

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



DECEMBER 2021

Chairman's Corner – Mark Chomyn

Whew! We made it through a rather turbulent and frustrating year. I want to thank all the members for their attendance at our monthly outdoor contests and offer an early thank you for attending our upcoming annual banquet. I know it's already on your calendar (right?) That's January 22, 2022, from 1PM to 4PM at Filippi's Pizza Grotto located at 5353 Kearny Villa Road. All you can eat pizza, salad, garlic bread, dessert, and soft drinks. And what does this set you back? A mere ten bucks a person! I call that an inflation busting good time. I'll see you there and don't forget to bring those aero modeling items for the raffle. And, don't forget to thank Linda Piazza for getting this together.

Amidst all the holiday celebration we have a bit of sad news. David Steinmetz informed us that his dad, Harry Steinmetz, passed away on December 13. Harry was a long-time member of the Orbiteers and I was fortunate to have known and flown with him at our old field in Otay Mesa. Harry was a collaborator with John Oldenkamp in developing the P-30 class planes that we enjoy and fly today. But I remember him more for a plane he designed that some of you may not know.

I was having difficulty getting coupe class planes to fly. My problem was I couldn't build a smooth-running folder prop that was efficient enough to provide power on 10 grams of rubber. One day while browsing through my model magazines I was skimming the December 1978 Model Builder (sure miss that mag) and there it was the "Coupe De Plastique". It caught my eye for three reasons. One, the name of the author. Two, the name of the plane ... why Plastique? And three, I saw the prop on the plan. A 9-inch diameter, free-wheeling Peck prop. My prayers were answered! The story behind the design was that Harry was interested in competing in a coupe event at an upcoming contest but had limited building time to get a coupe together. The solution? Harry decided to take a Gollywock wing, stab and rudder planform and attach them to a rolled balsa fuselage with the wing being pylon mounted and also foregoing the folder. I immediately took the magazine plan to Kinkos and got it enlarged. Then walked over to my neighbor's (who had a pool table) and borrowed a pool cue (Harry used one for the fuse). Construction time took a little over a week and I finished the plane with red, white and blue tissue. I proudly took the coupe to the field and made a beeline for Harry with the coupe. "Harry, I got something you need to see." Harry looked at it and said "Nice job, where'd you get the plan? I explained my Kinkos approach. He looked at it again and said, "Looks about right". I went on to put in three flights (in three announced rounds ala the Oldenkamp CD format) and at the end found myself in third place. Third place! And, there were more than three flyers competing! Wish I had a photo of that model on that day. Memories are great though, even if not memorialized in a photo.

As you read this, our December 19 contest may already be on the books. I'm writing this on December 14 while rain is coming down and I'm hoping that the rain doesn't affect the field's access road. So, weather permitting I'll see you Sunday, December 19, events are OT/Nostalgia, Glider and Power.

With Christmas around the corner, I always get nostalgic about "the good old days". Christmas meant getting all those holiday catalogs with tons of stuff you wish you had and might get for Christmas. The catalogs came from Sears, Montgomery Ward, Bailey-Wagner (Springfield MA)

etc. If you were like me, you spent hours poring over stuff you wanted on your Christmas list. But the best part was getting on the bike and driving to see the displays in the windows of our one hobby shop in Ludlow and the one across the bridge in Indian Orchard, the three local hardware stores and the five and dime. The hobby shops were saved for the last visits to allow a sense of anticipation to build to the maximum. And one year I was not disappointed. There it was. A bright blue and silver box with a swoopy jet like silver plated finish. The bright red label said Top Flite and the silver label below said "Duralume". The box also said "Jigtime" so if you knew the modeling trade lingo that translated to goes together in a flash. This was circa 1958 – 1961 I think, and my heart started racing at the thought of winding up this this silver work of art and letting it hit the sky. I immediately put this on the "must have" list hoping it would appear on Christmas morning. It never did but thanks to a magnificent new merchandising app named EBay I managed to secure one at the ripe old age of 72. It may sound hackneyed but it's true dreams can come true if you just wait about 60 years.

A very Merry Christmas and a Happy and healthy New Year!
Mark

"There is no one to whom the romance of aviation makes more of an appeal than it does to the boy between seven and fifteen years of age, and these boys are building model aircraft by the millions".

