

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

MARCH 2018



The Prez's Corner – Don Bartick

It's been a tough month. It seems like colds dominated our lives during February. With so much to do and so little time to do what needs to be done has become the story of our lives. At least we got to the Scale Staffel's . A very nice outing to say the least. We seem to have a tough time with Mother Nature when it comes to Outdoor flying. January was blown out, February was okay, but now as I write this column it is doubtful that the March monthly will be flown. Rain is expected the day before. This can make the field unusable. So far, no cancellations notice. You can understand why Indoor flying is attractive. But for me, I still need the smell of Nitro to make my day.

Several good outdoor contests are looming. The Scamps 14th Annual Taibi Contest at Perris was rescheduled to March 25th. Also the San Valeer's Spring Annual at Lost Hills April 21st-22nd. See flyers in this ET.

Talking about contests, the 60th Annual Dual-clubs FF Bonanza is in the planning stages. For those that are new to the SD Orbiteers, this contest is a joint effort between the SD Orbiteers and Fresno Gas Model Club. It is one of the larger contests held at Lost Hills. The dates are May 20th-21st, 2018. If you haven't been to a large contest at Lost Hills, this is definitely one to consider. Aside from flying a broad selection of AMA, Nostalgia and Old Time events, we have an Ice Cream Social on Saturday at noon plus a food fest Saturday night. These are perennial favorites. We sure could use more Orbiteers participating. Look for the flyer in this ET.

The Board of Directors meeting normally held in March has been trailed to April. We had a screw up in the scheduling. Happens to the

best of us. One major issue is the makeup of missed events because of contest cancellations.

The provisional P-18 indoor event you have been reading about in the ET has drawn a lot of participation so far. As simple as the planes are, there is much to learn to become competitive. I like it. It's a great primer for Indoor Rubber. Thanks to Mike Jester for spearheading the event.

Once last note: It's sad for me to report that the lovely wife of Daniel Heinrich (Michelle) passed away recently. She made a gallant fight against Sickle Cell. Was part of a special Sickle Cell study at UCLA. For those of you who do not know Daniel. He is the past president of the SCAMPS and hosted the Food Fest at the Dual-club FF Bonanza. He also operates Aero-Dyne, a cottage industry that produces model gas engine fuels. Michelle leaves behind a 3 year old daughter Taylor and hubby Daniel.

That's a wrap for now.

Remember: "Instead of waiting for the storm to pass, learn to dance in the rain"

- Author Unknown



Ray Peel / Dual Club Photo by Arline Bartick

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Howard Haupt(858) 272-5656
hlhaupt1033@att.net

William Scott, File Photo by Arline Bartick →

ORBITEERS MEMBERSHIP DUES

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

Submit Dues to Club Treasurer:

Howard Haupt
3860 Ecochee Avenue
San Diego, CA 92117-4622

THE FINE PRINT THE FINE PRINT

El Torbellino is the official newsletter of the San Diego Orbiteers, an Academy of Model Aeronautics (AMA) Charter Club (#1113) and a California not for Profit Corporation. This newsletter is sent monthly to all paid members, selected exchange and magazine editors. Non-Members may subscribe at \$15.00 per year within the U.S.A., offshore price will be adjusted to reflect the postage required. Materials from El Torbellino may be reproduced on an unlimited basis by other publications, but proper credit is requested.

