

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

SEPTEMBER 2012



The Prez's Corner – Don Bartick

Not a whole lot to say this month, As luck would have it, our wine grape harvest will happen in time to go to the US FF Champs, 21-23 September. We're looking forward to getting out of Dodge. You may have heard or read that the Lost Hills field is going to have a new neighbor that is in the process of planting 1800 acres of nut trees started at our southern border and continuing south, spreading west. The Lost Hills FF Model Airfield Association board, that I'm a member, met last month to figure how best to fly around this imposing issue. It is easy to over react, but after several rounds of discussions, we came to the conclusion that we needed more information to determine the impact. We decided to move the flight line for the champs further north on the road beyond our boundaries to launch on Halloway Gypsum property with their permission. We can't use their property to set up camp, so the campsite remains unchanged. The FAI line will be east of the campsite, near the eastern border of the property. The CD will request timers to indicate on the flight cards where the plane landed; either off or on the nut tree property. This way data will be captured to better configure the flight lines in the future.

I received the on-line version of the latest issue of the NFFS Digest. Took note that the Dual-clubs contest report was included. So were many of the pictures submitted. This is a very large issue. The new look and content is outstanding.

Since I built a Dakota bi-plane for the Dual-club contest a couple years ago, apparently Dave Wagner, the son of the designer Joe Wagner took note and sent me an article

recently written by Joe to give the history of the design. I have downloaded the article and asked Howard to publish it in this issue, space allowing such. Look for it further in this issue or the next one.

This is a wrap for now. See you at the September meeting Bring something for Show & Tell and an A-6 to fly. There's big money to be had, so build an A-6 and come get your share of the bounty.

Remember; idle hands are the tools of the devil. So go build something to fly.

STATUS ON FUDO - B.Langdon

Went by Newton Street last Sunday. Recently Fudo's care giver changed, another is now attending him an' his sister on weekends. During the week his regular caregiver is Sandra whom has been at that post for some time.

Fudo looks very well, bright-eyed and rather plump of face, all through shading to the skinny side in body. He seems to have found his niche of comfort, 7-24 on his backside. All his needs seem well taken of. Liquid drain hooked up, solid waste caught in a diaper. Cleaned and changed as needed. Shaved and hair cut as needed. Regular meals, seem to agree with him. Never have heard a complaint about the food, nor the service. During the visit I always check out his grip of both hands, has a firm (on the shaky side) grip on both hands.

I offer to take him to the field all the time. His answer: I've been there and done that!

When in Barrio Logan, stop by an' shake his hand!!

Keep Flying and Trying - Bob

P.S. Sister Ty is well all through somewhat on the frail side.

2012 ORBITEER FLYING SCHEDULE

- Sept 16 - Coupe
Power, P-20, HLG & CLG
- Sept 21-23 US FF Championships, Lost Hills
- Oct 14 - P-30
Power, P-20, HLG & CLG
- Oct 27/28 SW FAI Champs*, Boulder City, NV
- Oct 27/28 Scale Staffel FAC Contest* (3RD of 3)
- Nov 18 - Old Timer Rubber Stick (Small)
Power, P-20, HLG & CLG
- Dec 16 - Coupe
Power, P-20, HLG & CLG

*** Non-Club Points Event**
Otay Field Weather (619) 661-8297

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ORBITEERS YEARLY MEMBERSHIP DUES

- Junior - \$10
Senior - \$15
Open - \$25
Family - \$30
65+ - \$15
Lifetime - \$250
Non-Member Newsletter Subscription - \$15

Submit Dues to Club Treasurer:

Howard Haupt
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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: Bob Beecroft



AUG. 2012 MONTHLY - J.Oldenkamp CD

Old Time Small Rubber

1	John Hutchison	VargoWock	120	120	120	- 360
2	Bob Langdon	Casano Stick	120	120	120	- 360
	(Tie between 1 ST & 2 ND decided by coin flip)					
3	Mark Chomyn	Gollywock	89	80	66	- 235
4	John Oldenkamp	VargoWock	117	78	0	- 195

POWER

1	John Oldenkamp	QX 260	120	116	120	- 356
2	Mike Pykelny	E Box 36	120	80	84	- 284

Transcribed by – H.Haupt

Early bird's delight. Wind followed, with heat. Good results in Rubber as the older gents showed the way. Good show!