Scientific American, October 1930



New Beginning P-30

By Mike Jester



As many of you know by now, I am somewhat of a fanatic with regard to the P-30 event. I really like its simplicity and the opportunity for design variations that it presents. Good flights are readily achievable with almost any P-30 design. I also like the fact that this event, which is popular around the world, traces its roots to the San Diego Orbiteers. So, I am constantly building, flying and fiddling with P-30 designs. I probably have at least ten flyable P-30 models, and several unbuilt P-30 kits. So, here is my latest P-30 sojourn.

My newest P-30 design, pictured below, is called the New Beginning. It is at the opposite end of the spectrum from my Three Nite P-30 design in terms of building complexity.



New Beginning P-30 by Mike Jester

P-30 models can be classified in two different groups. One has a built-up stick fuselage consisting of longerons, uprights and cross-pieces (or a slab-sided rectangular fuselage). The other has a tubular fuselage made from either rolling sheet balsa wood or using a fiberglass or CF composite tube. Most P-30 flyers use a 6 x 1/8 or 12 x 1/16-inch rubber motor that meets the 10-gram maximum under the P-30 rules. Those with lighter models near the 40-gram minimum are able to fly with 4 x 1/8, 6 x 3/32 or 10 x 1/16 rubber motors. These lighter models sometimes have a motor peg location near, or even underneath, the stab. Like most non-scale free flight models, the aerodynamic properties of a P-30 can be improved if the distance between the wing and the stabilizer is increased. This provides a longer tail moment, and enables the use of a smaller stabilizer and fin. Free flight models with a large separation between the wing and stab are comparatively easier to trim. Coupes have much larger props and therefore typically use a 12 x 1/8-inch 10-gram maximum rubber motor. This allows them to advantageously utilize a relatively short motor section, a long tail boom, and a small stab.

I have reviewed the lengthy 2010 P-30 survey published by Free Flight Quarterly, and looked at many other P-30 plans available on the Internet. With only a few exceptions, all of them have fuselages with a motor peg positioned around 18 to 20-inches from the front end of the fuselage except for a few that fly with the longer motors described above. This places quite a bit of the rubber motor aft of the wing which in

turn necessitates a somewhat aft location of the wing to locate the CG at the optimum location, typically around 60%. It is common to see the wing of a P-30 mounted about halfway back on the fuselage.

The exceptions to the usual P-30 motor peg location are as follows. One designed by Mike Evatt called the P30XT2 uses a 1:4 gear reduction in the prop assembly and a 14 x 1/8 rubber motor. Obviously, this is inefficient due to energy losses in the gear train. A second designed by Jim Mayes called the Accipiter uses a 10 x 1/8-inch rubber motor and the model is launched at 21 inch-ounces of torque! Clearly, trimming such a model to withstand such a massive torque burst would be a real challenge. A third design is called the Quick One was published in the February 2021 edition of Model Aviation magazine, but details of its rubber motor are not given. A fourth design with an unconventional motor peg location is Don DeLoach's Polecat MK X. It has its motor peg located near the TE of the stab since it is designed to fly with a 6 x 3/32-inch rubber motor.

I decided to try to shorten the motor section of a P-30 fuselage while still flying with a conventional 6 x 1/8-inch P-30 rubber motor. The problem that has to be solved with such a configuration is the prevention of rubber motor bunching, and CG shifting, after the motor run. CG shifting can induce a stall, or worse, a nose down trajectory, either of which will probably prevent your P-30 from achieving a two-minute max. Braiding a 6 x 1/8-inch rubber motor is an option if one desires to build a P-30 with a shortened fuselage but the fuselage would need increased diameter to allow the knots to spread out and "grape vine". An alternate solution is to use a spring tensioner of some sort so that the rubber motor will retain enough unused turns to keep it from bunching. The easiest way to implement this solution in a P-30 is to use a 9 1/2-inch Gizmo Geezer (GG) prop assembly. It also provides the added benefits of reliable free-wheeling of the prop during the glide and the ability to quickly make accurate thrust line adjustments. I wanted to use a tubular fuselage since it is light and easy to make. The problem here is that unless the ID of the tubular fuselage is large enough, you can run into problems putting in sufficient down thrust without the rear end of the sleeved clevis of the GG prop assembly rubbing against the interior of the rolled fuselage.

