and the stab was covered with plastic bag material. The Microlite film curved the LE on the outer wing sections when it was heat shrunk. I guess the balsa wood included for the LE was a little light.

The kit instructions did not give a recommended CG location but merely indicated that the front of the wing pylon should be spaced 3 3/4-inches from the front end of the motor tube. Since I would not have the rubber motor extending two inches beyond the rear end of the motor tube, I determined that my wing pylon should probably be in a different position. I installed a 4 x 1/8-inch 4-gram rubber motor and moved the pylon until I got the CG located at 60%. This seemed like a good location based on my experience with P-30 models. I took the bold step of gluing the wing pylon in position on the motor tube with CA before conducting any test flights. Flights with rubber bands or tape holding the wing pylon in place can be problematic as the wing is not rigidly mounted.

The Rocket Man P-20 is very well designed and I highly recommend this kit. My completed Rocket Man P-20 came it at 24 grams, excluding the weight of the rubber motor. This is 3 grams lighter than the Park Flyer P-20 that I built. I would make the following additional changes to get nearer to the 20-gram minimum were I to build the Rocket Man P-20 a second time. The tail feathers could be made with lighter balsa wood. The tail boom could be made of balsa wood instead of bass wood. Two of the wing spars could probably be eliminated, especially the 1/8 x 1/16-inch aft wing spar. The cardboard motor tube could be replaced with a motor tube made from rolled 1/32-inch sheet balsa wood.



For some tunes while building your Rocket Man,
pull up one of Elton John's early hits "RocketMan" - Editor



Park Flyer P-20 by Mike Jester

I decided to start test flights with a 4 x .116-inch 4-gram rubber motor. The loop was 13-inches long. On about 600 turns my Rocket Man climbed in a gentle spiral pattern to a height of about 75 feet. It was flying about 20 feet above the ground when the DT triggered at about 45 seconds. I need to replace the viscous damper with one that will pull slower with the Buddenbohm coil spring. Surprisingly, the lone thrust line adjustment screw had to be located at 10:00 a.m. to get a nice right turn pattern when climbing. That's all for now.

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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THE FINE PRINT THE FINE PRINT

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ORBITEER WEB SITE

www.SanDiegoOrbiteers.com

Webmaster: Kathy McLaughlin

Orbiteers - Indoor Contest Results - March 1, 2020



P-18

<u>Flier</u>	<u>Best 2 of 5 flights</u>		<u>Total</u>	<u>Rank</u>
John Hutchison	115	137	252	1
Paul Crivelli*	110	106	216	2
Mike Jester	106	109	215	3
Don Brent	99	115	214	4
Greg Hutchison	100	96	196	5
Jose Cetina#	93	93	186	6
Nick Panousis	89	82	171	7
Don Bartick	82	86	168	8
CM Kim	78	80	158	9

*not an SDO member

junior member

Scale Staffel - Indoor Contest Results - March 1, 2020

Embryo

<u>Flier</u>	<u>Total of 3 flights</u>			<u>Total</u>	<u>Rank</u>
Walter Ainslie	47	57	45	149	1
John Hutchison	47	46	44	137	2
John Alling	40	39	56	135	3
Don Brent	46	59	20	125	4
Greg Hutchison	34	36	37	107	5
CK Kim	45			45	6



Photos by Arline Bartick

March 2020 photos continued next page

Orbiteers - Indoor Contest Results - March 1, 2020 - Photo Page

Photos by Arline Bartick



San Diego Orbiteers – Outdoor Contest Results – February 16, 2020 – Perris CA



Coupe

<u>Flier</u>		<u>3 Flights</u>			<u>Flyoff</u>	<u>Total</u>	<u>Rank</u>
Mike Pykelny	120	108	120			348	1
John Alling	110	120	96			326	2
John Hutchison	81	120	120			321	3
Greg Hutchison	61	120	129			301	4
Don Bartick	120	40	50			210	5

Power

<u>Flier</u>		<u>3 Flights</u>			<u>Flyoff</u>	<u>Total</u>	<u>Rank</u>
Lee Hines*	120	120	120			360	1
Stan Buddenbohm*	90	120	120			330	2
Clint Brooks*	120	120	78			318	3
Mike Pykelny	100	73	80			253	4
Don Bartick	114	63	50			227	5

Hand Launched Glider (90 Second Max)

<u>Flier</u>		<u>Total of 6 Flights</u>					<u>Total</u>	<u>Rank</u>
Tim Batiuk*	82	90	90	90	90	90	522	1
Stan Buddenbohm*	34	58	90	90	90	62	424	2
Clint Brooks*	23	33	74	70	90	42	332	3

Catapult Launched Glider (90 Second Max)

<u>Flier</u>		<u>Total of 6 Flights</u>					<u>Total</u>	<u>Rank</u>
Tim Batiuk*	74	56	81	90	71	90	462	1
Stan Buddenbohm*	47	55	52	90	90	36	370	2
Mike Pykelny	35	30	90	30	24	60	269	3
Greg Hutchison	90	31	29	40	78		268	4