ORBITEER WEB SITE

www.SanDiegoOrbiteers.com

Webmaster: Kathy McLaughlin



San Diego Orbiteers - Outdoor Contest Results - February 18, 2018 - Perris, CA



Old Time Rubber/Nostalgia Rubber

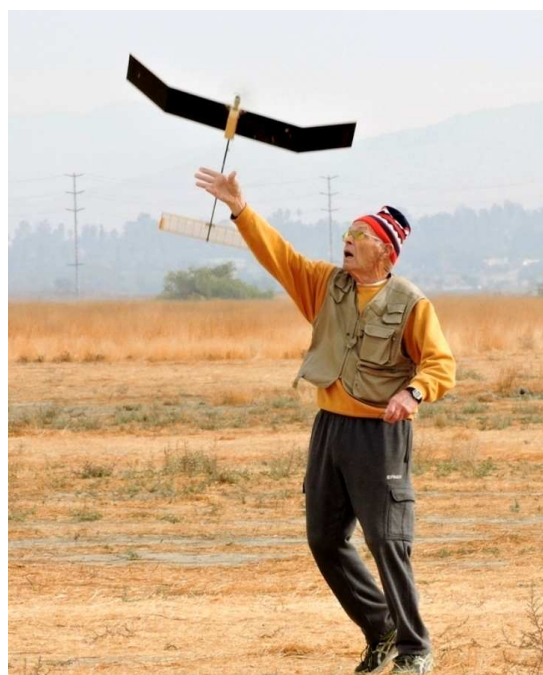
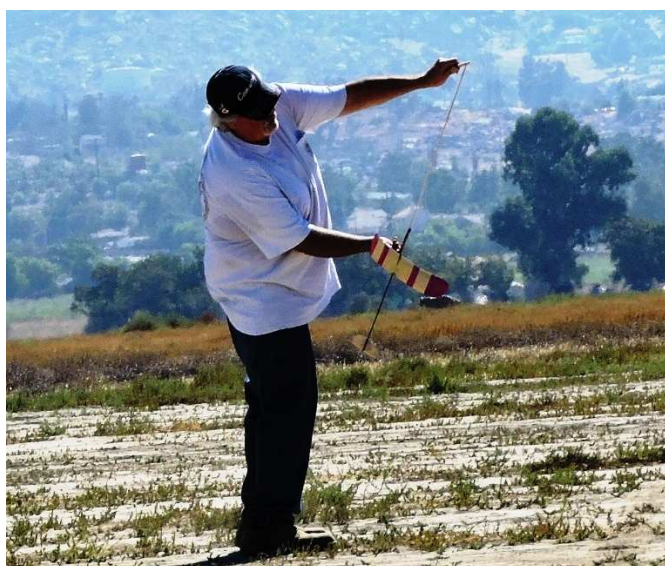
<u>Flier</u>	<u>Total of 3 flights</u>			<u>Total</u>	<u>Rank</u>
John Hutchinson	54	92	108	254	1
Mike Pykelny	48	102	70	220	2
Mark Chomyn	64	88	54	206	3

Power

<u>Flier</u>	<u>Total of 3 flights</u>			<u>Total</u>	<u>Rank</u>
Clint Brooks	120	120	120	360	1
Mike Pykelny	45	115	49	209	2
Greg Hutchison	35	30	-	65	3

Glider

<u>Flier</u>	<u>Total of Best 2 of 6 flights</u>			<u>Total</u>	<u>Rank</u>
Greg Hutchison	120	33		153	1
Mark Chomyn	37	19		56	2
John Hutchison	16	18		34	3



File Photos by Arline Bartick

Orbiteers - Indoor Contest Results - March 4, 2018



P-18

<u>Flier</u>	<u>Best 2 of 5 flights</u>		<u>Total</u>	<u>Rank</u>
Richard Wood	115	116	231	1
Don Brent	103	116	219	2
Greg Hutchison	106	106	212	3
Don Bartick	94	88	182	4
Mike Pykelny	92	80	172	5
Nick Panousis	72	76	148	6
C. M. Kim	93	38	131	7
Mike Jester	DNF*			

* DQ for having styrofoam tip plates on wing

Catapult Launched Glider

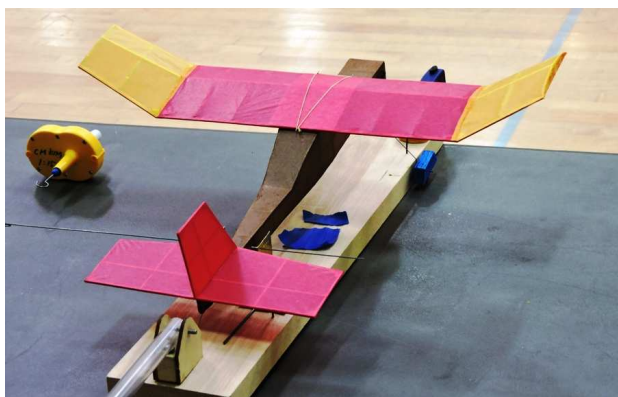
<u>Flier</u>	<u>Best 2 of 9 flights</u>		<u>Total</u>	<u>Rank</u>
Richard Wood	20.3	21.3	41.6	1
Don Bartick	17.8	19.3	37.1	2
Mike Jester	21.5	14.0	35.5	3
C.M. Kim	DNF			

Scale Staffel - Indoor Contest Results - March 4, 2018

Embryo

<u>Flier</u>	<u>Total of 3 flights</u>			<u>Total</u>	<u>Rank</u>
C. M. Kim	67	73	85	225	1
Richard Wood	54	60	56	170	2
Greg Hutchison	38	49	31	118	3
Nick Panousis	33	46	28	107	4
John Hutchison	31	25	33	89	5
Don Brent	DNF				

**File Photos
by A.Bartick**



Supply Check List for Rubber Powered Free Flight Contests



By Mike Jester

When I go to an outdoor contest I bring a lot of stuff to enable me to fly my models and to make repairs at the field. These supplies and tools are stored in several plastic containers for easy transport. A Christmas wrapping paper box just shy of three feet in length holds the big items. A fishing tackle box holds the small items. My stooge and my winders each have their own medium-size plastic boxes. The following list of what I take to contests may help you decide if you need to add any items to the stuff that you take with you to contests or fun flies.