With all this in mind I rolled a fuselage from a 14 x 2.75 x 1/20-inch sheet of 6.5# balsa wood. I rolled it around a .875-inch OD white PVC pipe. Typically, I would roll the motor section from 1/32-inch sheet balsa wood, however, I wanted this working prototype to be a little stronger and I had some nice 1/20-inch sheet balsa wood with a 6.5# density available. I then rolled a tapered tail boom rolled from 1/32-inch sheet balsa wood using a pool cue and glued it to the rear of the motor section. I glued a 1/64-inch plywood nose ring inside the forward end of the motor section and glued on a pair of curved 1/64-inch plywood motor peg location reinforcements. The nominal "hook-to-peg" distance is about 12-inches, although this is technically the distance from the sleeved clevis of the GG front end to the motor peg. This is about two-thirds of the typical hook-to-peg distance of a P-30. I trimmed the motor section/tail boom combination to 28-inches in length to ensure that the nose plug and GG prop assembly would not make the model exceed the maximum 30-inch length limit under the P-30 rules. The pylon was positioned to set the CG at 62%. You can see in the photo that in the prototype the wing is quite a bit more forward than in many rolled fuselage P-30s that have the motor peg positioned much further aft. This is made possible by shifting some of the weight of the rubber motor forward compared to a conventional P-30. By way of comparison, here is a picture of John Hutchison and his Pirate P-30. Note the aft position of the wing (he can still probably beat you with this model if it remains in his fleet).

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John Hutchison and His Pirate P-30 - Otay Mesa - May 8, 2014

After I showed him a picture of my New Beginning P-30 Stan Buddenbohm told me that he built one of his Air Shark P-30 models with a nose shortened to about 5 ¾-inches. I assume it had a very short hook-to-peg length. I don't know how it performed compared to his conventional Air Shark model.

I was not trying to build a super light P-30, but just wanted to test the shortened motor tube concept. As shown in the picture, the prototype of my New Beginning P-30 weighs 43.15 grams. It has a pop-up stab and pop-up wing DT that uses a viscous timer button. The area of the fin and stab of my New Beginning P-30 could probably be reduced by 10-15%, lessening their combined weight and allowing the wing to be moved even further forward. I plan to report the results of trim flights which I hope take place in the near future.

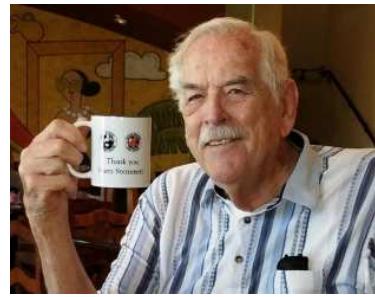




Harry L. Steinmetz

(In passing - December 13, 2021)

By H.Haupt



Harry attended San Diego High School, and graduated from San Diego State College (1952 to 1957) majoring in Speech. He was employed by San Diego Unified School District (1964 – 1999), teaching fine arts at Madison High School, and was an Adjunct Instructor (Communications Studies) at San Diego Community College District starting in 1980.

Both Harry and I are alumni of Madison High School, with Harry's career of teaching at Madison, and my graduating with the Madison Class of 1968. Our paths never crossed on campus, for my schedule of classes did not include any of the Fine Arts classes Harry taught.

I came to know Harry on a more personal basis through our mutual membership with the San Diego Orbiteers. Harry became active with the Orbiteers in the mid-seventies. Non-Power was Harry's cup of tea, flying Coupe, A-1, Unlimited Rubber and P-30. Harry teamed up with John Oldenkamp in 1976 to brainstorm the concept of a new modeling class, the P-30. Prototype designs were drawn up and built and tested. Flying a P-30 design, Harry competed at the 1976 Pacific NW Championships and placed 5TH in the Unlimited Rubber Class.

In the calendar year 1977, a number of pivotal activities occurred with Harry at the helm. He was elected President of the Orbiteers, the P-30 rules were finalized, a four page P-30 promotional flyer was developed, published and distributed. A P-30 Postal Contest was defined and sponsored by the Orbiteers. With Harry's guidance, the P-30 Postal was a success, with 43 entries, and is thought to be the catalyst that launched the P-30 class on the path to success. Also during the course of this calendar year, Harry competed monthly in the Non-Power class, and closed out the year as the club Non-Power Champion.