CD was J.O., since Comp Director L .Miller got tangled up in the new 905 exits and spent a long morning in Mexico, but they eventually let him cross back into the USA.

Tangent, Oregon, Aug. 17TH thru 19TH Northwest FAI Challenge and Willamette (Model) Club Double America's Cup/AMA meet:

Orbs well represented at this one on the FAI side with Wm. Booth first in both sides (Friday and Sunday) of the Wakefield Comp; Mike Pykelny and John O. split the F1Q 10-round double bill on Saturday with a first place for each; Eight flew in e36, with Pykelny winning, J.O. a close second. We put on quite a show, so we were told!

The site was excellent, measuring about $\frac{3}{4}$ mile wide and perhaps $1\frac{1}{4}$ miles long (no surveyor, I) of useful space that was a recently mowed seed-gross farm, with adjacent acreage available for foot chases, which did, indeed, happen. Took a while to cue on the weather, which ranged from windy/cool/spritzzy a.m. to warmish/boomer loaded p.m.

The host clubs and CD's could not have been more welcoming and accommodating, to the point, even, of providing a motorcycle that

was sharable when needed. But foot chasing was easy, in sandals, on the level turf.

Of note: The AMA schedule included OT, Scale, Classic, and all the usual. High attendance and superb contest management. There were NO trophies, plaques and other expensive nonsense! But there were heaps of donated/solicited goods to pick over in lieu.

Highlight was a delightful, gratis, spaghetti and homemade dessert feed at a nearby farm property owned by one of the WMC members. Lots'a wine, good talk and very decent food for perhaps fifty folks out under the walnut trees. Good stuff and well worth the 1100 mile drive up there and back. We represented!

Another Regional Treat: The SCAT 7 – Rounder at Perris 9/01/12

This was an off the wall tune-up type contest beginning at dawn, all FAI 3-minute classes combined, highest score winning, well, not much, but pride, and for some, valuable air time towards qualifying for the Team Selection Finals at Lost Hills in October.

Three Orbs showed up: Bob Piserchio in F1B, plus Mike Pykelny and John O. in F1Q. Scores were of no great consequence, but it was a very nice day on the site, and by 10:30 or so, I have fice maxes and a couple small drops to finish, I think, third behind a pair of F1A Towliners. Mike was having a minor re-trim problem caused, when analyzed, by a shim that fell out along the way. Full results can be seen on the SCAT Electronic News.

Next stop, the USFFC, September 22ND +. With all the serious cash money on the line this year, what better excuse for a trip to scenic downtown Lost Hills? And among the cash pots, FilteTech's (Mike P.) "hunnert bucks for the e36 winner!

J.O.

MONEY MATTERS - H.Haupt

August 2012

Income:

0.00

\$ 0.00

Expenses:

August Newsletter 5.90
Domain Name annul fee 19.95

\$ 25.85

Current Balance \$1,175.54

DAKOTA BEGINNINGS by Joe Wagner

The Dakota (and its companion monoplane, the Sioux) had a curious origin. Long a seeker of "realism in flight", after WW2 was over I soon became dis-satisfied with the rocket like climb and distinctly non-scale appearance of competition free flight "gas models". I especially regretted AMA's decision to shorten engine runs to a mere 20 seconds. "Real airplanes don't fly that way," I surly protested.

When the K&B Infant was introduced (around Christmastime 1948)I avidly acquired one. I then began designing and building fly-for-fun, mostly all-sheet-balsa free flight models for that's saucy little engine. I think I may have averaged one new airplane every 2 or 3 weeks, with plenty of experimental flying too, as the weather permitted. (All this occurred in western Pennsylvania, roughly halfway between Pittsburgh and Lake Erie. British-styleweather prevailed there then -- and does to this day.)