outdoor winding stooge (include stays and spikes if stooge is not supported by vehicle)

winders

torque meters

rubber motor stuffer sticks

blast tubes of various sizes

made up rubber motors

airplanes for each event

GizmoGeezer - Allen wrenches, sleeved clevises & clevis pins

box or bag of extra 1/8" FAI TSS rubber

wire extractors for use with blast tubes

CA for repairs

CA accelerator

DUCO® cement for repairs

scrap 1/16", 3/32" and 1/8" square balsa wood sticks for repairs

scraps pieces of sheet 1/16" and 1/32" balsa wood and 1/64" plywood for shims

scraps of Esaki tissue for repairs

Xacto knife

balsa wood saw

Masonite® cutting board (4" x 4")

lube for rubber motors

needle nose pliers

wire cutters

small paper scissors

surgical scissors

acetone in small bottle

small ruler

small tape measure

small brush for applying acetone

Spider® line

monofilament line

thread

DT springs

stop watch

folded sheets of paper towel or paper napkins

Nitrile gloves

trash bag

hand wipes

office rubber bands for wing tie downs

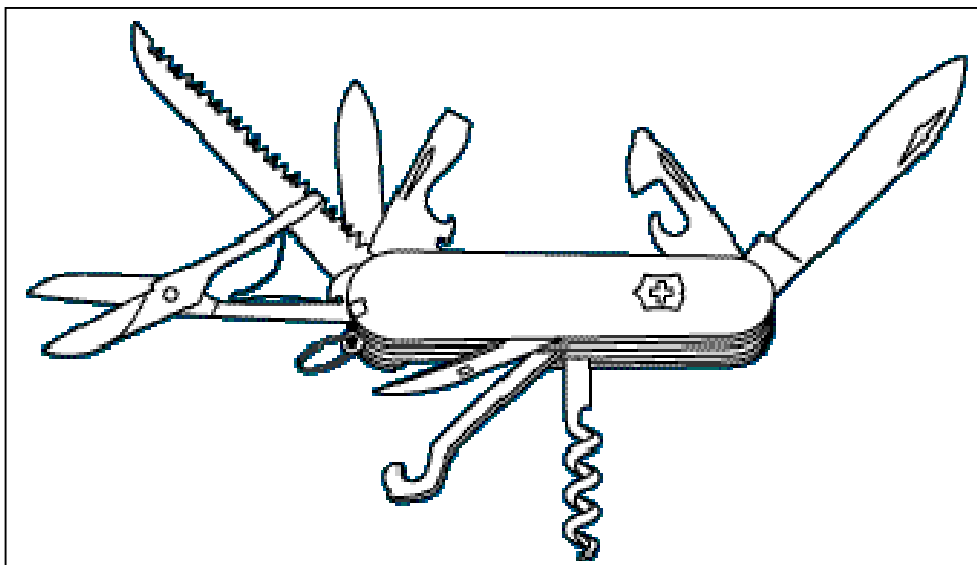
small rubber bands for holding nose block and stab

dental rubber bands for making up rubber motors and for use on BBT timers



small Phillips and flat head screw drivers
 thickness gauge
 RF transmitter, RF receiver, RF antenna
 batteries
 rubber motor information for each airplane (torque, turns, weight, strands & length)
 clay for ballast
 Scotch® tape (red tartan plaid) for tissue and Mylar repairs
 prop shaft washers
 prop shaft oil
 spring-biased triple claw extractor for broken rubber motors
 Crocket hooks in various sizes
 T-hooks in various sizes
 ink pens (ball point and felt tip)
 blank flight log forms
 Q-tip® swabs
 small 45/90 degree triangle
 sand paper (small scrap)
 emery paper (small scrap)
 small sanding blocks - course grit, medium grit and fine grit
 nail file
 small metal file
 thermal detector (19' pole with 20' feet of cassette tape and support base)
 scrap segments of Aluminum tube (3/32", 1/8", 5/32") for replacement motor pegs
 scrap segments of music wire (.020", .025", .31", .047", .055" and .062")

And maybe a Swiss Army Knife: (Contr. by editor)



2018 OUTDOOR FLYING SCHEDULE

All are AMA Sanctioned & National Cup Events

Apr 15 - **P-30**
John Oldenkamp Memorial Contest
E36/Power & HL/Catapult Glider
(Apr 29TH rain date)

May 19/20 **Dual Club FF Bonanza**, Lost Hills

June 9/10 **Scale Staffel FAC Scale Contest***
(2 of 3)

