

# EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



OCTOBER 2022

## *Chairman's Corner – Mark Chomyn*

October, the second scariest month of the year, has arrived. I know what you're thinking. Doesn't Halloween make October our scariest month? No, my fellow readers, in my humble opinion, it ranks second. I consider April our scariest month due to a yearly request (extortion) from Uncle Sam and Our Golden State for TAXES!!!. But don't let that dampen your Halloween spirits, the yearly gathering of the goblins can still be enjoyed especially now that brewers have found a clever way to put pumpkin flavoring in their lagers. So, pour a cold one and enjoy the parade of costumes that comes by your door.

We had a good turnout for our September event with the glider guys (as usual) going non-stop up until the last minute of competition. Weather was quite tolerable with some good air if you could pick it. I completed my Ace Whitman Albatross at 11PM on Saturday evening. Did a quick glide test in the back yard under the glow of an outdoor light fixture. Flew it in OT/Nostalgia on six strands of 3/16" rubber and conservatively wound to 700 winds. Was very lucky to finish second in the event which was won by Mike Jester who I think maxed on all flights. The success with the Albatross now allows me to stop looking for an Old Timer that is anything but a Gollywock. The Albatross turned out to be as close to a flies-right-of-the-board model as anything else I have built. If you're interested in building one, let me know. I can run copies from the plans I have. The building plan is an actual blueprint (its blue) and a copy may turn out a bit dark. Or, you can look at the Aero Fred or Outer Zone websites; I think they have the plan available.



While on the subject of Old Time rubber, if you are a SAM (Society of Antique Modelers) member there's an article on page 26 of the October-December SAM Speaks on "Old Time Rubber Flight Trimming" republished from a 1996 article by Tom McCoy. After reading it I went into the garage and got the Best-By-Test Stratometer that I've been having trouble trimming. Following Mr. McCoy's advice in the article I was able to get a decent glide on the model. It took both a shimming-up of the stab trailing edge and a shifting aft of the wing to get a better balance point. I'm going to bring it to the October 16 contest and do some low power test flying to see if I finally have the right configuration to get the Statometer flying.

Our next monthly is scheduled for Sunday, October 16 and will feature a P-30 event, glider (HL and Cat) and power. So, get those fresh motors made up, lubed and in the fuselage and all the flite gear you need ready to go. See you in Perris on October 16. Other events of note are the Dual Clubs Free Flight Bonanza on November 12 and 13 in Lost Hills. The Orbiteers are a sponsor of the contest and events include OT Rubber (large and small), P-30, small and large OT Stick and a Gollywock mass launch among many other events. All that including an ice cream social with the noon the lunch break on Saturday. More details can be found in last month's (September) El Torbellino. So, think about taking a drive up I-5 and getting in some flying. Another event that's coming up soon (this month) is the 34<sup>th</sup> San Valeers All Nostalgia Annual, October 22<sup>nd</sup> & 23<sup>rd</sup> at Lost Hills. Events include Nostalgia Rubber and Nostalgia Glider among others. Check the NFFS

contest calendar for a link and more details. The Flying Aces type flyers are not forgotten either. The WESTFAC Warm-up is scheduled for October 21 – 23 in Buckeye AZ. There's still time to get ready for fun in the sun in Arizona.

In closing, just a reminder, if you enjoy our Orbiteers monthly event flying at Taibi Field in Perris, please consider joining the Southern California Antique Model Plane Society (SCAMPS). It's due to their generosity that we continue to enjoy the Perris flying field. Yearly dues are \$30 with a snail mailed monthly newsletter and on \$15 with an emailed newsletter.

If there's anything I've forgotten I apologize. And by the way, If there are important items you feel I'm forgetting or items you think should be included in this column please let me know. My email address is in the El Torbellino.

Mark

*"Today's modelers face different challenges from what I faced in my youth. Finding a nearby place to fly a FF model is nearly impossible unless you live near one of the large flying sites, so most of us must build and fly R/C, sometimes converting an older FF design to RC."*

*Mark Freeland in an article from Model Aviation, October 2022, Keil Craft Invader to RC*



From the Workbench: John Merrill

Greetings model builders! I was just looking back a few months at the August newsletter, and saw my last update was still in the bare-bones state.