Just about the time that I'd become accustomed to the quirks and joys of these little fly-with-a-full-fuel-tank free flight sportsters -- through the recommendation of my wartime pen pal Jim Walker (the U-control man, of course) I was offered the job of touring the USA, demonstrating model aircraft and race cars, sponsored by the Model & Hobby Industry Association.

I seized the opportunity. Had I but known what all the job entailed, I'd not have been so eager. Besides the model plane and car demonstrations, I also had to drive the "Bandwagon", a 33-foot trailer filled inside with displays of various model items: Marine Models full-rigged ships, Hudson Miniatures old-time car models, Monogram's CO2 "jet-powered" cars, and

three model railroad gages combined into one display. This big trailer was towed behind a Ford panel truck -- back and forth across America, at a time LONG before anything like super-highways existed anywhere in the USA (except the Pennsylvania Turnpike).

Week after week after WEEK, my nights were spent in a "cabin" (forerunner of today's motel unit) somewhere in America -- and each day provided either a bone-jarring 300- to 400-mile road trip or an all-day-long model demonstration.

But I digress. This tour provided me my first look at California; when the job was over I emigrated from Pennsylvania to southern California and sought a job in model airplane manufacturing.

Veco was then a young company that had started up soon after the War as a maker of model wheels; then acquired the assets of two out-of-business model airplane kit manufacturers (Ricks and Burbank Mfg. Co.), and then embarked upon a series of control-line kits bearing Red Indian character names: Brave, Warrior, Chief, Squaw -- and Papoose.

The Papoose brought trouble to Veco, and opportunity for me.

Briefly, this model had been designed (in mid-1949) to be powered by a new .09-sized glow engine that Duro-Matic (makers of the McCoy line) then had in development. They expected great things from this new power plant, and made a "mutual assistance agreement" with Veco. McCoy would provide the engines; Veco would supply the kits, wheels, bellcranks, etc. -- and the two firms would flood the American hobby market with small, good-looking, and excellent performing schoolyard-type control liners.

Unfortunately, the initial McCoy .09 proved an utter failure. (That was the model with its glow element installed in a groove on the underside of its head.) But no one at Veco knew of the unconquerable troubles at Duro-Matic until the parts for TEN THOUSAND Papoose kits had been made and/or procured.

Veco was still quite small then, and could NOT afford to lose their investment in these 10,000 model kits. The airplane had been deliberately designed exclusively for the new McCoy .09. No other engine would fit -- not that there were many .09-size model engines on the US market then anyway -- so that the Papoose design became essentially as dead as Queen Anne.

Then I came knocking on Veco's door looking for work. Actually, I wasn't quite a stranger there: I had met and socialized a bit with Howard "Hi" Johnson and Bob Palmer earlier in the year, when we were exhibitors at hobby shows; first in Los Angeles, then in San

Francisco.

Anyway, I was NOT welcomed with open arms at Veco. But I wasn't thrown out on the street either; Hi told me about their problems, and I could easily see why they were troubled. Suddenly, a great idea struck Hi. "You're a free flight designer, right?"

I agreed. Hi then asked, "Would it be possible for you to design us a free flight airplane kit that would use up all this Papoose inventory?"

And THAT was the origin of the Dakota and Sioux. I designed not just one, but a pair of sport free flight airplanes, for the then-still-novel K&B, OK Cub, and Baby Spitfire 1/2A engines.

Between them, my little mostly sheet-balsa biplane and monoplane "schoolyard flyers" utilized substantially all the materials that had been intended for the ten thousand Papooses, save only the plans, box labels, and the already die-cut sheet balsa.

Of course, my new designs had to FLY. But I'd developed earlier in the year (before my coast-to-coast Bandwagon tour) a technique for using left thrust to COMPEL a left power circle. That was compensated for by the gyroscopic precession of the whirling prop, the slipstream effect on the fuselage side, plus a judiciously-deflected-to-the-right adjustable tab on the vertical tail.

