EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

JUNE 2017

The Prez's Corner *– Don Bartick*

The Dual-clubs FF Bonanza is a wrap and in the can as they say. The contest was held May 20-21. This was once again a wonderful contest at Lost Hills. The Orbiteers participation was a meager 2 couples; Arline and I, Mike Pykelny and Linda Piazzi. Arline and Linda help out immensely at the CD table doing registrations, recording times and helping with the ice cream social. Linda also had a special cake made for the Saturday evening pot luck dinner. It was decorated with the Dual- Club FF Bonanza event. Arline also performed the camera duty, getting terrific action shots. A few pictures will be found somewhere in this ET. If it weren't for the ladies helping, your CD (me) could not handle the event and also participate. Thank you Arline and Linda! Look for the contest report elsewhere in this ET

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

I received 2 more installments of Gus del Castillo FF collection from Sandra del Castillo. This completes the material Sandra wanted the Orbiteers to have. It will be up to the Board to get the material in the hands of club members and if need be to the FF community at large. Look for emails from Howard after the Board meets June 14th with further information.

As I have mentioned over the last 2 months, I've been 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. The 50 teams of 2 students each successfully built their planes. Some were much better than others, but they all were flyable. The teachers made arrangements to test fly the planes in the school's basketball gym. The ceiling height was around 20 feet. For 2 weeks during their scheduled class time, the 50 teams practiced and practiced. The 2 teachers had enough experience with me helping them fly the planes they built that they were able to assist the students fly theirs. Each session the times improved. They were going from a few seconds to 40-50 seconds, then above 1 minute. I attended a few flying sessions to assist as I could. Finally, the teams were reduced to the top 5 teams by best times and a final contest held on May 31st. The first place team had 1 min-58 sec. Second place was 1min-24sec. Wow, great times. The school had an awards program using their closed circuit broadcasting studio. Arline and I attended. To my surprise the school named the event after me. Is that cool. They plan to continue the event as part of the science curriculum for years to come. Look for some pictures in this ET. That's a wrap for now.

Remember: "Teamwork divides the task and multiplies the success" - Author Unknown

Bartick Balsa Wood Flying Competition Award, Olive Peirce Middle School, Science and STEM programs.

BOARD OF TRUSTEES

Chairman
Don Bartick …….. (760) 789-3773
dbartick@4-warddesign.com
Vice Chairman (Acting)
John Hutchison……(619) 303-0785
johnhutchison1@cox.net
Secretary
John Merrill ……(619) 449-4047
johnrmerrill@yahoo.com

Mark Chomyn ……..……..(760) 753-7164
chomyn@roadrunner.com

Mike Pykelny ……..……..(858) 748-6235
MPykelny@dslextreme.com

Mike Jester ……..(619) 575-1953
michaelhjester@gmail

Open Position……..(xxx) xxx-xxxx
yourname@volunteer

Treasurer (Trustee at Large)
Howard Haupt ……..(858) 272-5656
hlhaupt1033@att.net

ORBITEER TASK LEADERS

Competition Director
Mark Chomyn ……..(760) 753-7164
chomyn@roadrunner.com
Safety Officer & Field Marshall
Open Position ……(xxx) xxx-xxxx
yourname@volunteer
Web Master
Kathy McLaughlin……(619) 303-0785
kamclaughlin1@cox.net
Newsletter Editor / Membership Cordinator
Howard Haupt ……..(858) 272-5656
hlhaupt1033@att.net

ORBITEERS MEMBERSHIP DUES

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

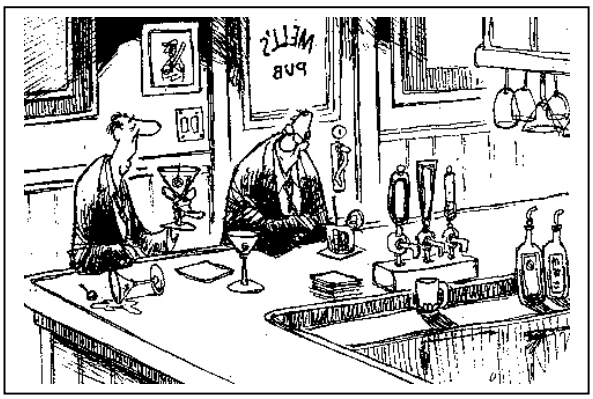
Submit Dues to Club Treasurer:
Howard Haupt
3860 Ecochee Avenue
San Diego, CA 92117-4622

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



They mowed the field at Perris!

Results of the Dual Clubs Free Flight Bonanza

A National Cup Event

May 20-21, 2017 LOST HILLS, CA

Don Bartick, San Diego Orbiteers, Contest Director
Doss Porter., Fresno GMC Contest Coordinator

The Dual Club Free Flight Bonanza is the joint annuals for the San Diego Orbiteers and Fresno Gas Model Clubs. This was the 59th and 78th annuals respectively for the clubs. Having dual club participation in waning attendance significantly reduces the overhead cost to put on a successful event. It has worked well over the past 16 years. We had wonderful weather throughout the contest including the day before used for practice. Temperature on the field went from the high 50's to high 90's for each of the 2 contest days..