Being what might possibly be dubbed the World's Slowest Builder, I am finally finishing up a plane started quite awhile ago. No excuse, as it was a simple and basic model.

The kit is that of a "double nickel" Ryan Trainer, with a 20" wingspan. It was originally a nickel kit, with a 10" wingspan, hence the name. William Scott produces the entire set, this is the second one I've built. See the P.T. Aviation website for more info on the series.

I'm hoping to test this out at this Sunday's contest in Perris, just to see if she'll fly or not and have some fun with it.

So, what's on your workbench?



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## ORBITEERS MEMBERSHIP DUES

Annual Membership - \$20  
Lifetime Membership - \$250  
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### Submit Dues to Club Treasurer:

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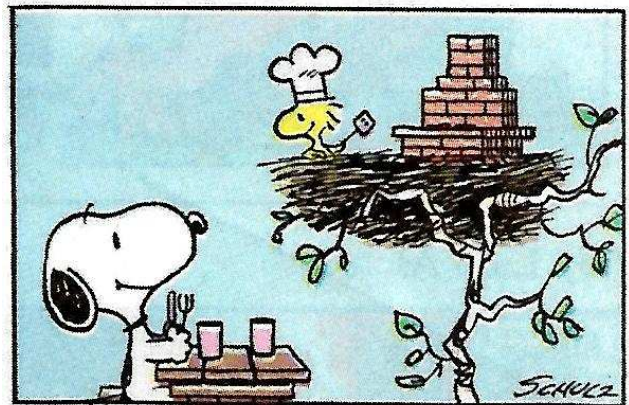
### **THE FINE PRINT THE FINE PRINT**

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.

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[www.SanDiegoOrbiteers.com](http://www.SanDiegoOrbiteers.com)

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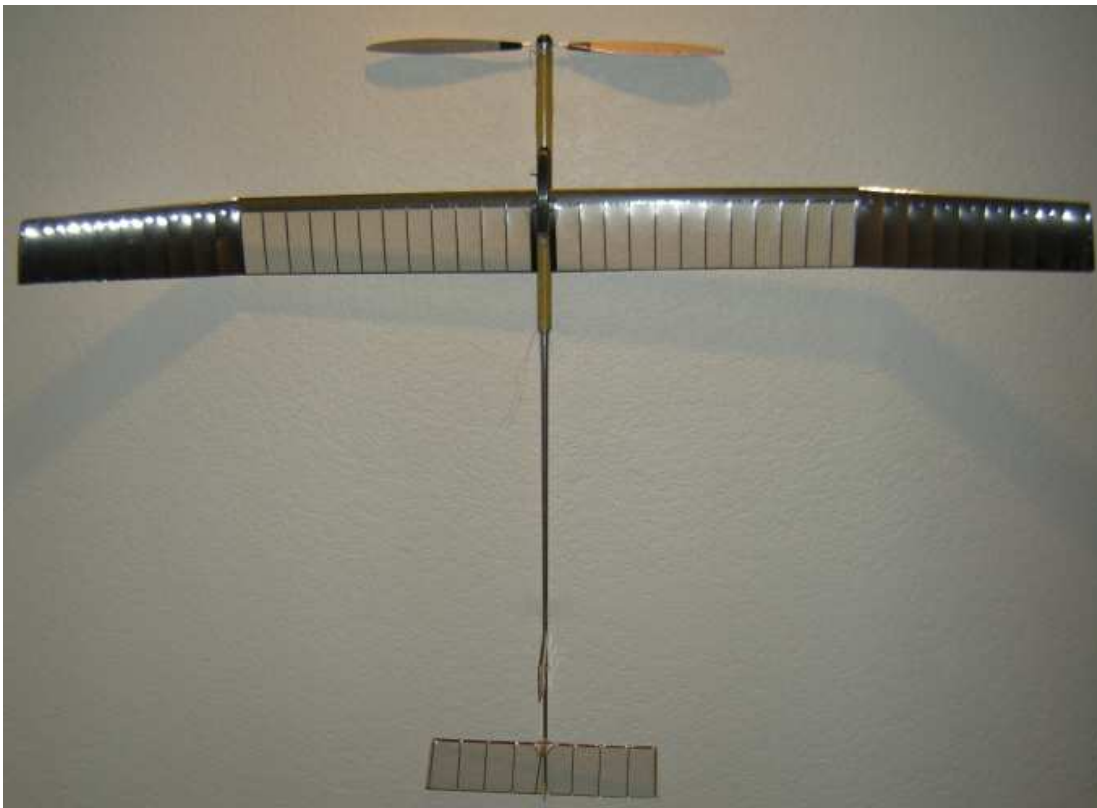
“Tail Gate Season”