These features, plus a few other subtle touches, combined to produce a pair of virtually foolproof free flight craft. I regularly flew my prototypes from a softball field near the Veco factory; in Burbank's Valhalla cemetery (all the tombstones there are flush with the ground, to make lawn maintenance easy); in an athletic field behind a military academy; and a few other restricted-area places.

Once in a while I'd need to climb a tree to retrieve one of these machines; but can't recall losing a one of them. And even super cautious Gilbert Henry, majority stockholder of Veco and therefore the Final Authority on any & all items of Company Policy – agreed that these two new designs of mine were worthy of the Veco name.

I was then made an employee. Not as a designer, however! Like Bob Palmer and Hi Johnson, I was on the Veco payroll as an hourly-paid "manufacturing employee". All our designing, model building, and test flying was done entirely "on our own time". We did obtain our materials from Veco gratis; but all the model design & development time was our "personal responsibility".

Bob and Hi got tired of being exploited that way, long before I did. They were older & more experienced in the "ways of the world", and left Veco for greener

pastures in 1951. I did too, for that matter -- I'd been educated as an aeronautical engineer; but couldn't find employment in that field because of the postwar wholesale cancellation of aircraft contracts.

Anyway, an opportunity DID come my way to join Lockheed's engineering group in late 1951, which I gratefully accepted.

However, left without any creative modeling talent whatever, Gil Henry ate some humble pie, and persuaded me to return to Veco & oversee his kit manufacturing operations at the same salary I'd been receiving from Lockheed.

The Dakota and Sioux designs were NEVER modified nor "improved". By the way, the Dakota's unusual wing airfoil came from a faulty notion of mine -- at that time I was a believer in the Bernoulli principle as the reason airfoils developed lift. My idea was that the "step" on the underside of the Dakota's wings would cause drag to slow down the air flowing under the wings, and thus boost the Bernoulli effect. That notion was wrong, wrong, wrong -- but the Dakotas didn't care and flew just fine anyway.

As should have been obvious to me, air does NOT flow either over or under an airplane's wings in flight. The wing passes through the air -- and the top and bottom surfaces do that at the exact same speed!

As larger & more powerful 1/2A engines came out, I tried several in my Dakotas and Sioux -- and never found a motor that would fit in their noses whose power output they couldn't handle. I flew many a Dakota and Sioux with a Cub .074 up front -- even one with a Cub .09. The saving grace, of course, was that I used the same tiny From fuel tank for every engine. The more power, the faster the fuel got used up, thus limiting the altitude gained.

By the time the compact Cox 1/2A engines arrived I was long out of the model industry, having reverted to aeronautical engineering in 1955. But I continued flying those little sport free flights with 1/2A power plants of miscellaneous types, without failure.

(Well, I had ONE Dakota powered by a Cox Babe Bee that I can't remember getting a flight from. That was because INVARIABLY when I tried starting the motor, it would rotate clockwise. Didn't matter which direction I flipped it -- off it would go backwards every try. (No, I never even CONSIDERED employing a Cox Spring Starter! That was for beginners, and I'd been starting all my "gas engines" by hand-flipping since before the War...)

***** E N D *****

16th SOUTHWEST FAI CHALLENGE

OCTOBER 27 & 28, 2012
BOULDER CITY, NEVADA
(Reserve Day October 29, 2012)

SPONSORED BY THE SAN DIEGO ORBITEERS AND THE BOULDER CITY CHAMBER OF COMMERCE
AN AMERICAS CUP EVENT
AMA SANCTION #12-1629

THIS EVENT WAS MADE POSSIBLE BY THE GENEROUS EFFORTS OF JILL ROWLAND-LAGAN, CEO OF THE BOULDER CITY CHAMBER OF COMMERCE. PLEASE PATRONIZE BOULDER CITY MOTELS, RESTAURANTS AND BUSINESSES AND TELL THEM WHY YOU ARE THERE.