The scheduled Saturday noontime 1-hour break from flying for lunch and the now famous Ice Cream Social at the end of the break continues to be a favorite. Leftover ice cream and condiments are giving to the local Lost Hills Fire Department. The tradition of having a Saturday night potluck feast drew a lot of folks. It's a fun way to end the first day. Furthermore, the quality of food is outstanding. No way could you go away hungry. Dan Heinrich, is the organizer and the main course of sirloin hamburgers and hotdogs were grilled to perfection. Participants are asked to bring a side dish or desert. There was no end to the food.

We planned for an attendance of 40 and had 31. This was broken down to 29 Sr/Open and 2 Juniors. As I said above, Mother Nature again was favorable to us Free Flight competitors. It's been several years since we had to postpone our event. There seems to be new comers to the hobby along with transplants from other parts of the country and world. The hobby still has some life.

The Fresno GMC brought an incredible amount of merchandise for their drawing. Every event entry that the Fresno club sponsored was given a raffle ticket (up to 3). Don't know of anyone that went away empty handed.

Special thanks to Arline Bartick and Linda Piazza who spent a great deal of time at the CD table registering folks and recording times. I can't express more gratitude for their help. This gave me an opportunity to participate in the competition. Arline also handled the camera duty. She has honed her action shots to perfection. Some shots as far away as 100 feet. Furthermore, she culls out individual shots of flyers and shares the pictures with them via email. Their response has been terrific.

The 31 flyers participated in 91 events. We had 4 separate events for the juniors. This year, we provided 7 X 9" rectangular plaques covered with leatherette with laser etched artwork for participation awards. They were given out to each registered contestant. We then awarded laser etched gold, silver and bronze placards for event placement. The placards could then be mounted on the participation award.

Highlight of the contest: The most contested AMA events this year were C/D gas(8)-Jeff Carman: Gold, A gas(4)-Jeff Carman: Gold, B gas(4)-Hulan Matthies: Gold, Vintage FAI gas(4)-Glen Schneider: Gold, Catapult Glider(4)-Chris Reck: Gold and Dawn P-30(4)-Stan Buddenbohn: Gold. Notable in Dawn P-30 was Stan Buddenbohn's 180 second still air flight. Clint Brooks strung out 11 maxes in E-36 as he was going after Stan Buddenbohn's National record. Unfortunately, during the 12th flight, his plane ran into a serious down draft and was down in 52 seconds. The

most contested Nostalgia events this year were C Nos(6)-Ron Thomas: Gold, B Nos(5)-Glen Schneider: Gold and 1/2A Nos(4)-Hulan Mathis: Gold and A Nos(4)- Ron Thomas: Gold. The most contested Old Time events were 1/2A Texaco(4)-Allen Heinrich:Gold and Full size Texaco(4)-Bud Romak. Notable in Full size Texaco was Bud Romak's 25:28 flight to win

Until next year, have many delightful FF moments. *Don Bartick, Ramona, CA*

(Contest results continued on next page)

Stan Buddenbohm

Clint Brooks

Mike Pykelny

Dual Club Pictures – by A.Bartick

Don Bartick

Phil Rooney

Roy Peel

Results of the Dual Clubs Free Flight Bonanza

For the record . . .

DAWN P-30 MASS LAUNCH (4)

1	Stan Buddenbohn	180
2	Clint Brooks	174
3	Don Bartick	137

P-30 (3)

1	Don Bartick	360
2	Clint Brooks	354
3	Doug Mayer	255

P-30 Junior (2)

1	Mason Mayer	225
2	Tristan Mayor	63

½ A Gas (3)

1	Matthew Kruse	466
2	Stan Kelly	462
3	Mike Mayea	340

A Gas (4)

1	Jeff Carman	604
2	Phil Ronney	476
3	Ron Thomas	104

B Gas (4)

1	Hulan Matthies	471
2	Jerry Hull	444
3	Ron Thomas	360

C/D Gas (8)

1	Jeff Carman	671
2	Hulan Matthies	661
3	Ron Thomas	534

Catapult Glider (4)

1	Chris Reck	337
2	Stan Buddenbohn	327
3	Lee Hines	299

Catapult Glider, Jr. (2)

1	Hudson Kruse	64
2	Tristan Mayer	43
3		

Hand Launch Glider (2)

1	Stan Buddenbohn	348
2	Chris Reck	250

Vintage FAI (4)

1	Glean Schneider	1057
2	Phil Ronney	900
3	Dan Heinrich	864

F1J Power (1)

1	Hulan Matthies	454

F1Q/A-B Comb (3)

