

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

MARCH 2021



Prez's Corner – Mark Chomyn

We find ourselves in March but unlike Caesar we need not fear the “Ides”. COVID vaccines (despite a snowstorm disruption) are rolling out to our local vaccination sites. I am fortunate to say that I have received my two doses of the Pfizer vaccine and am ready to get back to the field in March. Hope that all flyers and your family members have access to the vaccine so we can return to the lifestyles we’ve missed for a year. Indications are that it may be as soon as July/August when we see that happen for the population at large.

As for our outdoor competitions, we will continue to hold our monthly contests, weather permitting, for the remainder of the year. Our next contest date is March 21st and the events will be old time/nostalgia rubber, glider (HL & catapult) and power. Other events in March include the SCAT Annual at Lost Hills on March 13 & 14 and the Sierra Champs March 27 in Rancho Cordova CA. For you serious competitors the SCAT Annual is also an Americas Cup and National Cup event. Also, remember to check your latest edition of El Torbellino for other contest announcements.

Apologies to those who were hoping to fly the February 28 outdoor, but a scheduling glitch caught us by surprise. The towline glider group that flies at Perris scheduled a meet for that date. Given the area they need to set up (winch lines etc.), there wouldn't be enough field area for both our and their event. The glider group got its OK to fly from the SCAMPS and since we are also guests of the SCAMPS when we fly, we felt it was appropriate to cancel our February monthly event and give the glider folk some room. We will try to work in a make-up event for later in the year.

In the “I can't believe I missed this” category. I remember looking through the December 2020 edition of Model Aviation last year. I can't believe I didn't notice an article heading on page 90 titled Making FF Models Fly. Picked up that same magazine a few days ago and flipped through noticing the article heading and the author's name. Don DeLoach. My feeble mind kicked in gear and whispered, “Hey isn't that the guy who is a very noted and acclaimed FF guy?” Yes, it is. “You should read what he has to offer”. And I did. I've tried to read several articles on free flight trimming. Most of which I've given up on before completing an entire text. They always seemed a little too technical for me to absorb (note mention of feeble mind above). However, Mr. DeLoach's explanation was written in a manner which did not assume the reader was proficient in rocket science. I found his discussions of spiral and longitudinal stability informative. Especially his mention of “Dutch Roll” and how it is affected by fin size and dihedral. I've had problems with “Dutch Roll”, especially on low wing scale models. And problems with the nose up or nose down longitudinal stability upsets (i.e. pre-crash maneuvers) caused by inadequate stab size and/or CG location. I now understand why I've seen model plans, especially those for scale subjects, with dashed lines showing a suggested enlargement of stabs and rudders. I've seen this suggestion on some Earl Stahl plans. Moral of this diatribe. Read through your model publications carefully, or you might miss some good information. Also noticed that the sketch in Mr. DeLoach's article sure looks a lot like those sketches I've seen in the Zaic yearbooks.



Prez's Corner – (From previous page)

In last month's column I mentioned that I was going to build a Scientific Model Co. Yellow Bird for the March outdoor old timer event. Proud to report I have the fuselage with landing gear, stabilizer and rudder framed up. Next item of work will be the wing construction, followed by carving the nose block and installing a wooden propeller. Following that will be covering and nitrate doping the entire plane. Last item of work will be setting up the pop-up stab with viscous timer "mouse trap" setup. Should be able to get all this done for the March 21 outdoor contest.



That's a wrap. See you in Perris, March 21. I'll be the one holding a beautiful Yellow Bird sporting a big grin. Let's hope she flies as good as she looks.

Mark

"The chances that a contest is rained out or blown out are directly proportional to the distance you drive to get there."
Anonymous.

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Guillow's Postal Contest

By Mike Jester



There is a Guillow's postal contest set up here:

<https://www.skybattle.org/?fbclid=IwAR0XZFkp3HGdlYx-r91WW3FsFvFWRwAWljmdr8w7LdiEOTxmlc6yMgVfcss>

All flights must be made on Saturday, April 24, 2021 or Sunday, April 25, 2021. You can fly either the Javelin or the Lancer. Several years ago, I purchased both kits. See the pictures of their boxes reproduced below. I considered entering this postal contest.



My choice would be the Javelin since you could move the wing to set the CG and thereby avoid having to add ballast. Since the Lancer is a cabin model, you can't move the wing.