## Multi-Function F1B and F1G Models

By Mike Jester

High-tech F1B (Wakefield) and F1G (Coupe) models have what are commonly referred to as multi-functions or auto-functions. These consist of moveable flight surfaces that are actuated by on-board mechanical or electronic timers during the flight. Multi-function F1B and F1G models are still considered to be free flight models as they do not involve any direct control by the flyer during the flight. The functions of these models that are activated during flight include VIT, auto-rudder, and wing wiggler.

F1B and F1G models have rubber motors with relatively large cross-sections that are wound to near breaking torque before being launched. As a result, moveable flight surfaces are used to take the greatest advantage of the very sizeable torque burst from the large rubber motor that typically lasts around 15 - 20 seconds.



**Multi-Function F1G from Starlink Flitetech Models**

VIT stands for "variable incidence tail". The stab is initially set a very low angle of attack, e.g., zero degrees. Once the high torque bleeds off, the trailing edge of the stab is lifted a tiny amount, e.g., to give the stab one degree of negative incidence to improve the flight performance, particularly during the glide. Without VIT the model would tend to power stall, or even loop, during the torque burst. This undesirable power stall, or loop, could be avoided by lots of down thrust but this would negatively impact performance during the cruise phase of the flight.

Auto-rudder is a feature in the model that keeps the rudder on the trailing edge of the fin straight during the power burst, and then allows the rudder to pivot to induce a small turning effect. Having even a little rudder during the high-speed power burst could lead to a disastrous hard turn of the model.

Wing wiggler is a feature on the model that allows the right inboard wing panel to be pivoted a small amount to adjust the height of the TE after the torque burst. Again, this is a feature that allows the model to accommodate high torque at launch, yet optimizes the flight surfaces for later stages of the flight, particularly the glide.

There are other auto-functions on these high-tech F1B and F1G models such as delayed prop release. The latter allows the model to be thrown vertically like a javelin before the prop starts turning one or two seconds after the model has been launched. Multi-function F1B and F1G models climb straight up when launched.



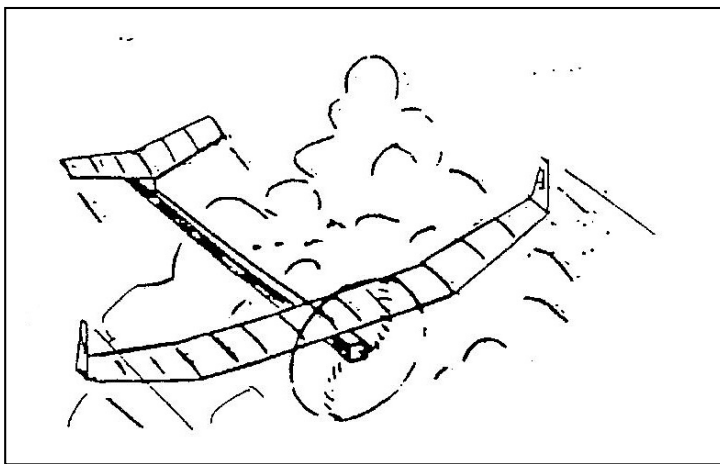
**F1B Launch by Bernard Guest**

I don't own any multi-function F1B or F1G models. I have never flown one either. I own several "locked down" Coupes including a Candy G Coupe and a Bob White Coupe, but they are not competitive with multi-function Coupes. I have only ever flown in one F1G contest under FAI rules where you fly five rounds. At the time, I was unfamiliar with multi-function Coupes. I was surprised to see everyone's F1G models climbing straight up. Needless to say, I finished in next to last place with my locked down Candy G coupe out of about one dozen competitors. The only flyer that I beat was a junior.