1	Clint Brooks	698
2	Michael Pykelny	349
3	Lee Hines	253

E-36(3)

1	Clint Brooks	1372
2	StanBuddenbohn	786
3	Lee Hines	285

Dawn Mulvihill (2)

1	Bud Romak	561
2	Don Bartick	56

½ A Golden Age(1)

1	James Kruse	540

¼ A Nostalgia (2)

1	Glenn Schneider	441
2	Jerry Rocha	397

½ A Nostalgia (4)

1	Hulan Matthies	469

A Nostalgia (6)

1	Ron Thomas	984
2	Jeff Carman	515
3	Don McNamee	508

B Nostalgia (5)

1	Glenn Schneider	1260
2	Jerry Hull	873
3	Ron Thomas	642

C Nostalgia (6)

1	Ron Thomas	1080
2	Matthew Kruse	1014
3	Don McNamee	858

½ A Texaco (4)

1	Allen Heinrich	14:44
2	Dick Nelson	11:45
3	Bud Romak	9:16

Texaco(4)

1	Bud Romak	25:28
2	Dick Nelson	14:36
3	Allen Heinrich	10:08

Sm. OT Rubber Stick (4)

1	Mike Pykelny	362

Lg. OT Rubber Stick (1)

1	Dan Heinrich	262

OT A Pylon (1)

1	Dick Nelson	360

OT B/C Fuselage (1)

1	Ray Peel	437

OT A Fuselage (1)

1	Eric Strengell	442
2	Dick Nelson	357

OT B-C Pylon (2)

1	Dick Nelson	540
2	Bud Romak	502

Gollywock Mass Launch (2)

1	Bud Romak	211
2	Mike Mayea	122

Twin Pusher Mass Launch (2)

1	Carl Redlin	178
2	Dan Heinrich	150

Bill Booth Sr. Memorial (6)

1	Dick Nelson	540
2	Bud Romak	502
3	Ray Peel	457

More Duel Club Contest pictures on next page.

Orbiteers SAN DIEGO

Mike Pyhelny

Ron Peel

Don Bartick

Jim Kruse – Ice Cream Social Time

DUEL CLUB CONTEST

Photos by A.Bartick

Mass Launch

A Tilt Up Stab Dethermalizer

By Mike Jester

I often hear this question from a person timing a flight for another flier when a model has just been launched and seems to be climbing very well - “Did you set the DT?” Assuming your model has one, and that you set it before you launched, your dethermalizer (DT) may help ensure that you get your model back, assuming that it functions properly. A DT is basically a system that substantially impairs the glide of your model so that it will hopefully come back to earth if it gets caught up in a thermal, which is a rising column of hot air. Spoiler alert - there is nothing helpful in this article for experienced fliers.

The most common form of model airplane DT uses a pivoting stab which is urged upwardly by a rubber band. In the flight configuration, a line connected to the trailing edge (TE) of the stab holds the stab down against the rear end of the fuselage. The line includes a rubber band or a tiny coil spring and is connected to a timer. The timer releases the line, hopefully after a maximum flight has been achieved, and the stab tilts to about a 45 degree angle. The forward glide of the model is impaired and the model usually descends in a horizontal orientation to the ground in a controlled fashion, without any resulting damage.

There are basically three types of timers that can be used at our Perris, California flying field: 1) viscous timer buttons; 2) mechanical timers: and 3) electronic timers. For decades fuses have been used for DTs. A length of fuse is lit and burns slowly, eventually severing a rubber band that crosses the fuse and releasing the DT line. The California Fire Code has a statute regulating model airplanes that a fire marshal or sheriff might assert against our club if any of our fliers use a fuse. There are also pop-up wing DTs and pop-off wing DTs. The latter are used by P-30 fliers to ensure the model will come down even if it encounters the biggest boomer ever. Some P-30 models use both a pop-up wing and pop-up stab. Space will only permit me to describe one embodiment of the tilting stab DT in this article.

Before I go any further, let me say that I have given up putting DTs in scale models. The wing loading of a scale model is relatively high so they are far less likely to fly away in a thermal than a sport model like a P-30 or a coupe, and less likely to fly away than non-scale models like Old Time Rubber and Nostalgia ships. True, a scale 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. In my opinion, 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.

What follows are some photos of the basic DT set up on John Hutchison’s Jimmie Allen Skokie.

