

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

MAY 2017



The Prez's Corner – Don Bartick

April was a busy outdoor contest month for Orbiteers. We had the John Oldenkamp memorial P-30 and makeup for Nostalgia Rubber contests. Look for contest reports in this ET.

The participation for the memorial Oldenkamp Hotbox P-30 event was poor. Even though there was a \$100 purse, only 3 participants flew. I believe this event has run its course. The regular P-30 event was well participated. You could fly any design. Maybe we'll continue the Oldenkamp memorial P-30 event, but open it to any P-30 design. The Board will take this up at the June meeting.

Final preparations are underway for our annual Dual-clubs FF Bonanza at Lost Hills. This is one of the larger contests at Lost Hills. It's a fun contest. Having a noon time ice cream social and an evening potluck adds to the strong competition. Look for the flyer in the ET and make arrangements to attend.

Keep in mind the US FF Champs at Lost Hill in September. See flyer in the ET.

I received the first installment of Gus del Castillo FF material. Sandra sent his fleet of Coupes (F1G). A total of 5 complete planes. Four Burdon Super Sugar Gs with full auto-functions and one Gorban with 2 functions. I had Mike Pelkeny look them over. He believes the 5 planes are complete. Some are in better shape than others. The plan right now is to have a raffle for the planes. Look for a separate email from Howard citing the rules for the raffle.

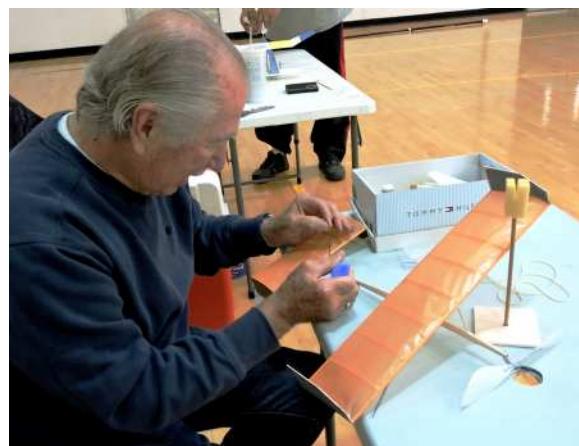
As I mentioned last month, I'm working with the Olive Peirce Middle school Science and STEM teachers here in Ramona to put on a

school wide competition for Wright Stuff type planes. There are 50 teams of 2 students competing. This meant that I had to kit 50 planes plus spares. An awesome task if I do say so; but worth it. I was invited to the school today, May 3rd to observe their progress and answer questions. The students are doing great. Some are having more difficulty than others, but that is expected. After a half dozen building sessions, most teams have completed the fuselage, wing, rudders and tip plates. Most have planned to build the stab last. The 2 teachers involved have made up fabulous step by step slide shows based on their own experience having me teach them to build their planes. They have been projecting the slides as the teams go from step to step. In the STEM class, the students have their own laptops and can follow the presentations on their own. How about that.

That's a wrap for now.

Remember: "You don't learn to walk following rules. You learn by doing and falling over."

-Richard Branson



Don Bartick with Science Olympian Plane



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

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THE FINE PRINT THE FINE PRINT

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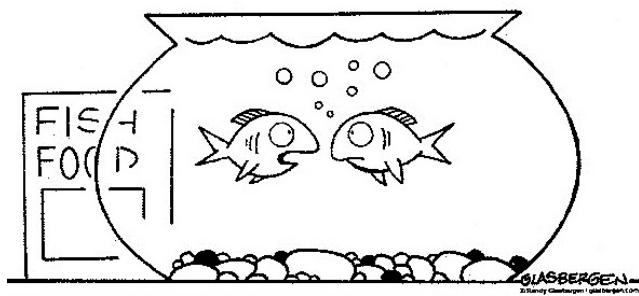
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"RAIN IN MAY?"