June 24 - **Old Time Nostalgia Rubber**
E36/Power & HL/Catapult Glider
(No rain date)

July - No Club Outdoor Contest

August - No Club Outdoor Contest

Sept 16 - **Coupe**
E36/Power & HL/Catapult Glider
(Sept 23RD rain date)

Sept ?? **US FF Champs, Lost Hills***

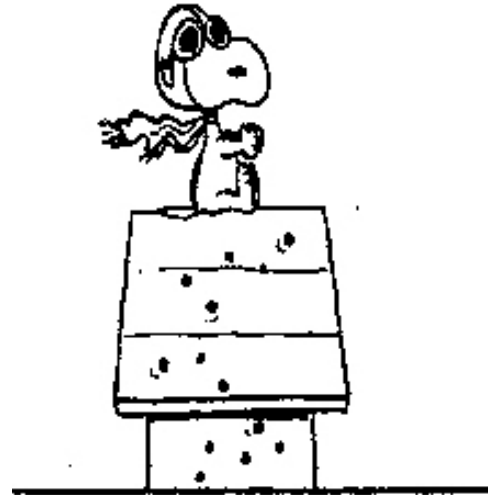
Oct 14 - **P-30**
E36/Power & HL/Catapult Glider
(Oct 28TH rain date)

Nov 11 - **Old Time Nostalgia Rubber**
E36/Power & HL/Catapult Glider
(Nov 25TH rain date)

Nov 17/18 **Scale Staffel FAC Scale Contest***
(3 of 3)

Dec 9 - **Coupe**
E36/Power & HL/Catapult Glider
(Dec 16TH rain date)

*** Non-Club Points Event**



2018 INDOOR FLYING SCHEDULE

Apr 8 - A-6, P18 & Phantom Flash*

May 6 - Lmt. Penny Plane, P-18 & No-Cal*

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

July 1 - A-6, P18 & Phantom Flash*

Aug 5 - Lmt. Penny Plane, P-18 & No-Cal*

Sept 2 - Catapult Glider, P18 & Embryo*

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

Nov 4 - Lmt. Penny Plane, P18, No-Cal*
& Canard One-Design*
(Wrisley Zephyr design)

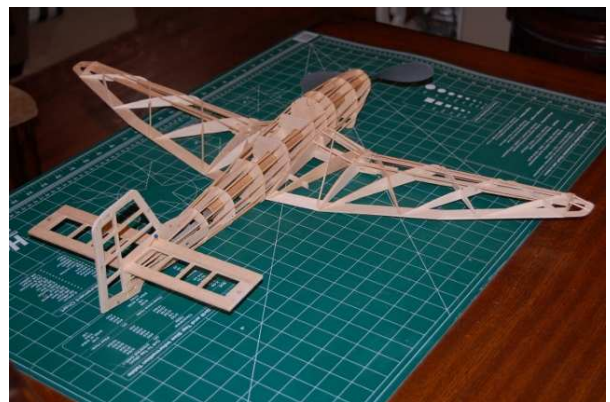
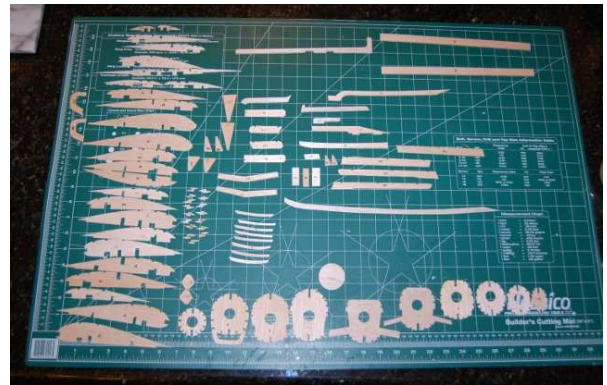
Dec 2 - Catapult Glider, P-18 & Embryo*