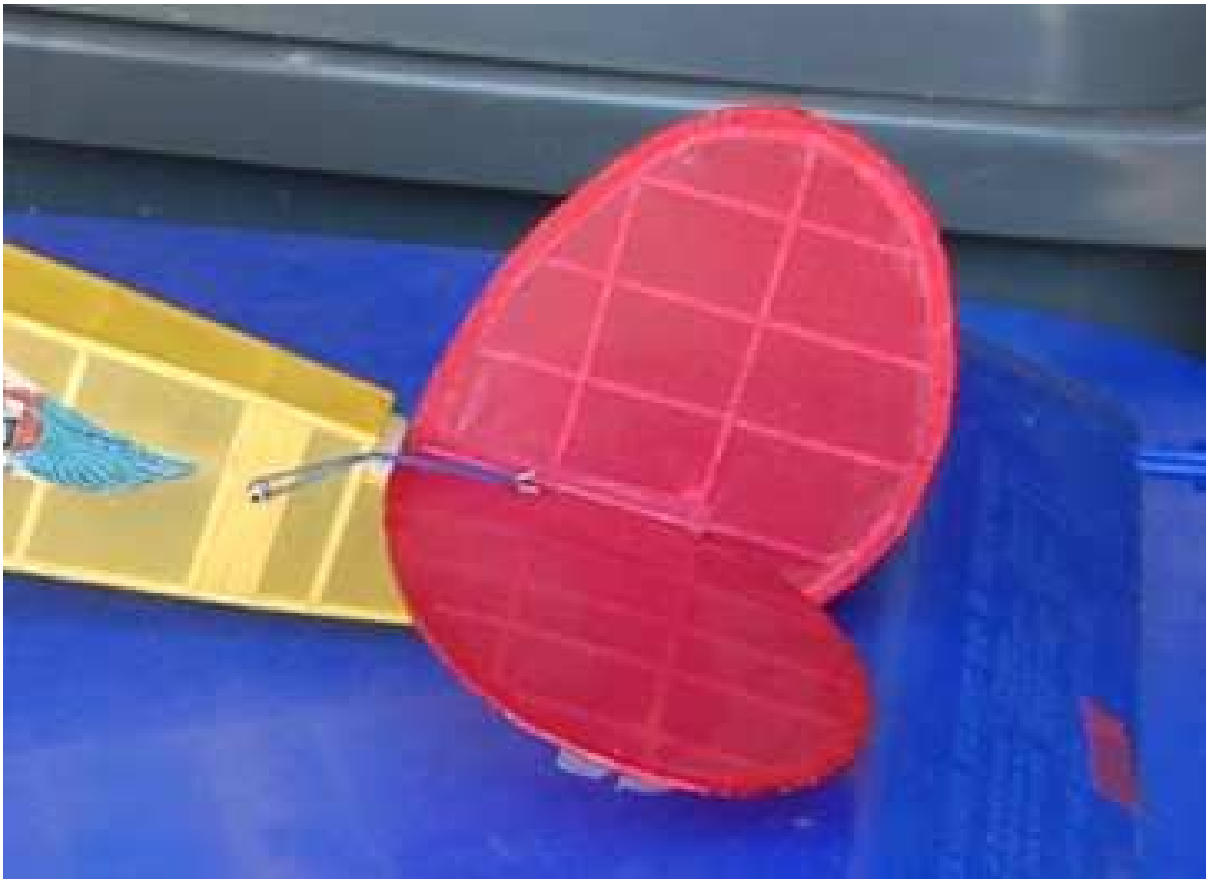
(Continued next page)

The photo above shows a viscous timer button mounted on the bottom of the fuselage in a sheet balsa support forward of the CG. Suitable viscous timer buttons can be purchased from Volare Products. The DT line has a rubber band at the forward end that fits over the end of a pivoting vertical arm made from 1/32 inch music wire. You can see a coil spring dangling vertically across the side of the fuselage that pulls on the plastic arm of the viscous timer button when it is connected. It is possible to make the coil spring yourself, or you can try to find one from an industrial supplier. Do yourself a favor and buy ten springs from Stan Buddenbohm for $20. They are the perfect size and provide a uniform reliable pulling force when stretched to a length of about 2 ¼ inches. Don't use a rubber band to pull the arm of a DT. The pulling force of the rubber band shown above is not critical to the timing of the DT, as will become apparent later.

(Continued next page)

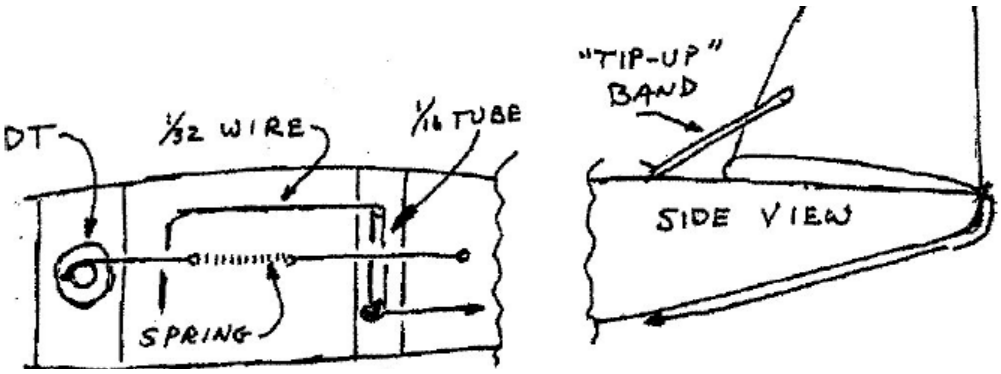
The photo above shows the pivoting stab and the platform that supports it in its down position. The DT line feeds through a tiny tube glued to the end of the fuselage below the stab. A bead or crimped segment of Aluminum tubing limits the travel of the line through the tube and acts as a stop so that the stab won't pivot more than about 45 degrees. It seems as if 30 degrees is not enough and many fliers use 60 degrees of stab tilt.