After a monthly Orbiteer meeting, Harry shared with me some insight he had developed over the years teaching. He went on to say that on the first day of class, he could look out at the students in attendance, and assess with a high degree of accuracy, the grade level each would achieve by the conclusion of the course curriculum. At the time I thought this was a remarkable ability to interpret body language and presence in a glance.

Well Harry, your remarkable presence, will be missed.



Left to right: Harry Steinmetz, John and Kathy Hutchison, Arline and Don Bartick, David Steinmetz

P-30 POSTAL REPORT September 10th. 1977

At last! One month to the day after one of the finest modeling experiences of my life, I've found time to get this report together. Some of you were fortunate enough to have shared the day with us and my thanks go to all of you who flew and/or built for this meet. We had 45 planes and the weather was beautiful: clear blue sky with a few scattered clouds. The temperature reached 90 and the wind never exceeded seven or eight miles per hour. (Most of the day there was a gentle breeze.)

The procedures (reproduced below) were handed out before 8:00 a.m. By 8:15 all the proxies had drawn one or two numbers and were busy reading the directions sent by the builders. Rule #3 caused some near apoplexy as builders watched from afar as their proxy sliced away fins, changed incidence, and launched downwind. Since most were working in pairs and most had some rubber experience, things were pretty much ready for the start of Round I at 9:15. By 1:00 nearly all planes had been flown for three officials. Seven had flown away (no DT set-up on some!!) No one had three maxes and so the trophies were handed out and the champagne poured and new friends found: A good feeling was shared by all. Enclosed is your flight card; it should have your proxy's name and address and his comments. Thanks for entering.

Harry L. Steinmetz
Contest Director

P. S. Future P-30 rules will require double covered surfaces and an enclosed motor. The proposal for a minimum weight was voted down. This is meant to keep it as a fun event. H

Procedures: At 8 a.m., numbers corresponding to those assigned the models will be drawn in the names of the proxies available. No one shall fly his/her own or a close friend's model. One hour shall be allowed for the proxies to read any notes sent by the builder and to become familiar with the model. Test flying is encouraged. At 9:00 a.m. or so the C.D. will call the opening of round one. Round one will end when all planes have recorded a flight, or an hour and a half has elapsed, whichever comes first. No second flight will be accepted until round two is opened. If damage or other major problem should delay the first flight, the C.D. may allow a later flight. All flying will end at the end of round three as announced by the C.D., except for fly-off if needed. Awards will follow as soon as possible. All C.D. decisions are final including reconsiderations.

Rules for Proxies:

1. Please read, memorize, and be prepared to follow the procedures.
2. Please work with and assist other proxy flyers with the following exceptions:
 3. No builder is to communicate in any manner with the proxy of his plane. Violation of this rule may result in the disqualification of the plane or the proxy or both.

Suggestions:

1. Handle each model as though it were new and untested. (It may be.)
2. There is a "hospital" with all supplies necessary for field repairs. Don't despair. Use it.
3. We have extra winders, stooges, stop watches and advice. All are yours for the asking.

Place	Name of Builder	Name of Proxy	Time (sec)
1	Cynthia Sabransky	Kelly McClintock (sr)	518
2	George Perryman	Walt Mooney	478
3.	Bill Vanderbeck	1 Kathy McDaniels	478
3.	John O'Donnell	Rick Hutchison (jr)	444
4.	David Hartman (jr)	David Turgeon (jr)	423
5.	Phillip Hartman	Jack Lueken	420
6.	Kathy McDaniels	Ken Hannon	386
7.	Cesar Banks	2 David Steinmetz (jr)	376
8.	Jim Quinn	Ed Knurck	369
9.	John Hutchison	Jim Quinn	360
9.	Charlie Sotich	Mack McClintock	360
10.	Greg Richardson (sr)	Bob Bicknell	332
11.	Al Ulm	Guy Kirkwood	325
12.	Robert Peck	Harry S. Steinmetz (jr)	316
13. 3	Ty Marcucci Jr (jr)	David Steinmetz (jr)	310
14.	John Oldenkamp	Al Richardson	309
15.	Dolores Snyder	Van Richardson (jr)	301
16.	Bob Boehme	Jim Quinn	295
17.	Greg Hutchison	Bill Hannan	294
18.	Gregory Thomas	Chuck Dugan	289
19.	E. M. Johnson	Lee Rose	287
20.	Stephanie Perryman (jr)	H. Thomas	281
21.	Finn Hannan	Bob Boehme	280
22.	Royce Marcucci (jr)	Pob Peck	279
23.	Dave Gibson	Ty Marcucci	275
24.	John O'Leary	Royce Marcucci	251
25.	Al Richardson	C. C. Davis	243
26.	Jack Lueken	John Oldenkamp	238
27.	Dave Linstrom	Gerry Blumenthal	235
28.	?	Finn Hannan	219
29.	Van Richardson	Ken Hannon	217
30.	John Blair	Greg Richardson	212
31.	G. Guiles	Al Richardson	210
32.	Lee Rose	Walt Mooney	200
33.	Mark Trubowitzsch	Cynthia Sabransky	187
34.	Janet Lueken	Ty Marcucci	169
35.	Tom Houle	David Wright (jr)	157
36.	Walt Mooney	John Hutchison	152
37.	E. M. Johnson	Lee Rose	147
38.	Walt Mooney	Bob Boehme	141
39.	Harold Howard	C. C. Davis	138
40.	Dorothy Marcucci (jr)	John Hutchison	122
41.	David Wright (jr)	Greg Hutchison	120
42.	Ed Knurck	Jack Lueken	68
43.	Ed Knurck	Pob Peck	65