***Non-Club Points Event**

FROM THE WORKBENCH – D.Scigliano

Well here is one that you will really think I have lost my free flight mind over. I have always liked the look of these large Super Star kits from Comet but could not afford them when I was younger, nor did I have the skill set to build one. Once my uncle showed me how to build, I never thought about building one of these bricks. Since I am now building for fun and minimal flight times I figured it was time to conquer a Comet Super Star kit and of course I picked the Stuka. I have all these kits in my collection and my goal is to build my models not collect them. This kit is complete and the die cut parts are only partially cut out. So I first traced the die cut parts with a pencil so I could see them better for cutting and applied blue tape to the back side to prevent the parts from splitting when I cut them out. Once they were cut out the build went pretty fast, of course I used the cardboard tube since its there. The wing comes with X crossing ribs and the wing is sturdy, too sturdy for washout. To overcome this I added washout to the outer ailerons to help with stall. The issue I encountered when building was there were many areas on the frame that did not have attachment points for the tissue. I used the kit scrap wood to aid with this issue to make sure I had areas for the tissue to attach. The plastic parts were a pain to cut out, but eventually I got them all out and sanded as smooth as possible. The kit domestic tissue was old but worked pretty well considering I covered the fuselage and wing with wet tissue. The fuselage was covered with 2 pieces of tissue attached with thinned Elmers glue. The wing was a challenge because of the over engineered LE. The wire landing gear is well secured and the plans called for glueing the wheel pants to the wing, not a good idea for landings. So I cut the plastic pants short and glued to the wire so they pants are free to move on landings. I finished the covering with 2 coats of regular dope well thinned. At first I was going to paint the plane to look like my Cox Stuka but I really wanted the unique design to show through the tissue. I also used the peel and stick decals even though

the plans don't really show where the decals go. I added a ton of clay to the nose and the final weight with rubber is 165 grams and she fly's but not very long.



San Diego Orbiters Board of Trustees Meeting Wednesday December 13, 2017

Meeting held at the home of Mike and Dorothy Jester. Also in attendance were President Don Bartick and Arline Bartick, John Hutchison and Kathy McLaughlin, Linda Piazza and Mike Pykelny, Nancy Meyn and Mark Chomyn and Jane and John Alling. John Alling was attending to see if he wanted to commit to a seat on the board.

After a delicious dinner provided by the Jester's the meeting was called to order.

Minutes: Minutes of the previous board meeting were approved as published.

Treasurer's Report: Both the annual and quarterly were approved as provided by Howard Haupt to the board members. Effort to regain Non-Tax status with the State of California continues, as indicated by Howard. Our thanks to Howard for another year of service as the club's treasurer.

Membership Report: We've experienced a gain in membership as noted in the board's last meeting Walter Ainslie is our newest member. John Deering has attended the indoor contest and has mentioned he's still interested in joining the club.

Old Business:

1. Mile Pykelny noted that more copies of the club flyers are available. We are down to only two local hobby shops for posting. Linda Piazza mentioned that she had placed flyers at the Ramona Airport, Gillespie Field and the SD Aerospace Museum.
2. We continue to get inquiries about the club from people who have visited the Orbiters' website.
3. John Hutchison mentioned that the club's sale of kits at the indoor meet has been successful. Latest indoor meet saw George Mansfield got a coupe kit and William Scott got a P-30 kit.

New Business:

1. Mike Pykelny noted that we've had to cancel a number of outdoor events due to weather this year. Should we consider placing a missed contest rotation event (P-30, Coupe, Nostalgia) in the monthly that follows a missed contest as a make-up date? Having make-up dates of May/November or May/December was discussed. There was discussion of assessing the need for make-up dates as needed in individual board meetings, with consideration of 1 or 2 make up dates as needed. Mike Pykelny suggested that events missed early in the first six months of the year could be handled with make-up dates in the last six months of the year as decided at board meetings. It was decided that the board would evaluate and assess the need for contest make-up dates and schedule as necessary during each board meeting. No motion and no vote on the issue was needed.
2. The draft of the 2018 contest scheduled was reviewed and revised with the April 9 P-30 contest date changed to April 8 and the Nostalgia date revised to June 14. Don Bartick noted that April P-30 contest would not have a separate Hot Box event. The event will just be a P-30 Memorial Contest for all P-30 designs including the Hot Box.
3. The 2018 indoor schedule was discussed. John Hutchison confirmed that the schedule will remain as always with indoor contests on the first Sunday of each month, with the exception of one contest that will be scheduled on September 9 the second Sunday in September.
4. The election of officers was discussed, with Don Bartick giving his 12 month notice for stepping down as board president and noting that the club and board need to start thinking about a new president. Mark Chomyn announced that he was relinquishing his duties as Competition Director, obtaining sanctions, yearly points tracking and banquet planning. Mike Pykelny offered to take over duties as the Competition Director and Mike Jester volunteered to do the yearly point keeping. Linda Piazza expressed an interest in banquet planning. It was decided that sanctions would be obtained on

a quarterly basis and Don Bartick offered to handle the first quarter. Mike Jester agreed to obtain AMA certification to enable him to serve as a Contest Director (CD)