(Continued next page)



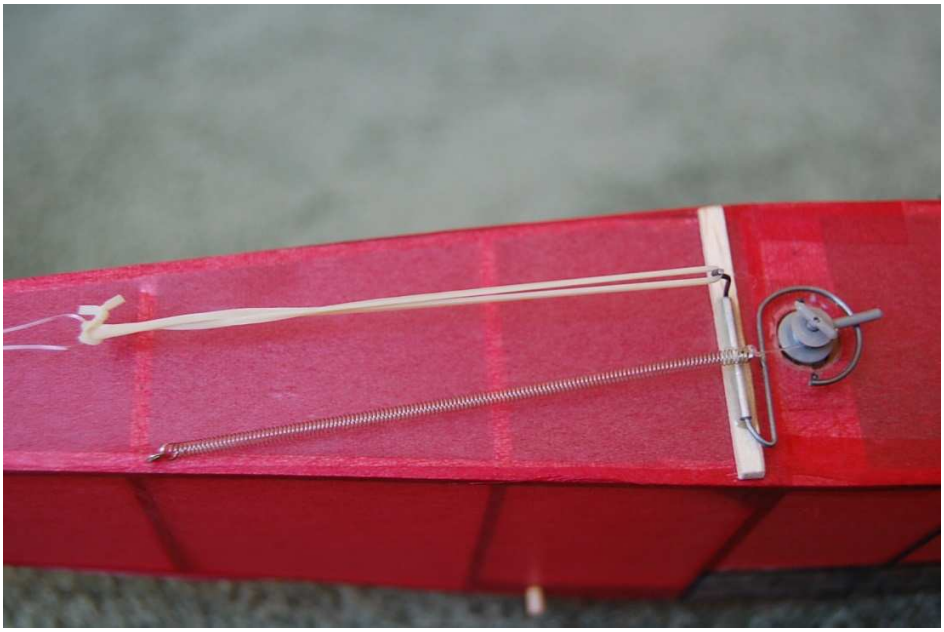
The picture above shows the stab and fin assembly of my Skokie. Rubber bands on each side of the fuselage extend from the motor peg, over the ends of a laterally extending segment of balsa wood, to hooks anchored in the stab. The force of the stretched rubber bands should be strong enough to firmly tilt the stab up, otherwise, it may not get past 10 - 15 degrees due to the on-flow of air in the glide and your DT will not do its job. The rubber bands also keep the motor peg from sliding out of the fuselage.

John Oldenkamp is credited with designing what I call the Mouse Trap DT. It prevents the stab from creeping up, gradually increasing decalage and causing a stall, as the spring forces weakens. Here is a sketch that Gerald Sullivan of the Scale Staffel FAC club in San Diego drew and published in 2004 that gives more details. In his sketch, the viscous timer button is labeled “DT”:



Mouse Trap DT

(Continue next page)



Mouse Trap DT set up on Mike Jester's Flying Aces Moth

The picture above shows how 1/32-inch music wire is bent into a C - shaped segment at one end and then extend straight for a bit, and then bends back into another straight segment that extends through a segment of 1/16-inch Aluminum tube. The other end extends vertically and holds one end of the rubber band connected to the DT line. The spring has one end secured to a longeron and the other end tied to a loop of Nylon fishing line that slips over the arm of the viscous timer button. This arm is pulled clockwise and retains the C - shaped segment of the music wire until it clears the end of that segment. Then the pulling force of the rubber band pivots the vertical wire arm downwardly, releasing the rubber band from the wire arm and letting the DT line go free, resulting in the stab popping up. This arrangement allows for a very strong rubber band force to keep the stab from creeping up as the force of the coil spring diminishes.

My Flying Aces Moth shown in the picture flew away, never to be seen again. I think I set the DT before I launched it, but maybe I didn't, or maybe it failed to release, or maybe the model flew away because it got caught up in a strong thermal. I committed the cardinal sin of not keeping my eye on that model and lost sight of it.

I have had good results eliminating the complicated mouse trap and just wrapping the DT line around the motor peg or a tiny dowel to prevent stab creep. DT's that rely on viscous timers are not very accurate. The time depends on how far you twist the arm of the viscous timer button, and the viscosity of the fluid, which diminishes with repeated use and increasing temperature. Always do some tests of your DT at the flying field before flying your model to get an idea of how far you have to turn the arm of the viscous timer button to safely have your model DT shortly after achieving a max. If the DT triggers too early, you will not be happy because it will prematurely end the flight of your model. If it triggers too late, you may have a long chase.