APRIL 9TH 2017 OUTDOOR MONTHLY

(Flown on April 30TH)

Don Bartick, CD

Four Orbiteers and 5 non-member made the journey to Perris for the monthly contest. The weather was outstanding, but the weeds were outstanding also. The drift was to the south. In 2 minutes you were in weeds 4 to 5 feet tall. If you didn't have some sort of a finder, you better have a good line on the plane. Even so, as I found out on my second conventional P-30 flight that maxed, the line wasn't that helpful with the weeds so high. Lost the plane. The Hotbox P-30 event had only 3 entries. Having a \$100 purse didn't bring out the competitors. Same was true last year. Regular P-30 had 6 entries. There is probably a message here.

Hot Box P-30

1)	Don Bartick	360
2)	Stan Buddenbohm	325
3)	Mike Jester	239

P-30

1)	Lance Powers	343
2)	Clint Brooks	330
3)	Mike Pykelny	319
4)	Don Bartick	240
5)	John Swain	226
6)	Mike Jester	225
7)	Nick Panousis	DNF

POWER

1)	Clint Brooks	360
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GLIDER

1)	Greg Hutchison	271
2)	Paul Love	230
3)	Mike Jester	DNF
4)	John Swain	DNF



Participants on the Perris flying field



Mark Chomyn Old Timer launch



Paul Love Glider "Discus" launch

APRIL MONTHLY PHOTOS PROVIDE BY:

ARLINE BARTICK



APRIL 30th 2017 OUTDOOR MONTHLY

Old Time / Nostalgia

- | | | |
|----|---------------|-----|
| 1) | Mike Jester | 360 |
| 2) | Mike Pykelnny | 225 |
| 3) | Mike Chomyn | 219 |

POWER

- | | | |
|----|-----------------|-----|
| 1) | Clint Brooks | 360 |
| 2) | Stan Buddenbohm | 327 |
| 3) | Don Bartick | 200 |
| 4) | Mike Pykelnny | 196 |

GLIDER

- | | | |
|----|-----------------|-----|
| 1) | Stan Buddenbohm | 271 |
| 2) | Paul Love | 230 |
| 3) | Mike Jester | 135 |
| 4) | Mark Chomyn | 80 |



Don Bartick P-30 launch



Stan Buddenbohm



Mike Jester P-30



← Nick Panousis
Old Timer launch

APRIL 30th 2017 OUTDOOR MONTHLY - Photos Continued



Mike Jester waiting for the perfect thermal



Lee Hine Power launch



Don Bartick Power launch



Mike Pykelny Old Timer launch



Mistakes I have Made in the Rubber Powered Free Flight Hobby



By Mike Jester

Introduction

I have made lots of mistakes in the rubber powered free flight hobby. Based on the adage that you can learn from the mistakes of others, I will describe a number of them for the benefit of the readers of this newsletter. They will be described randomly and not necessarily in the order in which they occurred, or the severity of their consequences. Each mistake will be backed up with an example. Some involve building. Others involve flying. Still others involve . . . , well you decide. In some cases, I have committed the same mistake multiple times, which is a BIG mistake.

1. I built a model that is too heavy. My bright red 26 inch wingspan Rearwin Speedster looked nice, especially its fancy wheel pants and silver striping. The wing and landing gear were removable and were both held on with tiny rare earth magnets to make transport easy and so that they would come off in a rough landing without major damage to the model. This model was easy to trim and would climb very nicely for a scale model. No matter what I did it would not glide very long and flights over one minute were hard to achieve. In short, it was a brick, and was too heavy to ever get close to a max without the aid of a thermal.

2. I built a model that is too light. My lifting body Embryo was built with 6-7# balsa wood in my quest to keep the total weight of the model around 8 grams. The result was a model that constantly had broken longerons and broken fuselage uprights from handling, even though I was very careful while holding the same. This Embryo was difficult to repair, and constantly gained weight in its quest to top 10 grams. Adding insult to injury, I finally determined that the stab and fin were apparently too small and therefore this model could never be trimmed to fly in a stable pattern indoors.