5. Mike Jester suggested that the club consider adding an event to the indoor contests to attract new flyers. P-18 is an AMA provisional event designed to attract new flyers. P-18 airplanes must weigh at least 7-1/2 grams with a 6-inch prop, 18-inch long fuselage, a wing with 4-1/2 inch x 18-inch dimensions and a stab with 3-1/2 inch by 9-inch stabilizer dimensions. Don Bartick mentioned that the P-18 configuration was a lot like the Science Olympiad event. Kits for P-18 are available from Laser Cut Planes for \$15.00 each. Mike Pykelny suggested it become an optional event each month depending upon who shows as interest. Don Bartick noted that to make P-18 an event requires that at least three flyers compete. John Hutchison suggested making P-18 a provisional contest event each month and buying a batch of P-18 kits from Laser Cut Planes to have available at indoor events to those who are interested. Mike Jester made a motion to have P-18 as a monthly indoor provisional event per AMA rules. Mike Pykelny offered a second to the motion and the motion was unanimously approved. This was followed by a motion from John Hutchison that the club purchase five P-18 kits. This would cost \$75.00 with \$10 shipping and handling. Mike Jester offered to make the purchase for the club and his offer was unanimously approved. Mike will procure the kits and submit a bill to Howard Haupt for reimbursement.
6. There was discussion about whether the Penny Plane indoor rotation should be flown as Penny Plane or Limited Penny Plane. John Hutchison suggested that the event be called Limited Penny Plane since a Penny Plane would include designs such as biplane configuration and a rolled fuselage and we aren't flying those configurations. It was decided that we need to be clear on our website that our indoor rotation is for Limited Penny Plane. Kathy McLaughlin said she would make that clarification in the website indoor contest information.
7. The next board quarterly meeting was set for March 14 with all in agreement. The rotation list will be checked to verify who is hosting.

Contest Reports:

1. SW Regional's in Eloy are planned for January 13-15.
2. The Issacson is planned for February 10-12 in Lost Hills.

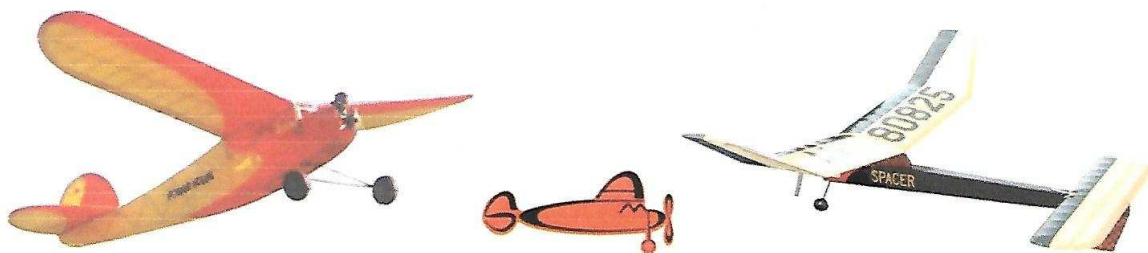
Open Discussion:

1. Don Bartick mentioned that he is working with Science Olympiad teams in Ramona. He has produced 50 kits for the STEM teacher who has made the Wright Stuff event a part of the STEM curriculum. There are two middle school class teams of 25 for a total of 50 students. Props were obtained from Freedom Models and finished planes come in at 8-9 grams. Competition will happen in Jan/Feb 2018 with a perpetual plaque award plaque in Don's name. Linda Piazza asked Don if these students could join the Orbiteers if they were interested and should we encourage them to join. Don replied yes to both of Linda's questions.
2. Mike Jester discussed the conditions of lodging for Perris flying events. Conditions at the Red Lion were not looking good so we should be looking forward to the completion of the new Fairfield Inn in Menifee.

Good of the Order:

1. Kathy McLaughlin mentioned that her play Contract Claus was playing in a North Park theater.
2. Don Bartick noted that the latest NFFS Digest had front and back cover photos taken by Arline.
3. John Hutchison mentioned the large 20 field privately owned soccer facility in Oceanside that the Orbiteers might want to investigate as a possible flying site.

Respectfully submitted by Mark Chomyn in John Merrill's absence.



SCAMPS 14th Annual Taibi Contest

Sunday, March 25, 2018 – Perris, CA

*****This will be an AMA Sanctioned Contest*****

*****Flying Starts at 8:00 AM and contest closes at 1:30 PM!*****

EVENTS:

- #*All Taibi (Any Taibi design flown to its era's modified rules below)
- *Perris Special (15 Second engine run – Mark II version is legal)
- *ABC Old Timer (Fuselage & Pylon combined 20 second engine run)
- *Small O.T. Rubber - Combined - (Stick & Fuselage)
- *Large O.T. Rubber - Combined - (Stick & Fuselage)
- *ABC Nostalgia (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)
- *½ A Nostalgia (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)
- Nostalgia Electric(10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds)
- E-36 – First 3 flights 15 sec motor run then 10 and 5 in fly-off. All 2 minute maxes