The 6-inch prop limitation in the rules of the postal contest will reduce flight times that would otherwise be achievable. The Javelin really should have an 8-inch diameter prop, or at least a 7-inch diameter prop. This is because the Javelin has a high aspect ratio wing with a 24-inch wing span. But the rules of the postal contest require a 6-inch diameter prop. The wood in my Guillow's Javelin kit is like oak – I estimate that it is at least 14# density. It is supposed to be die cut but apparently the dies did not cut out the slab fuselage sides A1, A2, A3 and A4 in the sheet wood that is in my kit. There are no ink markings for the fuselage sides on the sheets and no visible cuts so I would have to make paper patterns in order to produce the fuselage sides.



Guillow's Postal Contest – (From previous page)

The “Build by Number” instructions on the Guillow's plan are very complex, to say the least. The “Guillow model engineers” who were apparently responsible for the design and the building instructions were really out of touch with what a beginner is capable of understanding and achieving without an experienced mentor. Even with my level of experience building the Javelin would be more difficult than building a typical P-30. The flying instructions on the back of the kit box are poor. For example, there is no discussion of incidence adjustments!

An experienced builder and flier who built the Javelin per plan using the kit-supplied wood, might be able to get 20-30 second flights, max, using the pathetic kit-supplied rubber. Built with 7-8# wood and with a 7-inch prop cut down to 6-inches (meets the rules but gives a higher P/D), you could probably get consistent 60+ seconds flights in dead air with a properly sized and properly wound TSS rubber motor. If you could thin down the air foil of the wing you might be able to get consistent 90-second flights. But that may not be a legal modification under the rules of the postal contest. I would not move the motor peg of the Javelin to the optional rear motor mount location shown on the plan. I would definitely include a DT or else this model would soon fly OOS if built with reasonable density balsa wood. Instead of a rubber band wrapping around the fuselage to hold on the wing, I would add a couple of toothpicks to hold two #16 office rubber bands extending in typical crisscross fashion over the wing. The balsa wood landing gear struts should only be glued to the music wire landing gear, and not the bottom longerons, otherwise, they will break on the first or second landing. The model needs to have a removable nose block to enable easier insertion of the rubber motor.

I think this would be a fun contest given our continued pandemic-related issues. I don't mean to dissuade you from participating. I know that Bob Hodes plans to enter the Guillow's postal contest. He has already gotten a 90-second flight with his Lancer pictured below which he built from the Guillow's kit. Ultimately, I decided not to participate in the contest since I do not want to sign up for Facebook and that seems to be necessary in order to compete. I am an old fuddy duddy who does not use social media.



Guillow's Lancer by Bob Hodes



Tissue Covering

By Don Bartick



(The following is the original text from an email written on June 6, 2016 by long time Orbiteer, Don Bartick, in response to an inquiry from Mike Jester asking about his techniques that yield his fantastic tissue covering jobs. This well-written and very useful description is re-printed here with Don's permission.)

Hi Mike,

I don't do anything special. I don't preshrink the tissue. I don't dope the leading and trailing edges. Once the final sanding is done and the dust wiped off, I'm ready to go. I use 50/50 Titebond II premium glue and water. Mix well. The grain of the tissue should be directed span-wise for wings and tail. All 4 sides of a fuselage, the grain should go from front to rear. The grain on the stab goes from leading to trailing edge. The tissue should have the shiny side down. Do not try to cover too much at a time. When there is taper at the tips, cover them separately. Don't try to make the tissue conform to multiple curves, use small pieces that will lay smoothly on the surface or open structure. Overlaps at ribs or structural members don't show. I had to cover curved nose and nacelles using pieces that went between 2 stringers and 2-3 bulkheads. Again overlapping as you go.



Gollywock Built by Don Bartick Showing his Masterful Tissue Covering Job

Basic covering technique.

Wing and stab: Start with bottom. Cut out a piece of tissue that will span a section of the wing. Make sure there is at least 3/4" overlap of the leading and trailing edge. Not more than 1/8" beyond the first and last rib of the section. That is to make sure you can accommodate dihedral and polyhedral joints. I lay the sheet of tissue over the section to be covered and position carefully. Starting with the trailing edge, I pick up one edge of the tissue and brush on a light coat of glue to about 1" of the trailing edge, then press the tissue down on the trailing edge and smooth out. Check to see that the sheet of tissue is aligned. If not, pick up the glued tissue and realign the sheet. Press the glued tissue back down and recheck the alignment. The 50/50 glue will take a minute or so to fasten the tissue. Pick up the tissue to expose the balance of the trailing edge and apply a light coat of glue and lay the tissue down on it keeping it taut as you go. Use your finger to smooth any wrinkles out. Let dry a few minutes. Pick up the leading edge side of the tissue and roll it back towards the trailing edge. Apply a light coat of glue to the entire length of the leading edge.