3. I did not follow the plan. Early in my outdoor rubber powered career I built my first Old Time Rubber Model, a Gollywock. It has been built thousands of times “per plan” since the 1930's and consistently flown successfully. When I learned the size of a typical rubber motor for this model, I was astonished. A common rubber motor for a Gollywock has 16 strands of 1/8 inch rubber. Up to that point in my modeling career I think the biggest rubber motor I had flown with in any of my models was made of 8 strands of 1/8 inch rubber. So I added diagonal bracing not shown on the plan to the fuselage of my Gollywock, in addition to the vertical uprights, in order to further resist torsional bending of the fuselage. All this did was add weight to the model. She still flies great, but carries a few extra grams. The fuselage, as shown on the plan, is plenty strong enough if built with 8-10# balsa wood. The Japanese tissue covering, with the grain oriented correctly, and shrunk, provides additional torsional strength.

4. I wound to turns, not torque. I have known that this is a mistake for a long time but was recently forced to make this mistake again. I went to Perris to compete in the John Oldenkamp Memorial where every entry has to be a HOT BOX P-30. I like to wind my P-30 models with my GizmoGeezer winder. It has a built-in torque meter that has the correct resolution for winding a rubber motor for this size of model. I discovered before winding that the set screw that holds on the hook attachment mechanism of my GizmoGeezer winder was missing. Of course such a screw is not to be found at the flying field. Fortunately, I had my coupe winder with me. All of my P-30's fly with a similar rubber motor, namely 6 x 1/8 inch weighing 9.8 grams before lubing. I recalled that I typically get about 1,000 turns into a P-30 rubber motor but stop winding when the torque indicated on the GizmoGeezer winder is about 6 inch-ounces. I got in all three official flights in the John Oldenkamp memorial flying my HOT BOX and winding to about 1,000 turns using my coupe winder, which has a completely different torque scale that is not in inch-ounces. It does not have the fine resolution needed for a much smaller P-30 rubber motor. I decided to use my HOT BOX to put in three more official flights for the regular P-30 contest. The first flight was OK but on inspection I

determined that the rubber motor had apparently broken. I was flying with the same rubber motor in a succession of flights because this model veers hard right if the motor has too much torque. If I take out right thrust, it stalls when launched. So I swapped in a new P-30 motor. I wound the new rubber motor to about 1,000 turns with my coupe winder. The torque felt a little high. When I launched my HOT BOX it veered sharply into one of the few hard pack areas still remaining at the SCAMPS field after a wet winter had caused the weeds to grow as high as five feet. The crash caused the fuselage of my HOT BOX to break in half. Every rubber motor is not the same, even if you think it is similar. This is due to variations in rubber between batches, and along the length of the long continuous strand in a given box. The width, density and thickness of the rubber strip vary, and the torque curve of one 9.8 gram P-30 rubber motor is not the same as that of another 9.8 gram P-30 rubber motor that has the same nominal cross-section.

5. I forgot my accessory box. I drove all the way to our old Otay flying field early one morning on the day of a contest. I was one of the first fliers to arrive and I was anxious to set up my stooge, assemble an airplane, and get in a few trim flights before the temperature began to rise. I wanted to have the maximum amount of time to get in my official flights with warm weather (and possible thermals) and before the breeze came up too much. I immediately discovered I had left my accessory box with my blast tubes, winder, extractors, lube, stooge, etc. at home. By the time I drove home to retrieve the box, and returned to the field, I had blown a good portion of the potential flying time.

6. I let the motor peg anchor pin slide out of one side of my winding stooge while winding. I was putting in some trim flights after recently completing the build of my Rearwin Speedster. The anchor pin somehow crept out of one side of the stooge during winding, and the fuselage was badly damaged. Later repairs at home took several hours and the model never looked as pretty as it did before the accident.

7. I did not put enough turn in the glide. I was flying my Candy G coupe in an F1G contest in Eloy, Arizona. I did not understand at the time that this model is designed to climb right (due to right thrust) and glide left (due to the orientation of its air-foil shaped fin). I thought I had it trimmed for a typical right-right flight pattern using stab tilt. Instead, the stab tilt fought the fin. During an early official flight my Candy G coupe climbed to a nice altitude, and after the motor run was completed the prop folded and she glided beautifully - but straight. I then experienced a very long chase and retrieval through the desert, on foot. Fortunately this model was carrying a Walston transmitter.