**Mike Jester Launching His Candy G Coupe at Otay Mesa, California**

I have never flown against a multi-function P-30. The P-30 survey published in the FFQ has a plan for a multi-function P-30 called the Rising Light P-30. I have never seen a multi-function P-30 at a contest. There is a kit for the Fantastic P-30 made in Turkey which has auto-rudder. According to an article by Mike Woodhouse “The rudder is pulled to the left when the tension of full turns is applied; as the rubber tension relaxes the rudder moves over to the right.” However, the people who I know had tried to use it have not had much success with the auto-rudder feature. The jury is out on whether a multi-function P-30 would be worth all the trouble of building and rigging it. Also, a multi-function P-30 would be at odds with the premise of the P-30 event as being an event with simple models that can be successfully built and flown by beginners.



“Two Plus” A Canard P-30 by A.Pailleron (1999)  
(Plan on file at the El Torbellino)

By Stan Buddenbohm

## DO YOU REALLY WANT TO HELP A NOVICE BE SUCCESSFUL IN OUTDOOR FREE FLIGHT?


I am not speaking to any particular individual, I am trying to help everyone be successful with their generous efforts. For years I have observed people struggling to help novices do well in the FF disciplines. I have seen large efforts to bring students and try to help them, generous free flighters trying to pass on their hard won knowledge. These efforts won't save FF, but it would be better if these novices could be more successful, everyone would be happier. This article is an effort to help in this regard, it is exploring the problem, but, likely, no one will want to do the solution.

When we were novices it was cheap to get some materials and simple tools to make little gliders. We would get these from local hobby suppliers or Dads. It was not hard to find a local place to fly them. Obviously this is no longer the case. Adding to this, people no longer have the skills or desire to build them. Usually they must be given completed models to fly, most often they are well used but may have been reconditioned.

These models will have DTs, usually a viscous timer. The DT system is not a push button and it works thing. Using a viscous timer requires some understanding of details that most of us have acquired through long effort. We hardly are aware of all of them. But a novice has NO BACKGROUND for understanding. It is hard enough just to successfully launch and get the model to fly, adding the complication of making the dt work properly is just too much.

We give them a model, show them how the dt works, and teach them to launch. But we do not even give them the benefit of simple written instructions, or careful repetitions. We usually want to go fly our own stuff. We do not show them all that can go wrong with a dt and explain what to do about it. And if we did give this lesson they likely will not remember much of it. The complication of a viscous dt adds to the likelihood of failure for most true novices. They don't know that tugging hard on a spring can ruin it. They don't know that the friction of a dt line turnaround is very important and might need some attention. They don't know that some pop up rubber bands might be worn out enough to not pull hard enough. They don't know that pulling too hard on the dt line might dislodge its anchor. They don't know.....

What to do about any of this? Well, if you REALLY want a novice to be successful flying outdoors then you have to give more of yourself, and they have to be willing to spend the time to learn. This needs to be in more structured lessons. You need to NOT be running off to fly your own stuff. And none of this should be taught during any kind of

Continued Next Page 

contest.

It may be possible to teach some of it in a group lesson but most of this needs to be one on one, following a lesson plan. You need to show the novice how to make the dt work properly, and all the ways it might not work properly. You need to provide written documentation, perhaps photos, of all that you teach. You need to have them do it properly, and have them set it up so it fails in the various ways that you know it can. You need to have them repeat all of this many times, then eventually give them tests to see what you failed to teach them well enough. You need to do all of this WITHOUT flying the model. You need to do this in a calm environment where it is possible to focus.

Without this kind of teaching the novice is doomed to failure and unhappiness. This result will most likely cause them to drop out of their dabbling in outdoor FF. You will be disappointed that your donation of time and money will have such a result. What you are doing now, nobley, to help, is inefficient.