- 1 Kathy McDaniels was the highest placed builder/proxy flyer total 8
 2 David Steinmetz was the highest placed double proxy total 20
 3 Ty Marcucci Jr received the Peck trophy for the highest placed
 One Nite 28 - proxy David Steinmetz

The first six places went to planes from: San Diego, Atlanta Ga.,
 Oakland Ca., England, No Carolina, No. Carolina, and back to San Diego

SAN DIEGO ORBITEERS BOARD OF TRUSTEES MEETING - December 8, 2021

Held at the Merrill home, total of 11 in attendance, including one via Zoom, (1ST time ever for our board).

Meeting was called to order by President Mark Chomyn at 7:20 pm.

Minutes of previous meeting: an amendment was made to correct the mistake from the previous minutes. It had been stated that Kathy is looking for a replacement as the Scale Staffel webmaster, whereas she is actually looking for a new Orbiteers webmaster. Any volunteers? Otherwise, the previous minutes were approved as published. A mistake like that should cost the secretary his job!

Treasurer's Report was approved as provided to the board.

Membership Report found that there are 12 new members, welcome all! Mike and Linda have been diligent in filling the brochure racks at the two Discount Hobby shops, as well as other locations. Thanks You both for taking care of this.

Old Business:

- Alternate outdoor field locations: None identified, will keep looking.
- Status of club T-Shirt order: Currently only available without pockets, to get them with pockets, we have to wait a bit.
- Update of status of using Grossmont College gym is "pending", hoping to get word soon, possibly next semester.
- The collection and sale of Charlie Primb's modeling items netted \$117.00 each for both the Obiteers and Scale Staffel.
- Allen Arnold's free flight items were brought to the Orbiteers contest on October 26TH by Jim Jones and offered at not cost to interested flyers.

New Business:

- Preparations are underway and in control for the annual banquet to be held on January 22ND. A huge thank you to Linda for all her work getting every detail organized!
- Chairman and board member positions for 2022: No nominations or changes.
- Reviewed the Competition Director's proposed contest schedule for 2022.
- Not yet preparing an indoor schedule until we get official permission from Grossmont College. When and if we do, we will try to the 1ST Sunday of every month.
- Much discussion of having a possible "one design" simple rubber event, likely at the April 10TH contest. More details to follow when available.
- A bit of discussion of next year's Science Olympiad Wright Stuff. Event will feature a Penny with fairly simple rules.
- John and Kathy recounted their sad experience at the FAC contest in Buckeye, AZ. A great deal of modeling tools and items were stolen out of the back of their pickup truck while parked at the hotel before the contest.

Contest Reports:

- Mike and Don talked about the good U.S. Free Flight Champs at Lost Hills, CA.
- John Hutchison said the WestFac contest in Buckeye, AZ had a good 3 days of flying, with decent attendance.
- Don discussed the Dual Club Flight Bonanza at Lost Hills, CA held November 13TH and 14TH. He said one morning had dense tooley fog, so no dawn events. Total of 35 entries, so there was a pretty good attendance. There were 11 entries in the P-30 mass launch. The noon ice cream social was great!