8. I did not put in enough down thrust. This happened with one of my early P-30 models as I recall. As I gradually increased winds (and torque) in successive trim flights the model went into a power stall, a bad one, but fortunately, had enough altitude to recover before crashing.

9. I did not put in enough right thrust. For some reason, my Candy G coupe, which has flown nicely for years, all of a sudden exhibited a terrible series of stalls on launching even though no trim adjustments had been made from its prior long series of successful flights. I still don't know what caused this change in trim because nothing was broken and I could not detect any warps. The precision prop assembly had no visible issues. The three tiny thrust line adjustment screws in the front end of the fuselage appeared to be frozen in place with their original settings and could not be turned with a screw driver. The glide of this coupe was still excellent. Fortunately Stan Buddenbohm saw one of the weird flights and politely suggested that I put in a tiny bit more right thrust to pull the model to the right and prevent stalling during the climb. I added a 1/64 inch plywood shim between the prop assembly and the front end of the fuselage and the flight pattern of my Candy G coupe went back to normal.

(Continued next page)



10. My model did not have enough nose weight. There is a myth that locating the CG of a scale model at 33% of the wing chord facilitates achieving the optimum trim. On the other hand, there is a complex mathematical formula for calculating the optimum CG of a scale model using TVo. My 28 inch wing span Hellcat would just not fly well despite decalage adjustments, thrust line adjustments, fine tuning of the CG, and changes in rubber motor size. At the suggestion of John Hutchison, I added a “whole bunch of clay” inside the nose of my Hellcat, and all of a sudden I had a very nice flying WWII fighter. John likes to repeat the old adage that says “nose weight is your friend.”

11. My model had too much nose weight. I built my first Jimmie Allen model - the one that is supposed to fly the best, namely, the Skokie. It is also known as the BA Cabin. I sheeted the nose to make it more durable when handled. I put on thick wheels per the plan. I used a big plastic GizmoGeezer prop. The result was a model that was nose heavy. I had to tape a penny to the tail of my Skokie to get it to fly reasonably during trim flights at an alfalfa field in Perris. This was unacceptable. I ended up swapping in a much lighter homemade balsa propeller and lighter wheels in order to be able to jettison the penny.

12. I built in a DT in a model that didn't need one. I have actually made this mistake twice, once on my 26 inch wingspan Rearwin Speedster and another time on my 28 inch wingspan Hellcat. The wing loading of each of these scale models turned out to be relatively high so they were never floaters. True, they could still be carried away by a thermal, but the mounting of the stab so that it tilts usually impairs the appearance of a scale model. The added construction time, added weight and negative looks of a DT on a scale model are not justified in view of the relatively low chance of it flying OOS. I have been flying my 30 inch wingspan Herr Fairchild 24 for about five years. She has no DT and has been retrieved after a six minute flight. Save the DTs for your sport, OTR and Nostalgia models.

13. I did not carry a model in an appropriate orientation during retrieval. My first P-30, a Square Eagle, had a nice flight at our old Otay flying field. It was late in the morning and the breeze was starting to pick up. I was holding the model in front of me, laying across my torso as a few gusts of wind hit me. Then a big gust of wind hit me and the wing of my Square Eagle folded, breaking at one of its dihedral joints. Since that time, after retrieving a model I always carry it by gripping the fuselage and pointing its nose into the breeze.

14. I did not build the correct free-wheeling prop mechanism. I built the fuselage of a Jabberwock to fly in the Old Time Rubber fuselage event in FAC competition which requires that the model ROG. It uses the wing and tail feathers from my Gollywock. It has a big, fixed balsa wood prop, something like 13 inches in diameter. Folding props are not allowed in FAC competition. I put in a Garami clutch so that the prop would free-wheel at the end of the motor run. However, the front end of the 3/32 inch Brass bushing in the prop started to frictionally engage the curved part of the L-shaped dog formed in the forward end of the 1/16 inch prop shaft. This would slow the rotation of the prop during the glide phase, creating drag, and shortening the duration of the flight. You just can't bend a sharp corner in music wire that big. The mistake I made was not using a tube-in-tube prop bearing in which a longer inner segment of 3/32 inch Brass tube engages the L-shaped dog, while a shorter outer segment of 1/8 Aluminum or Brass tube is fixedly mounted in the prop.