Tissue Covering – (From previous page)

Using 2 hands grab the edge of the tissue and bring it forward over the leading edge. Make sure the tissue stays flat. Then lay the entire length of tissue down on the leading edge. You can pull on the tissue edge to bring the tissue taut. Smooth out any wrinkles on the leading edge using your finger. For the ends, take your flat brush with a small amount of glue on the tip, place glue on the rib or sheeting. You may need to use a flat tool to lift the tissue to make room for the brush. Smooth the tissue down on the top of rib or sheeting. Where the small amount of tissue that overhangs the rib, apply glue and press the tissue down on the side of the rib. Repeat the process for the other sections. Once the glue has set, trim the tissue with a new single edge razor blade. Repeat the process to cover the other sections.

The process is the same for the top. When you trim the tissue, make sure there is ~1/8" to overlap the bottom. Once dry, take a 3/4" sable type brush to paint a light coat of water over the top and bottom surface. Try to keep the water away from glued surfaces. Keeping them dry is why I don't spray the water on. If a little wrinkle shows up after the tissue dries, apply some more water and allow to dry. I use a blow dryer to speed up the process.

Covering the fuselage is basically the same process. Try not to cover the sides, top or bottom with a single piece unless the surfaces are totally flat. Again, note where the joints are and try not to apply water when shrinking the tissue.

I use a 50/50 blend of regular clear nitrate dope and non-tautening clear nitrate dope. Once mixed, I then thin the mix with an equal part of thinner. This mix sprays well. I apply 2 full coats, sanding between coats with 600 grit carefully. That's it. The only variation is pre-printing the tissue with graphics.

Hope this helps. Very difficult to express the nuances in writing. Practice will perfect your technique. Should you have questions with regard to what I said, don't be bashful to ask.

Don



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- Non-Member Newsletter Subscription - \$15
- Junior Members 16 years old or younger - Free

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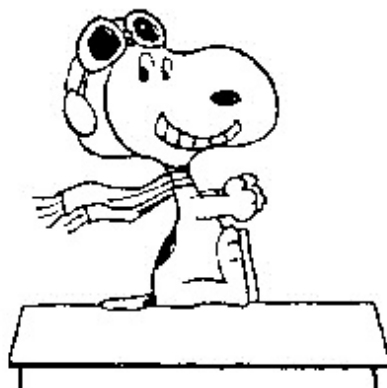
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THE FINE PRINT THE FINE PRINT

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From our newest club member, David Lofthouse, the following article was submitted. - Scoop

Howard -

I do not think I have ever submitted a modeling technique. I find that most of the time I am awed by people around me who know much more. Once in a great while, I think I might have something to contribute. My riving technique is outlined below. I have not heard of other modelers doing this but perhaps they do. It works well for me. Anyway, if it is worth it, please feel welcome to include it in the publication. If not, no offense taken. - Dave Lofthouse, March 2021, Riverside CA

Riving Balsa – Dave Lofthouse

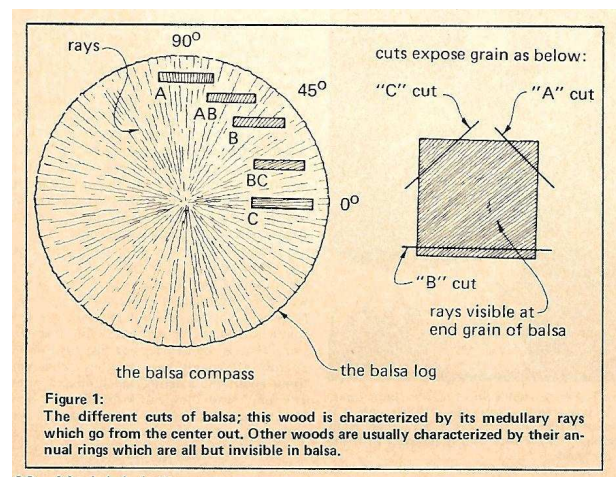
Most of the time, I wind up using off-the-shelf square stock balsa for my building needs. I take my time and select the density that I want which sometimes means going to more than one source so I am not getting a whole first full of strips from the same part of the tree. Occasionally, a bad strip gets past me and I am unaware that it has weak points until I pick up my model and crack it with the greatest ease. Sometimes, the natural grain pattern curves just enough to go outside the stick along the side. In woodworking, this is called "run out" and when your stock is as small as 1/16", it happens easily. Lately, I have taken a new approach when time allows.