***3 minute Max**

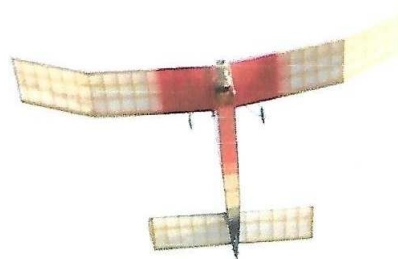
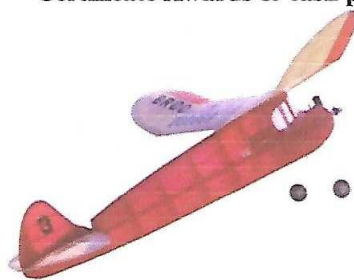
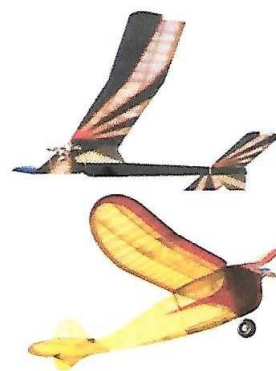
***All Old Timer Flights will be HAND LAUNCHED, no ROG**

***Nostalgia, HAND LAUNCH or VTO, no ROG**

***SAM rules for standard SAM events**

***Entry fee is \$5 per event**

***Certificate Awards & cash prizes. Engine for first place in All Taibi Event**



Modern AMA models like Starduster, Perris Special, Orbiteer will fly to current Cat II . rules, 9 second HL, then 7 in fly-off; Nostalgia legal designs will fly to currently used SCAMPS Nostalgia rules, 10 seconds HL, 13 VTO, then 7 HL, 9 VTO in fly-off. Old Timer designs will get a 20 second HL, then 15 in Fly-off. **All 3 minute max.**

CDs Ted Firster (951)830-0414 & Joe Jones (714)968-1982

SAN VALEERS 69th ANNUAL & 36th ANNUAL 7 ROUNDER
APRIL 21st & 22th, 2018 - 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**
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, 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)

*****ROSSI .15*** RAFFLE** reworked by G. Aldrich & donated by Ed Hopkins (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)***

AMA/NOST CD: Ted Hidinger (602) 316-4430 **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"

DUAL-CLUBS FREE FLIGHT BONANZA

A National Cup Event

**SAN DIEGO ORBITEERS 60th ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF AMA, CLASSIC & MINI-FAI EVENTS**

*

**FRESNO GAS MODEL CLUB 79th ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF NOSTALGIA, TEXACO & OLD TIME EVENTS**

*** MAY 19th & 20th, 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

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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*

FIG, 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.

CATAPULT GLIDER TRANSITION (OUTDOOR) FOR THE NOVICE

by Stan Buddenbohm

Note: These instructions are a generic guide. Some designs have their own best trim scheme. If you know what that is, from a plan or article, it might be best to use that.

When a catapult glider is launched it can travel at very high speed (greater than 75 mph). This high speed makes them very sensitive to adjustments. A great transition from launch to glide is vital to getting the most time from your flight. This guide will help you achieve that near perfect, jaw dropping, transition at the top of the launch.

This article is written for the right handed flier, lefties need to reverse everything related to turn. Left and right are from the pilot's point of view, as if you were sitting in the cockpit.

Decalage and Incidence

For a model to be stable (the ability to recover to stable flight after being upset) it must have positive decalage. Decalage is the angular difference between the chord lines of the wing and the stabilizer. Incidence is a bit different, incidence is the angular difference between the chord line of the wing or stabilizer and the longitudinal axis of the fuselage. A good catapult glider usually has only about 1/2 to 1 degree of positive decalage (wing L.E. up, or stabilizer T.E. up, or both). When adjusting incidence the changes should be TINY, they can be almost invisible.

General

Warps - Begin only with the warps that are intended for your glider, work to eliminate any unintended warps. A warp that is not suppose to be there can make it impossible to get a good transition.

Flight pattern - The optimum pattern is right climb with a left glide circle, this is called a right-left pattern. Right bank on launch forces the model to climb to the right while left rudder offset rolls the model to the left. The optimum result is for the model to lose energy at the top of the climb when it appears to still have a tiny amount of right bank, then seem to plop 180 degrees while rolling left.

Stab Tilt - The stabilizer should be attached with some tilt for glide turn, four degrees is a good amount to start with. For left glide turn the right tip of the stabilizer should be lower than the left tip.

Rudder Bend - Think of the rudder as a small portion of the vertical fin, at the trailing edge, right near the fuselage. Rudder adjusting is only used to help control the launch, not for glide turn adjusting. You must have the necessary amount of rudder bend for launch and then use other adjustments to control the glide circle.

Balance - If test glides show that the model does not stall or dive, don't adjust the nose weight to improve transition. However, if at some point during the trimming process you adjust the

decalage for the launch, you may also need to adjust the nose weight for the glide.