(Continued next page)





Rough assemble of BA Eagle II

15. I used the wrong painter's tape. I covered the fuselage of my BA Eagle II with white Esaki tissue. I am building this model for the Spanish Civil War Mass Launch event at WESTFAC VI to be held in Buckeye, Arizona, in October 2017. I managed to find just the right color of floral spray paint for the model called Mineral Blue. I used blue painter's tape to tape off the areas that will later be spray painted with Gray Flannel floral spray paint. I painted the fuselage with the blue spray paint and was very happy with the color after it dried on the tissue. I carefully removed the blue painter's tape from one side of the fuselage and the sheeted nose. The tapered white streak looked great! When I removed the blue painter's tape from the other side of the fuselage, the white tissue underneath came right along with the tape. When I told him what had happened, John Hutchison said I should have used yellow FrogTape brand painter's tape. I had never heard of this product. I recently bought some at an ACE Hardware store.



Fuselage Covered



Fuselage Taped for painting



Tape removed after painting



Damaged tissue

Conclusion

There is not sufficient space in this newsletter to describe all of the mistakes I have made in the free flight hobby. I am still making new ones, but I am learning, progressing and enjoying this sport. I don't think it was a mistake picking free flight over golf and boating!

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

(I) 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

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, $\frac{1}{4}$ oz per pound – max 1.75 oz fuel.

1/2A GOLDEN AGE

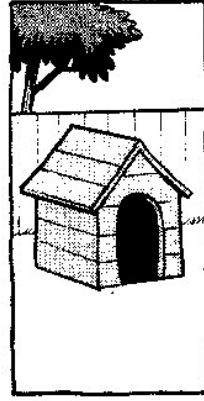
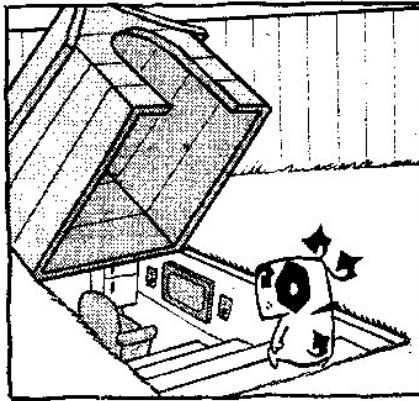
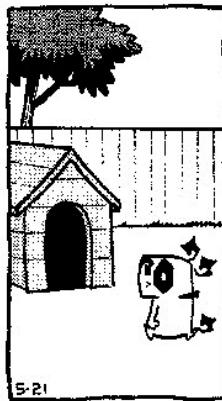
Open to any free flight design that had plans published or dated from 01/01/1957 thru 12/31/1969. Engines are restricted to Holland Hornet .049/.051 and Cox T.D. .049/.051. Although an electric version is included in the provisional rules, electric is excluded from this event. No V.I.T., auto surfaces 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.