Riving is a technique used for thousands of years in woodworking. It preserves the strength of a piece by keeping the grain intact along the longitudinal line of the piece you are working with. Popular places where you see riving at work are in chair making and split fence rails.

Woodworkers use wedges, splitting mauls, axes, and froes to split a log instead of sawing. If the grain is fairly straight, then a fairly straight stock results and it is much stronger than if a saw cut through the grain leaving run out at some point along the side of the board.

In modeling, the process is much less work-intensive. I choose a sheet of balsa in the dimension I want. Sometimes I will seek out a denser or less dense side of the sheet if it has some variance to it. Using the back of a single edge razor blade I simply split it at the point where I like the grain. Sometimes the split runs off at an angle and does not go the length of the sheet, sometimes it is amazingly straight. Then, I lay a straight edge along the rough split edge aligning it with the grain line and cut. It is not uncommon for the grain to be truly straight only for a portion of the stock. No matter, I stop my cut there at the curve. Otherwise, I would be back to the same problem of factory cut sticks with run out. More commonly, the grain in the stock is pretty straight but runs at a consistent angle to the edge of the entire board. Riving the stock allows me to adjust to the grain, sometimes only a degree or two, and get lots of good strip material from the stock.

There is another benefit to this technique. Some of you may be like me in that I sometimes struggle with identifying grain in balsa stock. C grain is pretty easy to pick out but A and B can blend together for me. The riving technique leaves little doubt about grain identification. I hope you give it a try. It is easy to do, adds little time to your work, and might serve you well in building a strong light structure.



INTERNATIONAL POSTAL COMPETITION

July 1st 2021 to February 28th 2022

An invitation is extended for participation in a postal competition for free flight model aircraft. The event is to be held on the dates given above, inclusive. Research on the options that would present an equal opportunity for suitable flying conditions in both hemispheres, without extending for a full year before reaching a conclusion, revealed that any period with an equal distribution around a point about six weeks after either the Spring equinox or the Fall equinox would provide just such conditions. That is how the time span was arrived at.

Events:-

P30. Models to conform to AMA rules, ie. 40g minimum airframe weight, 10g maximum motor weight, no dimension to exceed 30", an unmodified commercially available plastic propeller 23-25 cm in diameter. No gearbox.

Senator. Replicas of the Keil Kraft 'Senator'.

Classic ½A Power. Limited to 'locked down' models with no moving surfaces other than for DT operation. Powered by cross-flow engines up to .051 cu in (0.8 cc); schnuerle ported engines not allowed. Engine runs 7 seconds for first three flights, 5 seconds for flyoff flights thereafter.

Maximums for all events – 120 seconds for first three flights, 150 seconds for all flyoff flights thereafter, until the maximum is not achieved.

In all instances multiple models may be separately entered during the contest period. It is not necessary to complete entry flights in a single day.

Please forward details of a completed entry as soon as possible, at latest by email or post by March 14th, 2022, together with any anecdotes or photos, which I will endeavour to include in a final report.

Requirements are: Entrant name, Country, email address, Class, Model name, if from kit or plan, Full score(s).

Thank you for your participation and support. Good flying!

Jim Moseley jjmoseley@look.ca

50 Exeter Road, Apt 1153, Ajax, Ontario, L1S 2K1, Canada

LOST HILLS CONTEST SCHEDULE FOR FALL 2021

(+ ADJACENT MEETS)