### WESTFAC Warmup 2022\*

Rovey Field, Buckeye Arizona

21-23 October 2022

#### Schedule of Events

##### Friday, 21 October

arrival day  
field available for trimming

##### Saturday, 22 October, 8 am - 5 pm

9:00 WW1 ML (including monoplanes)  
11:00 WW2 ML

Embryo  
NBM Embryo  
Jimmy Allen/2 Bit+1 combined  
Golden Age TOTFS  
Formula 1 Racer TOTFS\*\*  
Cold War Aircraft TOTFS  
Double Trouble TOTFS  
Jet Catapult

##### Sunday, 23 October, 8 am - 4 pm

9:00 Formula 1 Racer ML\*\*  
11:00 Observation Aircraft ML

OT Rubber Fuselage and Stick (hand launch)  
Simplified Scale/Dime Scale combined  
NBM Simplified Scale/Dime Scale Combined  
Greve/Thompson TOTFS  
Observation Aircraft TOTFS  
WW1 Monoplane TOTFS  
NBM Flying Horde

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#### Event Notes

\* Warm-up event for WESTFAC 9 (2023)

There are no formal judged scale events.  
PPLC compliance checks and Dime Scale/Simplified Scale/Embryo judging will be done on the field.

\*\*For models of aircraft entered in the post-war Goodyear / F-1 / F-Vee / Biplane racers - any size, peanut and up

Awards will be presented on the field at the end of flying on Sunday. Kanones will be awarded for first place.

There will be an informal dinner at a local restaurant Sunday evening - self pay (time and place TBD)

\$30.00 entry fee covers all events



Held at the Bartick's home, with 10 in attendance.

After a wonderful meal prepared by both of our hosts, the meeting was

**Called to Order** at 7:18 p.m.

**Minutes** of the previous meeting were approved as published.

**Treasurer's reports** were approved as provided to the board members.

**Membership report:** one contact via the Orbiteers website, unknown if that will result in a new membership or not. Many thanks to Mike and Linda for continuing to supply hobby shops and other locations with club brochures.

**Old Business:** discussion about an alternative flying site, preferably in San Diego. None known of as of yet, unfortunately.

Grossmont gym update: still working on it, and alternatives are being sought.

Continued discussion of the awards banquet next January. Linda making arrangements.

T-shirt sales later in year: we have enough for the Dual Club contest in November.

Plan to drop the fun-fly in July and August, and adopt a year-round contest format instead.

Will adjust the start/stop times accordingly as weather conditions dictate.

**New Business:** Some discussion and updates of the club involvement in the AE-24 2022 model aircraft competition.

Discussed, clarified, and confirmed rules for OT/Nos contest. Max flight time is 120 seconds.

Wing area limit: looking for the AMA rules on that. Mass launch vs. extra rounds: mass launch was decided upon.

Gliders: if there is a conflict between AMA and NFFS rules, we stick to AMA rules. Glider will use the best 3 out of 6 flights.

Looked for input from Bob Hanford, National Cup Administrator, and he said "we're good!"

**Contest Corner:** Don talked about the impending Dual Club contest. He says we are all set to go. No plaques given, just certificates and cash for 1<sup>st</sup> – 3<sup>rd</sup> place.

There is an updated contest calendar which came out July 27<sup>th</sup>. Be sure to check it out. In a nutshell: Oct. 16<sup>th</sup> P-30, Nov. 12&13 Dual Clubs, Nov. 20<sup>th</sup> Coupe, Dec. 18<sup>th</sup> OT/Nos. All of the contests will, of course, also have power and glider events.

Scamps club announced a Sal Taibi Fun Fly on January 8, 2023. It is reportedly a great time!

San Diego Scale Staffel 2-day contest was rained out, as well as wind, heat, and smoke from a large fire not too far away. A new date for the contest has yet to be determined.

Don reported on the USFF Champs in Lost Hills in mid-September. 3 days of flying, mostly pretty good. He won 1/2A, congrats Don!

**Open Discussion:** Still looking for one or more candidates to become Scale Staffel President. Also, still in search of a new Orbiteers webmaster...any volunteers? I hear it's not difficult!