2017 San Valeer's 68th spring annual and 35th FAI 7th rounder Annual Results

1/4A Gas (2)		F1A (7)		
1	Bob Deshields	Frisco Kidde TD.020	540	1 Rene Limberger 1680
2	Robert Deshields	Y Bar TD .020	402	2 Mike McKeever 1567
				3 Jim Parker 1537
				4 Jim Farmer 1288
				5 Ken Bauer 1209
				6 Brian VanNest 1154
				7 Logan Tetrick 1109
1/2A Gas (7)		F1B (7)		
1	Ron Thomas	Country Boy TD .049	1156	1 Walt Ghio 1300
2	Matt Kruse	Jenny 300 TD.049	473	2 M. Schroeder 1288
3	James Kruse	Starduster 350 TD .049	393	3 Mike Davis 1282
4	John Sparling	Marval AME .049	383	4 Charlie Jones 1249
5	Allen Heinrich	Uranus TD .049	87	5 Mike Richardson 1245
6	Mike Schwartz	Highlite 300 TD .049	79	6 Sevak Malkhasyan 1203
7	Phillip Ronney	Ramrod TD .049	43	7 Roger Morrell 1196
A Gas (10)		F1C (2)		
1	Ron Thomas	Super Pearl K&B 3.25	807	1 Ed Carroll 1252
2	T.Kerger	Astrostar 600 KB 3.25	722	2 Taron Malkhasyan 661
3	T. Thorkildsen	Astrostar 600 KB 3.25	557	
4	Jerry Hull	Astrostar 600 KB 3.25	434	
5	Jeff Carman	Texan 575 Nelson .15	414	
6	Stan Kelly	Sundance TD .051	335	
7	Guy Mennano	F1J Cyclon .061	330	
8	John Sparling	Starduster 600 ST.19	313	
9	Mike Mayea	Satellite TD .051	312	
10	James Kruse	Jenny 300 TD .051	240	
B Gas (9)		F1G (2)		
1	Jeff Carman	Shocker KB 3.5	900	1 Mike Richardson 600
2	Mike Thompson	Satellite K&B 3.5	866	2 Mike Davis 120
3	Bob Scully	Satellite K&B 3.5	0:00	
4	Ron Thomas	Astrostar 600 K&B 3.5	498	
5	T. Thorkildsen	Astrostar 600 KB 3.5	487	
6	Jerry Hull	Warrior Magnum .28	463	
7	Phillip Ronney	Porter Ranch XTM .26	457	
8	Hulan Matthies	Spacer 435 Fox .201	374	
9	Allen Heinrich	Centurion K&B 3.5	111	
C Gas (8)		F1H (4)		
1	John Sparling	Satellite 788 K&B 6.5	900	1 Jim Parker 1020
2	Guy Mennano	SAS N.36	846	2 Mike McKeever 842
3	Jerry Hull	Warrior 900 K&B 40S	698	
4	Phillip Ronney	Condor K&B RR.40	480	
5	Allen Heinrich	Patriot OS .40	464	
6	Jeff Carman	Texan 832 K&B 5.8	449	
7	Larry Schwarz	Texan 750 PRO .36	435	
8	Ron Thomas	Astrostar 800 K&B 6.5	360	
D gas (4)		F1S (2)		
1	G.Mennano	Sasy N.41	480	1 Stan Buddenbohm 600
2	Jeff Carman	Texan 1161 Rossi .61	353	2 Lee Hines 337
3	Phillip Ronney	Astrostar 850 Evol. .41	345	
4	Mark Eddingfield	Condor OPS .61	120	
E-36 (2)		E-36 (2)		
				1 Lee Hines Apache 36 440
				2 Matt Gewain 120
HLG (4)		HLG (4)		
				1 Tim Batuk Raven 804
				2 Mark Stanbridge Raven 604
				3 Fred Terzian Dynamo Hum 281
				4 Chris Reck 266
Catapult Glider (3)		Catapult Glider (3)		
				1 Stan Buddenbohm Upshot 343

1/2A Nostalgia (7)				
1	Bob DeShields	Frisco Kidde HH .049	642	2 Lee Hines Upshot 307
2	Hulan Matthies	Spacer Medallion .049	540	3 Chris Reck Pathfinder 162
3	Glenn Schneider	Geef Medallion .049	499	
4	Don McNamee	Crescendo Med .049	478	
5	Jerry Rocha	Top Banana Fox .049	417	
6	Robert DeShields	Ramrod 250 HH .049	404	
7	Jeff Carman	Texan Medallion .049	195	
Vintage FAI (3)				
1	Don Kaiser	Spacer Max I .15		889
2	Dan Heinrich	Cumulus OliverTiger.15		884
3	Mike Thompson	Satellite 450 Rossi .15		323
Slow Gas (3)				
1	Jeff Carman	Texan 700 K&B .40		470
2	Don Kaiser	Condor 800 Torp.40RR		454
3	Larry Schwarz	Texan 700 Veco .35		390
BobHunter Memorial Best flight 15sec Motor				
1	Hulan Matthies	Satellite 788 Dubjet .40		10:26
2	Jeff Carman	Texan		7:31
3	Bob Scully	Satellite 588 K&B 3.5		5:50
1/2A Golden Age (4)				
1	Mike Schwartz	Orbiteer TD .049		776
2	Bob DeShields	Universal TD .049		680
3	Mike Thompson	MidwestSatelliteTD.049		433
4	Glenn Schneider	Americano TD .049		272
Nostalgia rubber (1)				
1	Mike Mayea	Bilgri 55'	300	