September 4 – 6:	Rocky Mountain Free Flight Championships (Denver)
September 17 – 19:	United States Free Flight Championships
Saturday October 2:	Kiwi Cup F1ABCPQ World Cup Isaacson for AMA
Sunday October 3:	Kiwi Cup Mini Events Isaacson for AMA
Monday October 4:	Kiwi Cup F1E World Cup (Kiwi F1ABCPQ Reserve Day)
Tuesday October 5:	Cal Cup F1E World Cup
Wednesday October 6:	Open
Thursday October 7:	Sierra Cup Minis
Friday October 8:	Kotuku Cup Minis
Saturday October 9:	Sierra Cup F1ABCPQ World Cup
Sunday October 10:	Kotuku F1ABCPQ World Cup
Monday October 11:	Sierra Cup F1E World Cup (Kotuku F1ABCPQ Reserve)
Tuesday October 12:	Kotuku Cup F1E World Cup (Sierra Cup F1ABCPQ Reserve)
Wednesday October 13:	Open
Thursday October 14:	Open
Friday October 15:	Max Men Minis
Saturday October 16:	Max Men F1ABCPQ World Cup
Sunday October 17:	Canadian North American Cup F1ABCPQ World Cup
Monday October 18:	Max Men F1ABCPQ Reserve
Tuesday October 19:	North American Cup F1ABCPQ Reserve
Saturday & Sunday October 23 & 24:	San Valeers Nostalgia Annual & SCAMPS Annual
Saturday & Sunday October 30 & 31:	Eurofly (Switzerland)
Saturday November 13: Sunday November 14:	Patterson F1ABCPQ Patterson Minis

Engines for Sale - M.Gomez

Here we go; this was received by the editor, and is being run as "good of order" announcement, of an engine sale by Manny Gomez. - Scoop

Contact Manny at gomezmgg@yahoo.com for more information and purchase.

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Manny Gomez engine inventory		Email: gomezmgg@yahoo.com					
manufacturer	year	displacement	use	throttle	condition	price	
Cox Conquest (USA)	1976	0.15	CL/FF	no	Factory rebuilt w/bx	\$135.00	
Cox Baby Bee (USA)	80's	0.20	FF	no	v. good	\$45.00	
MOKI (Hungary)	90's	0.15	CL/FF	no	like new	\$35.00	
HB-Engines (Germany)	80's	0.20	RC/CL	Yes	v.good	\$50.00	
K&B Torpedo 8011 (USA)	70's	0.40	RC/CL	yes	v.good	\$60.00	
MODELA (Czec Made) diesel		0.12	CL/FF	no	v.good/excel	\$35.00	
K&B 8011 (USA)		0.40	CL/RC	yes	v.good	\$70.00	
K&B Rear Rotor (USA)		3.5cc	FF	no	v.good/excel	\$125.00	
FOX Combat (made in USA)	60's	0.29 BB slant plug	CL/FF	no	fair/good	\$85.00	
FOX 15 (made in USA)	60's	0.15 slant plug	CL/FF	no	fair/good	\$50.00	
Fox 25 (made in USA)	70's	.25 plain bearing	C/L	no	V. good	\$50.00	
Fox Stunt (made in USA)	60's	.35 plain bearing	C/L	no	V. good	\$50.00	
Fox Combat Spcl III (USA)		0.36 ball bearing	CL/FF	no	V. Good	\$100.00	
Magnum GP ABC Schneurle	80's	0.40	CL/FF	no	excellent	\$60.00	
Magnum GP ABC Schneurle	80's	0.40	CL/FF	no	excellent	\$60.00	
Magnum GP ABC Schneurle	80's	0.40	CL/FF	no	excellent	\$60.00	

Continued Next Page 



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Chinese made diesel	90's	2.47cc	CL/FF	no	excellent	\$50.00
Chinese made diesel	90's	2.47cc	CL/FF	no	new in box	\$50.00
O.S. Max (Japan)	70's	0.4 w/muffler	R/C	yes	v.good	\$70.00
O.S. Max FP-S (Japan)	90's	0.15 w/muffler	Goodyear	no	excellent/like new	\$60.00
O.S. Max FP-S (Japan)	90's	0.15 w/muffler	Goodyear	no	excellent/like new	\$60.00
O.S. Max FP-S (Japan)	90's	0.1 w/ muffler	FF	no	excellent/like new	\$60.00
O.S. Max FP-S (Japan)	90's	0.35 W/ muffler	CL	no	excellent	\$80.00
O.S. Max FP-S (Japan)	90's	0.40 W/ muffler	CL/RC	yes	excellent	\$85.00
O.S. Max Stunt BB (Japan)	90's	0.40 W/ muffler	CL	no	v good	\$75.00
OPS FR/RE Black Head (Italy)	2000's	0.40	FF	no	excellent	\$100.00
Super Tigre G-20BB (Italy)	80's	0.20	CL/FF	no	excellent/like new	\$75.00
Super Tigre BB-G-15 (Italy)	80's	0.35	CL/FF	no	good/v.good	\$90.00
Super Tigre BB-G-15 (Italy)	80's	0.15	Goodyear	no	excellent	\$75.00
Super Tigre BB-G-15 (Italy)	80's	0.25	FF	no	excellent	\$75.00
Super Tigre BB-G-33BB (Italy)	80's	0.09	FF	no	excellent	\$70.00
Super Tigre BB 15 (Italy)	80's	0.40 W/ muffler		no	excellent	\$75.00
PAW diesel (England)	90's	2.49cc	FF/CL	no	excellent	\$100.00