Open Discussion:

- A bit of discussion concerning Gary Fogel's SDSU engineering class aeronautic event. Very well attended, and a lot of help from the modeling community to be mentors to the students. thanks to all that participated in that event.
- Still looking for a candidate to take over as Scale Staffel President. Any volunteers? There's only 3 contests a year, and no meetings, so not an overly difficult job (or so we are told), please contact John Hutchison if interested.

Good of the Order:

- Schedule the 1ST Quarter 2022 board meeting. Need to make some calls before it gets put into writing.
- Mike Jester announced that his daughter Julie and her husband Russell are expecting twin boys due in May. Congratulations!

Call for Adjournment: Came at 9:38 pm.

Respectfully submitted by John R. Merrill, amateur secretary.

NEW FF CLUB - Robert Hodes

The Las Vegas area free flight club, the VAMPS (Vegas Antique Model Plane Society) was formed in 1972. VAMPS was a great name when the club was founded, as at the time, most of the members flew SAM models. That is not the case anymore. Anyone doing a search for model clubs in this area, however, would think because of the club name, that all we fly here are SAM – type models.

In an attempt to attract more free-flight modelers, we wanted a name that hopefully will attract all types of free flight modelers: AMA, FAC, FAI, NFFS, as well as SAM.

The new club name we came up with is the Black Mountain Flyers, named for the mountain that borders our field, the El Dorado dry lake.

We drew up a rough ketch of what we wanted as a logo and sent it to Callie, of Callie Graphics. She did a great job of coming up with the final version. We think it looks pretty good. The shape of the mountain was copied from a photo I sent to Callie of the mountain as seen from the dry lake.

(The BMC Logo is attached to the email that brought you this newsletter)

SDSU Aeronautical Engineering students get a taste of Free Flight by Clint Brooks

(This article is part of the Gas Lines NL, that is attached to the email that brought you this newsletter)

November 28, 2021 Outdoor Monthly - Stan Buddenbohm

Subject: Re: Sunday Flying

The weather Sunday was perfect, almost no drift, mild temperatures, sunny, and dry. Sorry to say not too many showed to enjoy this fabulous day.

David Wade flew his Gollywock, which he has worked with and much improved. It flew beautifully and was a joy to watch. Tim, of course, won both HLG and Catapult glider but he had some good competition. Tim was flying a new cat design, BLURR, and some rebuilt TLGs. Brad was flying his Cole Power TLG and getting great launches. A new young man, Colin?, sorry I am not sure of his name, is just learning TLG from his mentor, Tim. At the end he made a launch as good as Tim's! There were some neat other small rubber ships that were very enjoyable, and Mike Mulligan was there trimming scale models.

The main show was Power, which turned out to be all E36s. Per Clint's suggestion we flew it in a 5x5 format invented by Don Deloach for HLG. This means that we fly in 5 rounds with 5 minute windows to launch and 15 minutes to retrieve. However, an unwritten gentlemen's agreement means we will wait longer for anyone having a hard time getting back in the 15 min window. Also, if everyone is back and ready early then we don't have to wait for the full 15 minutes. It went off without trouble and everyone seemed to like the extra excitement and for the most part all of our models were in the air together. That is another great part of this idea, seeing all the models up at near the same time. The competition was stiff, with 2 of the worlds best E36 fliers, but guess who won....Michael Pykelny! He well deserved the win, not using any luck but instead, making no mistakes while flying his model in beautiful climb patterns. Mike has ARRIVED and is now someone to beat!

I hope to see all of you at the next event.

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ORBITEERS MEMBERSHIP DUES

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

Submit Dues to Club Treasurer:

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WHAT'S HAPPENING - JANUARY 2021

- | | |
|------------|---|
| January 23 | San Diego Orbiteer Outdoor Monthly (Rain date: 1/30/22)
Taibi Flying Field, Perris CA, 8:00 am.
Events: P-30 / Glider / Power |
| January 22 | San Diego Orbiteer Annual Banquet
Pilippi's Pizza Grotto – 5353 Kearny Villa Road
All you can eat Pizza, Salad, Garlic Bread, Desert & Soft Drinks
----- \$10 per person -----
Events: Annual Awards Ceremony
Raffle of donated model airplane items |