For Classes: F1A, F1B, F1C, F1G, F1H, F1J, F1P, F1Q, P-30, E-36 and Vintage FAI Power

Saturday October 27th: F1A, F1B, F1C, F1P, and F1Q

(7) One hour rounds commencing at 8:00AM for all events

Round 1: F1A, 210 Seconds, F1B and F1C, 240 Seconds, Rounds 2-7: 180 Seconds

F1P, 180 Seconds, All Rounds

F1Q will be flown in accordance with current FAI rules. Contestants may use an approved energy limiter or may compute the allowable motor run and post the value on the model. 180 seconds all rounds.

Saturday Fly Offs will begin no earlier than 3:30PM

Sunday October 28th: F1G, F1H, F1J, P-30, E-36 and Vintage FAI Power

Tie-Breaker "Espresso Fly-Off" (No Max): F1G 7:15-7:25; F1H 7:30-7:40; F1J 7:45-7:55, Vintage FAI Power 8:00-8:10

(5) 45 Minute rounds commencing at 8:30AM

F1G, F1H and F1J, 120 Seconds, All Rounds

Vintage FAI Power, 180 Seconds, All Rounds

E-36 and P-30 8:00AM to 12:00PM, No Rounds, AMA Rules

Sunday Flyoffs

No earlier than 12:45PM (30 minutes after close of Round 5) flyoffs will begin. For F1G, F1H and F1J, the first flyoff round Max will be 180 seconds. The second flyoff Max, if required, will be 240 seconds.

Vintage FAI Power Flyoffs will use the same engine runs, with a 240 second Max for the first flyoff and a 300 second Max for the second flyoff.

For all Sunday events, if a winner is not determined at the conclusion of two flyoff rounds, the Espresso Flyoff times will be used to determine final placing.

Awards

Perpetual Trophies to winners in F1A, F1B, F1C, F1G, F1H, F1J and F1Q

Glassware 1st through 3rd place for all events, including F1P, E-36, Vintage FAI Power and P-30. Cups to the Winners of "Espresso Fly-Offs".

Entry Fee: \$30 for first event entry, \$10 for each additional event entry. \$10 for P-30 and E-36. No entry fee for Juniors or Espresso Flyoff

Contest Director:

Bill Booth Jr.
5092 Nighthawk Way
Oceanside, CA 92056
(760) 842-1079

booth@boothsuarez.com

Bob Beecroft
3488 Linda Vista Terrace
Fallbrook, CA 92028
(760) 723-2499

TheAeroSmith@roadrunner.com



Directions to El Dorado Dry Lake:

On Hwy 95 approximately 7 miles south of Hwy 93. Access through the Desert Tortoise fence is on the west side of Highway 95 on the north edge of where the power lines cross the highway. The flying area is to the west, approximately in the middle of the lake bed. In the early morning, the field is approximately 35 minutes drive time from the Las Vegas "Strip". Camping on the field is permitted.

42nd ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

September 21 - 23, 2011 at Lost Hills, CA Category II - AMA Sanction - American & National Cup

US FF CHAMPS REGISTRATION: Proof of current AMA Membership and current Lost Hill's Membership required. \$25 includes *first* Event and a Food Voucher. Additional events are \$10 each. Gold card \$65 includes unlimited events and a Food Voucher. \$5 Entry Fee for the Single Design Event. Juniors *first* Event free, additional events \$2 each.

SWEEPSTAKES: \$300 cash plus certificate.

Included with Gold Card, must declare intentions of competing for the Sweepstakes Award. Must fly in 2 of the 3 Divisions (Modern, OT, Nostalgia/Classic), must fly a minimum of 7 events including three power and three non-power events. Must fly 3 official flights in each of the required 7 events and must have at least 20 or 40 secs depending on the event to qualify as an official flight.

One point for each flyer bested, 9 points max. Points given for 1st to 9th place. Example: One to ten flyers 1st/9, 2nd/8, 3rd/7, 4th/6 etc....9th/1. One point for each 60 sec. total flight time to the nearest 1/4 of a minute, 9 points max. (Fly-off flights do not count).