Page three of three

PAW diesel (England)	90's	2.49cc	FF/CL	no	excellent	\$100.00
McCoy sq. Crankcase (USA)	80's	0.40	FF/CL	no	fair-good	\$35.00
McCoy Rdhead (USA)	60's	0.35	FF/CL	no	fair-good	\$35.00
M.P. Jet (Czec)	90's	0.61	FF/CL	no	fair-good	\$35.00
Russian made V.A. (rare)	90's	0.09	FF/CL	no	excellent	\$50.00
Cox Medallion (made in USA)	70's	F.R. 051 red crankcase	FF	no	excellent	\$40.00
multi Cox (made in USA)	70's	reed valve .049	FF	no	excellent	\$35.00
multi Cox (made in USA)	70's	reed valve .020	FF	no	excellent	\$35.00
multi Cox (made in USA)	70's	reed valve .010	FF	no	excellent	\$35.00
multi Cox small disp (made in USA)	60-70's	lots of spare parts	FF	no	most new/unused	write/call
						\$2,720.00

From the Workshop – Mike Jester

Several free flight guys in Northern Nevada recently contacted me after reading my article regarding flights of my Three Nite P-30 at Washoe Lake. We plan to fly together.

I built another Three Nite P-30 but it flew away on its fourth trim flight at Washoe Lake last Sunday. 2 1/2 hours of searching failed to locate it.



Save the Flying Leatherneck Aviation Museum - Kathleen McLaughlin

I was wondering if you guys might want to help out. The Marine Base is planning on closing the Flying Leatherneck Aviation Museum by April 1 for no apparent reason.

If you could go to this website: <http://www.popasmoke.com/save-the-flying-leatherneck-aviation-museum> and scroll down and send a letter, it might help.

You can go to <https://www.radio.com/kson/hosts/living-better-in-san-diego> and scroll down you can hear a 10-minute interview with one of the Board members as to what is happening and how you can help.

Please help maintain this aviation historical museum.

Thank you for your help.

Kathy

Kathleen A McLaughlin
Artist / Author / Playwright



From the Workshop – John Merrill

I decided to pull out every model that I finished in 2020, and was both amused and shocked to find 10 airplanes sitting on the table! . Now to be fair, I most assuredly did not start all those last year, some had been “in process” for over a year or so, at least one was started over a decade ago! Only about half were both started and finished in 2020.

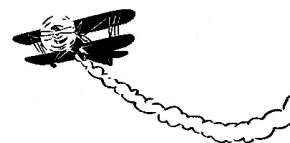
My tally: 1 Hot Box P-30, 1 Old Time Rubber cabin, 1 Embryo, 1 Peanut Scale, 3 Walnut Scale, and 3 Dime Scale.



So in summary, last year wasn't completely wasted or useless. I'm happy I finally had the time to get those done. My goal this year is to attend a contest or two, and see if any of those little birds will fly.

So, what's on your workbench?