**Good of the Order:** Kathy still waiting to be notified of a reschedule date for her plays.

Schedule next board meeting: the Pykelny home on December 14<sup>th</sup>. March 15<sup>th</sup> will be at the Merrill's house.

**Call for adjournment** came at 8:38 p.m.

Respectfully submitted by John R. Merrill, IAS (Incredibly Average Secretary).

## 52<sup>nd</sup> Annual United States Free Flight Championships, September 16, 17, 18, Lost Hills, CA

Arline and I have been attending this competition for years. In the distant past, this event has had hundreds of participants. It was referred to as the West Coast Nationals. It was a really big deal. But, no longer. The tide has changed. The zest and sparkle no longer exist. Just another Free Flight contest. The Lost Hills Free Flight Model Airfield Association sponsors the event. The event is sanctioned as a AAA Regional contest by AMA. It is true that the participation at all contests is way down from times past, but we have seen a small resurgence since Covid. All good.

My current issue with this contest is how it's managed. It has become a Fun Fly. Yes, the Contest Director has lots of latitude as how the contest is conducted. This year, you could fly any event, any day. You didn't even have to finish an event the same day. If you were clean; that is, you have maxed every flight so far, you could stop flying the event and resume any one the following contest days. Example: You enter P-30. On Friday morning when the air is buoyant, you put up two- 2-minute maxes. The wind picks ups and you decide to continue flying the next day or maybe the third day dependent on weather conditions. This to me is not competitive flying. I'm sorry, but I want the Champs to be a real competition. One you can be proud of any award you receive. Talking about awards. This year, as in past years there was a money reward which is popular in place of trophies/plaques. But in times past, you received a nice certificate for memory purpose. Not this year. Got money, no certificate. Ugh.

I did come in 1<sup>st</sup> in 1/2A gas and a 2<sup>nd</sup> in P-30 out of 4 events flown.

Look for pictures taking by Arline of Orbiteers in attendance. One picture is of Bud Romak. Not an Orbiteer, but 94 years young and still flies all day and chases on his motorcycle. We all want to be like him. BTW, did you see all the pictures in the NFFS Annual Report credited to Arline Bartick?

Humbly submitted by:

Don Bartick



Bud Romak



Clint Brooks



Don Bartick

52<sup>nd</sup> Annual United States Free Flight Championships, September 16, 17, 18, Lost Hills, CA



Submitted by Mike Pykelny

Orbiteers Monthly Contest  
September 25<sup>th</sup>



Henry Kruse



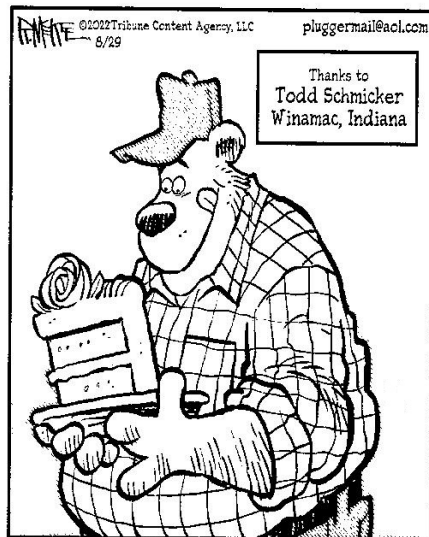
Hudson Kruse



Matt Kruse

<b>OT/NOS</b>	1 <sup>st</sup>	Mike J
	2 <sup>nd</sup>	Mark
	3 <sup>rd</sup>	Mike P
<b>HLG</b>	1 <sup>st</sup>	Tim
	2 <sup>nd</sup>	Stan
	3 <sup>rd</sup>	John M
<b>CLG</b>	1 <sup>st</sup>	Stan
	2 <sup>nd</sup>	Tim
	3 <sup>rd</sup>	Chris
<b>Power</b>	1 <sup>st</sup>	Mike P

**Pluggers** by Rick McKee



You'll hear very few pluggers complain that their cake has too much frosting on it.