(Continued next page)

Viscous timer buttons cost around $20 for the so-called Badge Classic. Mechanical timers with coil springs cost more and weigh more but they are more accurate than viscous timer buttons. I used to purchase converted TOMY times from Jim Springer for $30. They weighed about 3 grams and worked great. TOMY is the name of a Japanese toy company and the wind-up coil spring mechanisms in their cheap action toys are well suited for use as a DT timer. Jim no longer sells converted TOMY timers and appears to have gone out of business. I have made several unsuccessful attempts to convert TOMY timers myself and have given up. I can't install the dithering arms that are needed. The Texas Micro DT scroll timer is too heavy at 5.75 grams for most of my models. It costs $52. The electronic BBT DT timer from Starlink Flitetech costs about $50 and is by far the most accurate and reliable DT timer I have used. For the adventurous builder, look up the Silly Putty DT timer if you want to make your own.

Let me end with another instructive story. At our club's last P-30 contest I had my model flying reasonably well. I was standing with my model wound and the viscous timer button set for around 2 minutes. I waited a bit for what I thought was thermal. Sure enough, I launched right into it. My model achieved a good altitude and was gliding very nicely after the motor run was over. It was still about 50 - 75 feet up when the DT triggered. My P-30 floated to the ground giving me a 90 second flight. The mistake I made was not holding the arm of the viscous timer button in position while I was waiting for a thermal. Had I followed the correct procedure this flight would probably have been a max (two minutes or more).

If you have not built very many models you probably shouldn't bother with the trouble, complexity and expense of installing a DT. Learn how to trim and wind so you can consistently get flights over one minute. Eventually you'll experience the thrill of having one of your models fly OOS for the very first time.

2017 OUTDOOR SCHEDULE

June 25 - **Coupe**
Power & Glider
(No rain date)

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)

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*

***Non-ORBITEER Points Event**

SAN DIEGO ORBITEERS

MAY INDOOR MONTHLY 2017
(May 7, 2017)
CD: John Hutchison

Penny Plane:
(Best two of five flights)

1) Mike Jester	296	308	- 604
2) Richard Wood	281	254	- 535
3) Don Bartick	255	192	- 447
4) John Hutchison	290	154	- 444
5) Greg Hutchison	191	183	- 374