Pooch Cafe by Paul Gilligan



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*	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 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*
NOSTALGIA EVENTS		NOSTALGIA EVENTS		NOSTALGIA EVENTS	
Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small	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 1/2 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.	Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small 1/4 A Gas Nost. A Gas Nost.	Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small 1/4 A Gas Nost. A Gas Nost.
NOTE: You may fly your first three flights of any Nostalgia or Classic event on Friday and finish Sat or Sun.		CLASSIC		CLASSIC	
Classic Towline* Jimmy Allen	Classic Towline* Classic 1/2 A Gas Jimmy Allen	Classic Towline* Classic 1/2 A Gas Jimmy Allen	Classic Towline* Classic A/B Gas Jimmy Allen	Classic Towline* Classic A/B 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 do <u>not</u> have to start and finish the same day.	1/2 A Texaco (ROG) Texaco (ROG) A Pylon / A Fuselage B/C Pylon / B/C Fuselage .020 Replica	Small Rubber Stick Small Rubber Cabin Large Rubber Stick Large Rubber Cabin / 8 oz. Wakefield	Small Rubber Stick Small Rubber Cabin Large Rubber Stick Large Rubber Cabin / 8 oz. Wakefield	UNOFFICIAL EVENTS
Note: See reverse side for Engine Runs and flight Times Sweepstakes Award for Total Air Time 5 AMA events max.		UNOFFICIAL EVENTS		UNOFFICIAL EVENTS	
7:30 a.m. Gollywock Mass Launch 9:30 a.m. "The Mikkelson 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/\$5 JR EVENTS will be 1st/\$15, 2nd/\$10, 3rd/\$5. Sweepstakes: \$100 cash

Lost Hills Member's Meeting, Saturday, September 23rd 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.



Dr. Gustavo del Castillo

1945 - 2017

The Northern Border College (El Colef) reported that on Tuesday, May 2, Dr. Gustavo Del Castillo Vera died in Providence, Rhode Island, US, who was instrumental in consolidating the research center. It was incorporated in the year of 1982.

The president of the institution, Dr. Alberto Hernández Hernández, reported that his training as an anthropologist and political scientist gave him a great visibility to work and teach in both qualitative and quantitative areas. His previous work as a CISINAH researcher, now CIESAS, gave him the opportunity to study migration in the Jalisco Highlands, as well as pioneering studies on Mexico - US relations.

"His visionary character and explorer also led him to connect the then CEFNOMEX with two universities keys in California: University of California at San Diego (UCSD) and San Diego State University (SDSU)", adds the bank said in a press release.

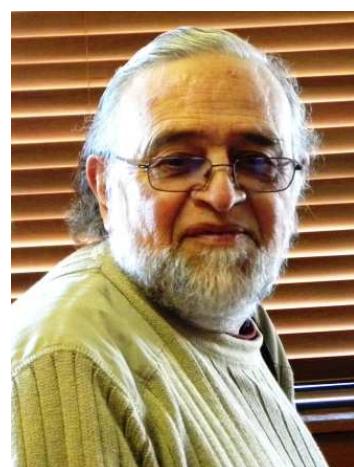
Del Castillo was a Ph.D. in Political Science and Philosophy at the University of Texas at Austin. He participated as Academic Coordinator and Director of the Department of Social Studies, as well as editor of the magazine Frontera Norte in El Colef. His book " North American Economic Integration " is essential for the study of the economic relationship of the Mexico – US relations.