Three DIVISION CHAMPIONSHIPS: \$150 cash plus certificate: Modern – Classic/Nostalgia – Old Timer

Included with Gold Card, must declare intentions of competing for the Event Championships. Must fly a minimum 5 events, including two power and two non-power. Must fly 3 official flights in each of the required 5 events and must have at least 20 or 40 secs depending on the event to qualify as an official flight. Points same as above.

Awards: Cash and Certificates: Five or more flyers \$50, \$25, \$15. Four flyers \$25, \$15, 3rd/ Certificate. Three flyers 1st/ \$15, 2nd & 3rd Certificates. Two flyers Certificates. One flyer Certificate. (Note: All official events flown qualify for flight points toward Sweepstakes and Championship Events.) JR EVENTS will be \$15, \$10 and \$5 plus certificate.

Lost Hills Member's Meeting, Saturday, September 22nd at 6:30 p.m.

Notes: For Sweepstakes and Championships all 2 min. max event flight times will be multiplied by 1.5 The 5 min. max event flight times will be reduced by 40%.

Hand Launch and Catapult Glider will be flown from a pen - submit time cards 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,J,H and Q (5) forty-five min rounds beginning at 8 a.m. F1G,J,H 120 sec max F1Q 180 sec max

Flyoff rounds no earlier than 1 p.m. per CD.

Old Timer Flyoff – Power event fly-off flights will have a reduced engine run of 3 sec. from previous flight.

Non power event fly-off flights will have a 1.5 minute max increase of the previous flight.

ENTER ALL TIMES IN SECONDS, except TEXACO Events.

Ted Firster, Contest Director, 951-776-4971, Civyboy31@aol.com Lost Hills Web Site: <http://www.lhffmaa.com>

See other side for Schedule of Events.

AA 2012 Coupe

	11-Mar	12-Jun	21-Sep	16-Dec	TOT
Alling					0
Bartick	3				3
Castillo		1			1
Chomyn	2	3			5
Hutchison			5		5
Langdon					0
Merril					0
Miller	4				4
Oidenkamp	6	2			8
Overcash					0
Pykelny	1	4			5
CD: LM		JO			0
Power					
					TOT 1/3
Bartick					0
Miller	2				2
Oidenkamp	3	1			4
Pykelny		2			2
BB					2

Align B's at the Bottom..

AS of Aug 31st

2012 Year to Date CATEGORY TOTALS

	Total Non-Power	Overall Points
Alling	0	0
Bartick	16	20
Castillo	1	1
Chomyn	18	18
Hutchison	0	0
Langdon	27	27
Merril	3	3
Miller	10	10
Oidenkamp	9	16
Overcash	20	34
Pykelny	0	0
	2	2
	10	18

Total

Power

Bartick	4	
Miller	7	
Oidenkamp	14	
Pykelny	8	

SAN DIEGO ORBITEERS
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WHAT'S HAPPENING - SEPTEMBER 2012

Sept 2 - Indoor Fun Fly, Grossmont College, 7:00 – 11:30 am.

Sept 14 - Orbiteer Monthly Meeting at Scripps Ranch Community Center,
11885 Cypress Canyon Road, Meeting starts at 7:00 pm,
Indoor Fun Fly follows meeting, featuring A-6 One-Design (Mather/Takagi plans)

Sept 16 - **Orbiteer Outdoor Monthly**, Otay Mesa, 8:00 am.
Non-Power: Coupe Power: All Classes
Other Classes: P-20, HLG & CLG

Sept 21-23 United States Free Flight Championships, Lost Hills CA.

Oct 7 - Indoor Fun Fly, Grossmont College, 7:00 am.

Oct 12 - Orbiteer Monthly meeting, Scripps' Ranch Comm. Cntr., 7:00 pm.

Oct 14 - Orbiteer Outdoor Monthly, Otay Mesa, 8:00 am.

Oct 27/28 16TH Southwest FAI Challenge, Boulder City, Nevada

Oct 27/28 Scale Staffel, FAC Scale Contest, 3RD of Three, Perris CA.