Before flying you should have all adjustments that are indicated on the plan built-in, if you do not then your model might crash.

LAUNCHING

Use a right climb / left glide pattern. The initial setup requires stabilizer tilt for left glide (right stabilizer tip lower than the left tip), the vertical fin glued on either neutral or with as much as 1/64 skew for left turn, and a rudder bend. The rudder bend should be a tiny portion at the bottom TE of the fin, perhaps 1/4" x 1/4" bent 1/32 to the left. The vertical fin offset and the rudder bend are not used for adjusting glide turn, their job is to control the launch. Glide turn adjusting is done with stabilizer tilt. Adding weight to one wing tip can change the glide circle without altering the launch. This is okay, it is just better to use stabilizer tilt if you can.

The most efficient climb has a large radius loop, it appears to climb *almost* straight up. The stretched rubber band should be at about a 70 deg. angle up from horizontal. With this style of launch and trim you might think of the right bank as if you are rolling the model clockwise (remember, always from the pilot's viewpoint in the cockpit). You should use lots of right bank but since this launch is almost vertical the right bank will only have a little effect.

You would like the model to lose climb energy about 10 degrees past vertical, this should be about over your head. If the model speeds past this point it will take too long to slow down to glide speed. Likely it will stall for a time and not turn well for a time. If the model runs out of launch energy before getting about 10 degrees past vertical then it might very well fall nose down, perhaps all of the way to the ground.

To adjust the size of the climb loop adjust the decalage. If the model has a screw to adjust incidence use it. If not then you will need to bend the stabilizer. The best way is to grasp the TE near the right side of the fuselage, squeeze the balsa a bit as you carefully bend a portion about 1/2" long by 1/4" wide. Try just 1/32" up or down. If you need larger adjustments then you might have to make this longer or on both sides of the fuselage.

Before the first hard launch

The first hard launch is a risky business. To reduce this risk try launching the model at just 20 degrees nose up, no right bank, stretching the rubber only about 2 ft. What you are hoping to see is the model's nose rising a bit (some slight indication of the beginning of a loop), a casual left turn (no sharp left or spiral, and not straight either), and some sign that the model will recover into a glide. Adjust the model until you achieve this. Then GO FOR IT! Don't hold back, pull hard. For most designs the optimum angle is about 70 deg up with LOTS of right bank. Some designs, like Scout 15, have a different recommended launch angle. If you know that then use it.

THE WASH-IN WEDGE

If your plan shows one then make sure to use it. The reason requires an explanation that is beyond the scope of this article.

Launch Issues

If the glider...	It's because...	So you should...
Climbs over the top in a fast loop, slows, and stalls	The model has too much positive decalage.	Reduce the positive decalage. Use the incidence adjusting screw if you have one, otherwise bend the stab TE down. Re-balance to get a good glide <u>again</u>
Launches like an arrow nose up and goes straight down	There is not enough positive decalage.	Increase the positive decalage using above methods in an opposite manner.
Launches too much to the right.	The glider is starting with too much bank or there is not enough left rudder	Reduce the right bank at launch or increase the left rudder bend
Launches not enough to the right.	The glider doesn't have enough bank at launch or there is too much left rudder	Add right bank at launch or reduce the left rudder bend

Glide Issues: These fixes assume that proper rudder offset and decalage for launch have been achieved.

If the glider...	It's because...	So you should...
Stalls or porpoises while gliding	It is tail heavy, the CG is too far back	Add nose weight to get a smooth, flat glide
Dives in the glide	It is nose heavy, the CG is too far forward	Remove nose weight to get a smooth, flat glide
Does not turn enough in the glide	There is not enough stab tilt	Remove and re-attach the stab with more tilt <u>or</u> twist a balsa fuselage
Turns too much in the glide	There is too much stab tilt	Remove and re-attach the stab with less tilt, or carefully twist a balsa fuselage

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WHAT'S HAPPENING - (March) / April / (May) 2018

Mar. 25 - SCAMPS 14TH Annual Taibi Contest, See enclosed flyer.

Apr. 8 - **Indoor Flying**
Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Events: **A-6, P-18 & Phantom Flash***

Apr. 15 - **Orbiteer Outdoor Monthly** (Rain Date: Apr 29, 2018)
John Oldenkamp Memorial Contest
SCAMPS Field, Perris CA, 8:00 am.
Feature Events: **P-30** Other Events: **E36/Power & HL/Catapult Glider**

Apr. 21/22 SAN VALEERS 69th Annual & 36th Annual 7 Rounder, See enclosed flyer.

May 19/20 **DUAL-CLUBS Free Flight Bonanza**, See enclosed flyer.
San Diego Orbiteers and Fresno Gas Model Club combined annual contest.