No-Cal:
No Entries

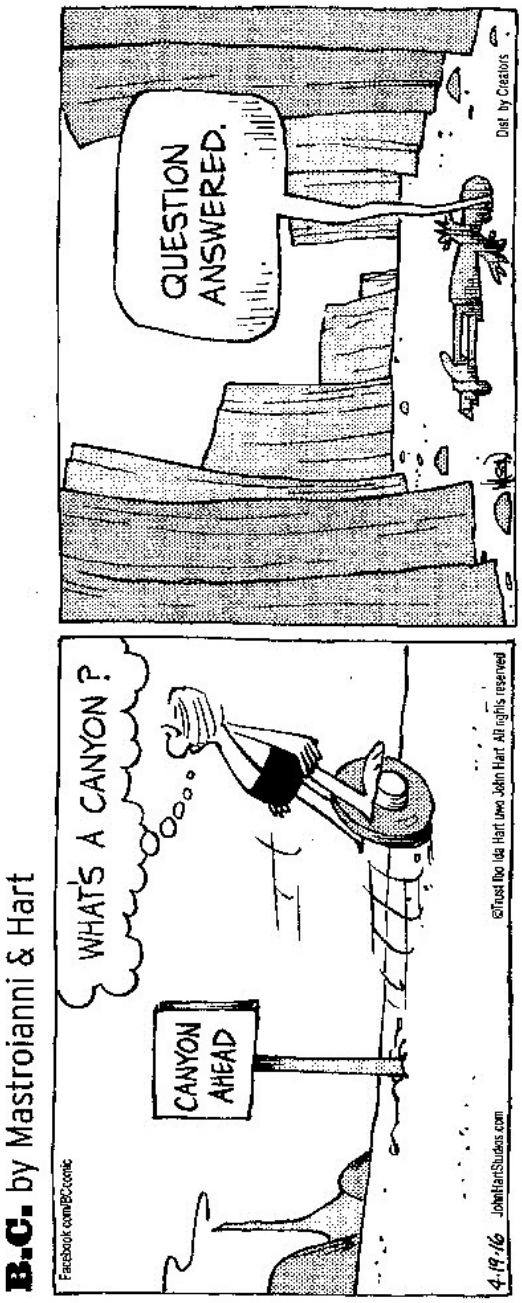
Photos by A.Bartick

TAYLOR CUB BUILD – D.Scigliano

Since I have been unable to make it to club flights because of work, I am building my vintage kits to fly at my local park. These old kits would require a lot of modifications to make decent flights possible so I am keeping my expectations simple.....Just get it to look good and fly. I remember when I was younger I would see old Guillows, Comet and Sterling kits at the hobby store built and hanging from the ceiling. I was young but the models looked so nice hanging from the ceiling all put together and covered in the kit tissue. Most of these models were left the color of the tissue in the kit with decals applied and they still looked good. If I was lucky, I would save and buy one of these kits to put it together only to be disappointed over and over again. I always wondered....Who are these people putting these kits together and making them look so good? I few years back I was up in Ft. Bragg at an old hobby store and saw some old Comet planes hanging from ceiling looking pretty nice. I am not a collector of old kits, I am a builder and that is what I intend to do with my kits. These old models have been built by many generations over the years and yes kids were able to get them fly just by using everything that came in the kit. The way I am building these old kits is straight out of the box with no to minimal modifications. I plan on winding 150-200 turns and let her fly hopefully nice and straight. This kit is a beefy design and the wood is typical Comet die cut or crushed in nature. With a knife in hand I was able to punch out all the parts and sand for use. I built the kit per the plans using Elmers Glue all and after the parts were punched out the build went fast. I covered the plane with the Comet supplied tissue and used the paper decals glued onto the doped tissue. I took the Taylor Cub across the street to the park and off she went. Before I glued the paper cowl in place I balanced the completed model with rubber in place and added some lead weight to the nose then glued the covered cowling on. After 200 winds I let her go and she flies in a nice circle for 10-15 seconds and glides pretty well. I know this is not an impressive flight by competition standards but it is all we could hope for when we were kids. I now have one of these old planes hanging from my ceiling to admire. For next month I should have my old Sterling Piper Cub J3 complete. This kit was built in the Brady Bunch S02E23 ***Alice's September Song.***

(Continued next page)

Authors work room & inventory



Olive Peirce Middle School
Science & STEM
Balsa Wood Flying Competition
- H.Haupt Photos by A.Bartick

Our club president, Don Bartick, has been working with Olive Peirce Middle School to mentor Indoor Model Flying competition.

He designed a Wright Stuff type plane, which he in turn built, test flew, kitted for 50 teams, mentored several science teachers on how to build, and helped out the teachers running student build sessions. Following this, he mentored the actual flying competition at the school. Whew that is certainly a lot of work!

In recognition of this effort, as already mentioned in the 'Presidents Column', the annual high time award created for this school competition was name after Don.

The BARTICK BALSA WOOD FLYING COMPETITION award. See first page of newsletter for close up of award and below with Don displaying the award. - Scoop

47th ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

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

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

LOST HILLS FREE FLIGHT MODEL AIRFIELD ASSOCIATION

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

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

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

Notes:

Timecards: Submit timecards to CD table or event table after each official flight.
ENTER ALL TIMES IN SECONDS, except TEXACO Events.
Hand Launch and Catapult Glider will be flown from a pen - submit time cards to CD table every two flights.
All Engine Runs and Max Times are per the AMA Rule Book and NFFS Official Competition Rules.
FAI Saturday Events – (7) one hour rounds, starting at 8 a.m. F1A first round max 210 sec. F1B, C, P first round max 240 sec All other rounds 180 sec. Flyoff rounds no earlier than 4 p.m. per CD.
FAI Sunday Events - F1G, H and Q (5) forty-five min rounds beginning at 8 a.m. F1G, H 120 sec max F1Q 180 sec max Flyoff rounds no earlier than 1 p.m. per CD.

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

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

See other side for Schedule of Events.

3/24/17

2017 NFFS SYMPOSIUM PATRON PROGRAM

Work on NFFS's 50th anniversary Symposium is well underway, and now is the time for you to join the Patron Program. Not only will you be supporting NFFS's continuing efforts to again produce the world's premier, annual Free Flight publication, and you will be among the first to receive it!

The 2017 edition is using the same "panel-of-editors" approach that made last year's among the very best ever. This year's staff includes three symposium veterans and two newcomers: David Mills, Harry Grogan, Paul Rossiter, Bernard Guest and Mike Slessor. All are longtime Free Flight modelers and have built, flown and published widely. This is a good group of much ability. Some of the papers in production are summarized below.