- John



DUAL-CLUBS FREE FLIGHT BONANZA

A National Cup & America's Cup Points Event

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

*

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

*** MAY 15th & 16th, 2021 ***
*** LOST HILLS, CA ***

SATURDAY ONLY 7 AM – NOON, 1 - 5 PM LUNCH BREAK W/ ICE CREAM SOCIAL	EITHER DAY MUST FINISH EVENT THE SAME DAY		SUNDAY ONLY 7 AM – 3 PM
F1A F1B FIC 1/2A GAS(1) C/D GAS E-36 P-30 (1) VINTAGE FAI POWER CATAPULT GLIDER (1) ½ A TEXACO DAWN P-30 MASS LAUNCH NIGHT GAS (COMBINED) TWIN PUSHER MASS LAUNCH	SMALL OT RUBBER STICK SMALL OT RUBBER CABIN LARGE OT RUBBER STICK LARGE OT RUBBER CABIN ¼ A NOSTALGIA ½ A NOSTALGIA A NOSTALGIA B NOSTALGIA C NOSTALGIA EARLY ½ A NOSTALGIA	.020 REPLICA A PYLON B-C PYLON A FUSELAGE B-C FUSELAGE RUB/WAKEFIELD NOS CLASSIC TOWLINE ½ A CLASSIC POWER ½ A GOLDEN AGE	FIG F1H F1J F1S A GAS B GAS F1Q/AB ELECTRIC (COMB) HAND LAUNCH GLIDER (1) FULL SIZE TEXACO MULVIHILL DAWN MULVIHILL GOLLYWOCK MASS LAUNCH

(1) Junior & Senior/Open Event

See Special Instructions on backside

**** AN ORBITEER TRADITION LIVES ON ****

JOIN US FOR SATURDAY ICE CREAM SUNDAE SOCIAL ON US (NOON – 1 PM)
also

SATURDAY NIGHT FOOD FEST POTLUCK ORGANIZED BY DAN HEINRICH (6:00 -7:00 PM) *(Main course provided)(Bring a side dish or dessert)(Let Dan know what you're bringing at aronutd@cs.com)*

CASH AWARD FOR 1st PLACE with 3 or more entries. PLACARDS awarded to 1st, 2nd & 3rd place

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

For Information Contact:

CD: Don Bartick, - San Diego Orbiteers
(858)774-2941
dbartick@4-warddesign.com

FAI: Bill Booth, San Diego Orbiteers
(760) 889 -3201
ffltarch@gmail.com

Nos,OT,: Doss Porter, Fresno GMC
559-251-0787
Steve93612@comcast.net

SPECIAL INSTRUCTIONS

(LOST HILLS FF MODEL AIRFIELD ASSOCIATION CARD REQUIRED (\$25 AT FIELD TO JOIN))

SATURDAY NOON to 1 PM LUNCH BREAK & SUNDAE SOCIAL

The contest will be suspended for 1 hour for lunch and the San Diego 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.

FAI EVENTS

F1A, F1B, F1C: 8am start time. Seven (7) one hour rounds. 240 second first round, 180 seconds, rounds 2-7. Round 5 starts at 1pm due to lunch break/ice cream social. Fly-offs starts no earlier than 4:30pm.

F1G, F1H, F1J, F1S: 8am Tiebreaker, no max. 15 min window. Not a regular round flight. 8:30 am start of regular rounds. Five (5) 1 hour rounds, 2 minute max. Fly-offs start at 1:30pm. Two (2) fly-offs, 3min & 4 min. If no winner, revert to morning tiebreaker flight.

VINTAGE FAI POWER

For rules, please go to this website: <https://freeflight.org/wp-content/uploads/2020/12/NFFS-Competition-Rules-2021-2022-Release-3.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 7:00-10:00 AM launch window, ¼ oz per pound – max 1.75 oz fuel.

1/2A GOLDEN AGE

Open to any free flight design that had plans published or dated from 01/01/1957 thru 12/31/1969. Engines are restricted to Holland Hornet

.049/.051 and Cox T.D..049/.051. Although an electric version is included in the provisional rules, electric is excluded from this event. No V.I.T., auto surfaces or auto rudders allowed even if on the original plan. Engine runs are: Cat II) Hand launch 12 sec/VTO 15 sec for first 3 official flights; fly-off flights are 8 seconds. Flight maximum is 180 sec.

SAN VALEERS 72st ANNUAL & 38th ANNUAL 7 ROUNDER
April 10th & 11th, 2021 - LOST HILLS, CA.

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

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

SATURDAY 8 TO 5

1/2A GAS

B GAS

C GAS

1/2A Nostalgia**

E-36

SUNDAY 8 TO 3

A GAS

D GAS

ABC Nostalgia**

BOTH DAYS

P-30, HL & Catapult Glider

1/2A Golden Age

Nostalgia Rubber

(all flights same day for each entry)

F1A NORDIC - FIB WAKEFIELD - F1C/F1P POWER- F1Q SATURDAY 8 AM TO 3 PM (7 rounds)

1st Round at 8am, F1A, B, C, P, Q 240 secs. All other rounds 180 secs. Flyoff begins at 4:00pm

F1G - F1H - F1S - F1J SUNDAY 8 AM TO 11:45 Tie breaker flyoff to the ground 7:30 to 8:00 am.