Towline/Bungee Launched Glider (90 Second Max)

<u>Flier</u>		<u>3 Flights</u>			<u>Total</u>	<u>Rank</u>
Tim Batiuk*	96	35	40		171	1

* Not a member of the San Diego Orbiteers

San Diego Orbiteers – Outdoor Contest Results – February 16, 2020 – Perris CA - Photo Page

Photos by Arline Bartick



DUAL-CLUBS FREE FLIGHT BONANZA

A National Cup & America's Cup Points Event

SAN DIEGO ORBITEERS 62nd ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF AMA & FAI EVENTS

*

FRESNO GAS MODEL CLUB 81st ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF NOSTALGIA, TEXACO & OLD TIME EVENTS

*** MAY 16th & 17th, 2020 ***
*** 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 aeronautd@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

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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 MULYHILL (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 7:00-10:00 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.

**SAN VALEERS 71st ANNUAL & 38th ANNUAL 7 ROUNDER
APRIL 18th & 19th, 2020 - LOST HILLS, CA.**

AMA sanction # 9408

A NFES NATIONAL CUP, AMERICAS CUP & AMA AA SANCTIONED CONTEST
(SCAMPS/SCIFS contest same weekend with SCAMP CD Dan Heinrich aeronutd@cs.com)

AMA CAT II & NOSTALGIA CAT II (WEATHER PERMITTING)**

SATURDAY 8 TO 5

1/2A GAS

B GAS

C GAS

1/2A Nostalgia**

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 - F1B WAKEFIELD - F1C/F1P POWER - F1Q SATURDAY 8 AM TO 3 PM (7 rounds)
1st Round at 8am, F1A, B, C, P, Q 240 secs. All other rounds 180 secs. Flyoff begins at 4:00pm**

F1G - F1H - F1S SUNDAY 8 AM TO 11:45 Tie breaker flyoff to the ground 7:30 to 8:00 am. Standard (5 rounds 45 minutes long starting at 8:00 am, 120 sec maxes) 2 FO flights starting at 1:00 pm. If tied after 5 flights and 2 FO flights than tie breaker flight determines winner.

VINTAGE FAI

SATURDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

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)

****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)

*****K & B 4.9 Schnuerle" donated by Lee Hunt (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)*****

AMA/NOST CD: Norm Furutani norginf@gmail.com 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"

2020 Contest Schedule

	Indoor (Grossmont College Gym)	
Date	Orbiteers	Scale Staffel
Jan 5	A6	Phantom Flash
Feb 2	Catapult Launched Glider	No-Cal
Mar 1	P-18	Embryo
Apr 5	Limited Penny Plane	Phantom Flash
May 3	A6	No-Cal
Jun 7	Catapult Launched Glider	Embryo
Jul 5	P-18	Phantom Flash
Aug 2	Limited Penny Plane	No-Cal
Sep 6	A6	Embryo
Oct 4	Catapult Launched Glider	Phantom Flash
Nov 1	P-18	No-Cal, Canard One-Design (Wrisley Zephyr)
Dec 6	Limited Penny Plane	Embryo

2020 Contest Schedule

		Outdoor (all contests at Perris, CA unless otherwise noted)	
Date	Rain Date	Orbiteers	Scale Staffel
Jan 12	Jan 26	P-30 / Glider / Power	
Feb 16	Feb 23	Coupe / Glider / Power	
Mar 22	Mar 29	OT/NOS Rubber / Glider / Power	
Apr 19	Apr 26	P-30* / Glider / Power (*Extra award for 1 st place with a Hot Box)	
May 16-17		Dual Club - Lost Hills, CA	
May 24	May 31	Coupe / Glider / Power	
Jun 14	Jun 28	OT/NOS Rubber / Glider / Power	
July/August		Summer Heat Break	
Sep 20	Sep 27	P-30 / Glider / Power	
Oct 18	Oct 25	Coupe / Glider / Power	
Nov 15	Nov 29	OT/NOS Rubber / Glider / Power	
Dec 13	Dec 20	Make Up Date	



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



WHAT'S HAPPENING - March / April 2020

- Mar. 22, 2020 - **Orbiteer Outdoor Monthly**
SCAMPS Field, Perris CA, 8:00 am.
Feature Event: **Old Time Nostalgia Rubber**
Other Events: **E36, Power, HLG and Catapult Launch Glider**
- Apr. 5, 2020 - **Indoor Flying**
Grossmont College (Upper Gym), 7:30 am to 11:30 pm.
Feature Events: **Limited Penny Plane & Phantom Flash**
- Apr. 19, 2020 - **Orbiteer Outdoor Monthly**
SCAMPS Field, Perris CA, 8:00 am.
Feature Event: **P-30***
Other Events: **E36, Power, HLG and Catapult Launch Glider**
(*Extra award for 1ST place with a Hot Box design)