- Richard Mathis is taking a hard look at F1C and the consequences of their new 4-second engine runs.
- Brian Eggleston provides another paper in his long series of airfoil studies.
- Alan Brocklehurst follows up his paper from last year on wing airfoils at the Reynolds numbers unique to Free Flight models by delving into the even more extreme realm of our stabs and their aerodynamic characteristics.
- Roland Friestad follows up his paper from last year by discussing the restoration of old model plans and putting them into digital format.
- Allard Van Wallene is writing on a very vital but unheralded item of towline glider equipment—the towline itself.
- Gene Ulm is writing a manifesto on the new digital world and the opportunities it provides for Free Flight and NFFS. The goal is to reset the marketing strategies long used by NFFS and others in promoting Free Flight.
- Sergio Montes in writing another paper on the aerodynamics of stabs, focusing on the work of Hank Cole, Gerhard Woebbeking, and other creative designers.
- Louis Joyner and Dave Matthews are producing a survey of the current F1B state-of-art. Expect far-flung sourcing and some tasty graphics. Similar treatments of F1Cs from last year serve as the model.
- Peter King is discussing our Dawn Unlimited category by running simulations on a variety of characteristics like wing area, wing loading, rubber fraction and much more to maximize duration.
- Tapio Linkosalo discusses the emerging surplus of climb performance in E-36/F1S and how it should be adjudicated in any forthcoming rules change process.
- Frank Perkins is writing about Moore's Law and its application into the world of Free Flight electronics. One of the ablest of electronic practitioners, he charts the evolution of the various gadgets and gizmos we take for granted.
- Tom Hallman is writing on the various techniques of dethermalizing small, scale models. He outlines the various mechanisms that can be used to keep these airborne jewels from flying away.
- Omri Sirkis is writing on the various approaches to leading edge design in F1Q, allowed by recent rules changes.
- David Mills is presenting a primer on modern sympo production, a basic tutorial on how to take advantage of the new panel of editors methodology and other mechanisms on tap to produce an excellent sympo.
- The long line of past sympo editors will be saluted in the closing paper, and those still living are asked to reflect on their time under the editor's yoke and what the sympo meant to them at the time.

Being a Patron is the only way you can guarantee a copy of the 2017 NFFS Symposium, and get your name on the Patron List in this year's Symposium, as well. Our goal is have it in the mail to coincide with the 2017 Muncie Free Flight Nationals. So, look for your copy by late July. The minimum contribution levels to the Patron Program follows, and we encourage larger amounts, if you feel you can do so. All contributions beyond $35 are tax deductible on your Federal return. The minimum contribution for USA members is $60. (Canada and Mexico are $75, and all other foreign addresses are $80). Your copy will be sent directly from The Printer, as soon as it is off the press.

The deadline to be included in this year's Patron List is June 24, 2017. Please complete the form below and send with your check or money order in the enclosed addressed envelope to Bill Vanderbeek. We accept **PayPal**. If you do pay with **PayPal**, you still need to complete the form or a facsimile and send it to Bill Vanderbeek: billvanderbeek@yahoo.com confirming that payment was made via PayPal. **IMPORTANT:** be sure to send **Pay-Pal** payments to: fkf.nffs@earthlink.net.

Note: Please include your name as registered with NFFS if you decide to dedicate the contribution to a different person or business.

Bill Vanderbeek billvanderbeek@yahoo.com
2017 NFFS Symposium
5900 Sunset Ridge Ct.
Reno, NV 89511

We accept PayPal™
fkf.nffs@earthlink.net

2017 Symposium

Name _____
(Please print name here as you would like it to appear in the Symposium)

Name _____

Address _____

City, State, Zip _____

☐ **Please check here if your payment was made through PayPal™**

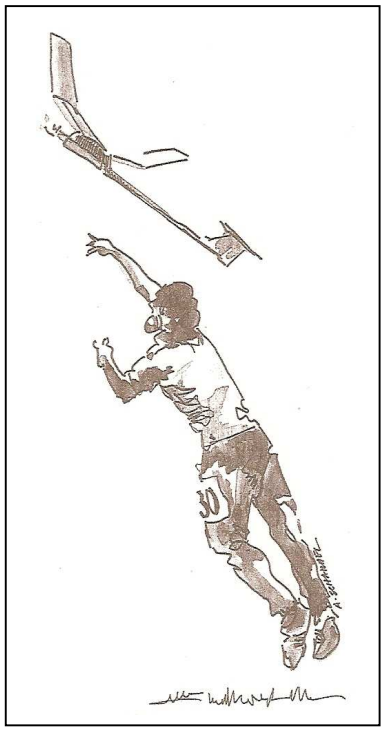
Amount of Donation

$_____

Make checks payable to NFFS – Minimum donation $60 ($75 Canada & Mexico, $80 foreign).

Place this portion of the letter and your check in the pre-addressed envelope, ***put a stamp on it and mail today!***

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



WHAT'S HAPPENING - June 2017

June 14 - **San Diego Orbiteers Board Meeting,** 6:00 pm.
Don Bartick's residence, 22465 Casa De Carol, Ramona CA 92065

June 25 - **Orbiteer Outdoor Monthly**
SCAMPS Field, Perris CA, 8:00 am.
Feature Event: **Coupe** Other Events: **Power & Glider**

July 2 - **Indoor Flying**, Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Event: **A-6,** Other Event: **Phantom Flash**