Standard (5 rounds 45 minutes long starting at 8:00 am, 120 sec maxes) 2 FO flights starting at 1:00 pm. If tied after 5 flights and 2 FO flights than tie breaker flight determines winner.

VINTAGE FAI

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

HUNTER MEMORIAL SUNDAY MORNING(weather permitting)-Sponsored by Mike Thompson

RULES: Any gas free flight airplane. 15 second VTO, 12 second H.L. Highest single flight time (no max) Starts Sunday at sunrise with 1 hr window (start time announced). Entry fee (\$1.00 per flight)

****NOSTALGIA per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1st 3 flights, 7 & 9 secs on all flyoff flights. Classes scored separately for National cup but awards given for 1/2A Nostalgia and ABC Nostalgia combined.**

1/2A GOLDEN AGE 1/2 A Models from 1957 to 1969 Engines: TD OR HH .049/.051, motor runs same as Nostalgia

MERCHANDISE AWARDS (engines, kits, fuel, wood, \$\$\$, etc)

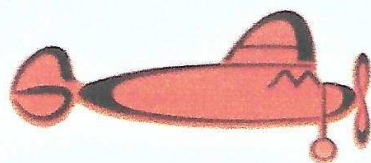
*****Hornet .051*** donated by T. Thorkildsen (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)*****

AMA/NOST CD: Terry Kerger (626)260-6292 email: Terry@civiltec.com

FAI CD: Mike Thompson (805) 404-6173

AMA & Nostalgia: 1ST event: \$10.00, Additional events: \$5.00 per event or \$35 unlimited entry, JRS FREE, FAI events: 1st event \$20 and additional events \$10.

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"



SCAMPS & SCIFS Texaco

April 10th & 11th 2021 – Lost Hills, CA - A.M.A. Sanctioned Contest
—Run in Conjunction with the San Valeers Club Annual—

Saturday: 7:30 AM to 4:00 PM. Sunday: 7:30 AM to 3:00 PM.

**** Any event can be flown on either day, do not have to finish same day! ****

1/2 A Texaco

(8cc fuel, best one of three official flights, 7:30 AM to 10:30 AM any glow IC engine .051 or smaller)

Gas Scale

O.T. Small Rubber Fuselage

(3-minute max)

O.T. Large Rubber Stick

(5-minute max)

.020 Replica

(Engine run is 12 sec. HL, 15 sec. ROG, 3 minute max)

Pee Wee Antique

(2.2cc fuel, best of three official flights, any .024 or

smaller IC engine)

** 1/4 A Nostalgia

Dawn Patrol Texaco

(7:30 AM to 10:30 AM, best of 2 official flights 1/4 ounce of fuel per pound of model)

30 Second Antique

O.T. Small Rubber Stick

(3-minute max)

O.T. Large Rubber Fuselage

(5-minute max)

* A/B/C Fuselage

* A/B/C Pylon

*** Old Time HL/CL Glider

Twin Pusher Mass Launch (Sunday 8:30)

** Electric Nostalgia

***OT HL/CL Glider can be launched overhand, discuss or catapult. No modifications can be made the plan form other than a hook added for catapult launch. Modifications for DT okay as long as plan form is adhered to. No Scaling. For Catapult launch, a 9" loop of 1/4" rubber may be used on a 6" stick (two 9" loops of 1/8" rubber may be used). Up to 9 launches for 3 two minute maxes. If you have 3 maxes, fly till you drop a flight.

**All Nostalgia Events, (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds), 3 minute Max

*SAM Power events to be flown using SAM Rules. 20 Second engine run hand-launch, 25 seconds R.O.G. 5 Minute maxes (weather permitting). Rubber ties will be broken by increasing Max times (weather permitting)

\$5 entry per event. Cash prizes 1st through 3rd, \$5 for each person you beat in the event.

CD - SCAMPS, Dan Heinrich (909) 593-5789 AeronutD@CS.com

SAN DIEGO ORBITEERS
Howard L. Haupt / Editor
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WHAT'S HAPPENING - MARCH 2021

Local Events:

SDO will be flying Sunday March 21ST Perris CA, 8:00 am to Noon.

Old Time / Nostalgia rubber
Glider (Hand Launch, Catapult, Towline)
Power



2 minute max, Glider 90 seconds

See you at Perris CA - - - - - → March 21ST , 2021.