In addition to the work accomplishments, Gustavo, or Gus as we knew him, was an active member of the San Diego Orbiteers. He flew actively at our club monthlies and special events.

Above, Gus is pictured at our annual Walt Mooney scale contest on July 4TH. The tie is the clue, for all contestants needed to wear a tie during this event.

After Gus moved to the east coast, several years ago, the club lost contact with his activities and pursuits. As mentioned in the Presidents Column this month, his modeling inventory has been donated to the club, which is much appreciated.



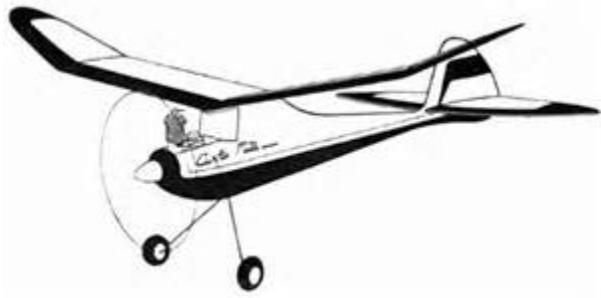
2017 COMBINED FLYING SCHEDULE

May 20/21 **Dual Club FF Bonanza**, Lost Hills

May Rotation Skipped: (Old Time Nostalgia Rubber)

June 25 - **Coupe**

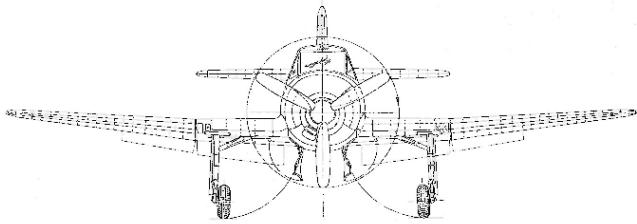
Power & Glider
(No rain date)



July 4 - **Walt Mooney Annual Scale Contest***

July Rotation Skipped: (P-30)

Aug Rotation Skipped: (Old Time Nostalgia Rubber)

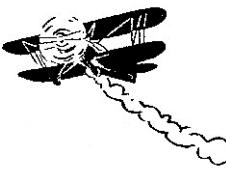


Sept 9/10 **Scale Staffel FAC Scale Contest***
(2 of 2)

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

June 4 - Catapult Glider, Embryo*

July 2 - A-6, Phantom Flash*

Aug 6 - Penny Plane, No-Cal*

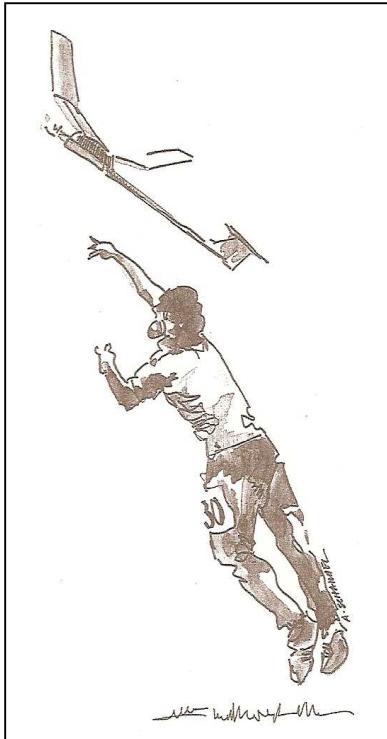
Sept 3 - Catapult Glider, Embryo*

Oct 1 - A-6, Phantom Flash*

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

Dec 3 - Catapult Glider, Embryo*

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



WHAT'S HAPPENING - May 2017

May 20 & 21 - **DUAL-CLUBS FREE FLIGHT BONANZA**
San Diego Orbiteers 59TH Annual &
Fresno Gas Model Club 78TH Annual
Lost Hills CA, See enclosed contest flyer for details.

June 4 - **Indoor Flying**, Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Event: **Catapult Glider**, Other Event: **Embryo**