## Make your own intermittent bubble machine – Dave Lofthouse



“Honey, did you order an Octopus bubble maker?” said my wife. “Yes, I did.” I responded without shame as I tore into the colorful package.

I have looked on as other flyers blow bubbles to read the air. It seems like a great way to choose just the right convective current though I would probably still miss it when I launch. I started thinking about how I could manage to handle a bubble gun whilst holding onto my airplane and tightly wound prop. I determined that I cannot do both at once. One option is an automatic bubble maker that you just turn on and it blows bubbles constantly. This would likely work perfectly but it would go through an amazing amount of soapy solution by the end of a flying session and asking my wife to turn it on and off is probably not a good idea. I wondered if I could put a non-human timer on it? Hmm.

I am not an electronics guy but with the help of some inexpensive pre-made circuits I was able to stumble through the construction of a bubble machine that works on a timed interval for ON and OFF along with adjustable fan speed so that the bubble sizes can also be adjusted.



The basic construction is as follows: Place an order for the “Outerman, Octopus Auto Bubble Maker with Music and Light” tear it apart and remove the ingenious motor/gearbox and bubble ring. My wife thought the guys at the field would appreciate the music and lights but I cut the wires anyway. The self-contained unit will pump the solution to the ring, sweep the solution around the ring, recover any unused solution back to the reservoir and blow air through the ring to create the bubbles all powered by one motor at 4.5 volts.



You will also need to order a “Timer Module, DC 5v-36v Trigger Cycle Delay Timer Switch”. This little unit will do lots of things but for me I only needed the P3.1 mode which turns ON and turns OFF for designated periods of time in infinitum.

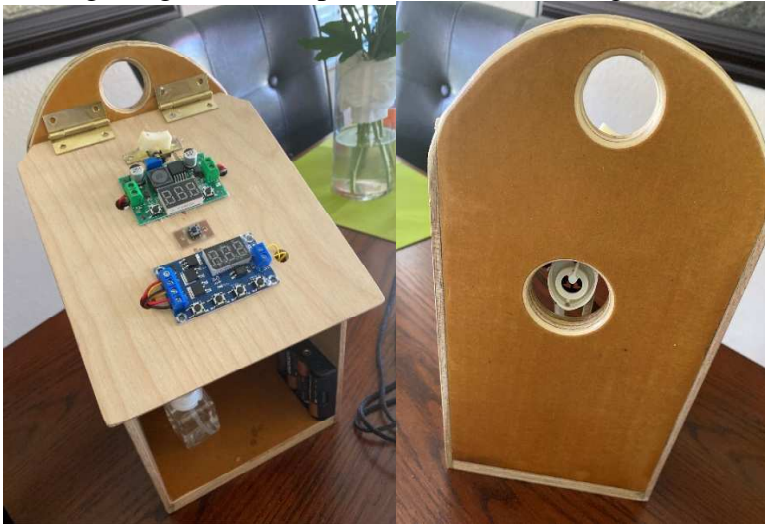


Order up a 4 AA cell battery holder. You may have noted that the motor requires 4.5v and the timer needs a minimum 5v. Because I planned to use AA batteries, my next option was to use 6 volts or 4 batteries.



The motor will run just fine on 6 volts but the significant increase in speed makes for tiny bubbles which I did not like plus it burns through solution even faster so I ordered a “HiLetGo LM2596”. This handy circuit works as a volt meter but also includes a voltage trimmer which allows me to fine tune my motor speed by turning back voltage to around 4v.

The resulting simple circuit is not much more complicated than a flashlight. Power from Batteries, to Timer, to Voltage trimmer, to Bubble Maker. Granted, understanding the programming of the timer was a bit complex and I finally found a you tube video that laid it all out for me (link follows). I made up a birdhouse looking thing out of scrap wood to hold it all together.



I am happy to share that I did not cook any components and it worked great the first time I tried it. I set the timer for 2 seconds ON followed by 15 seconds OFF. I quickly learned that even at this modest setting the solution disappears quickly so I am going to come up with a larger reservoir. I also looked up bubble recipes on the web and found a slew of them to choose from. I plan to set this out in the field somewhere upwind and just let it run. It would probably work better if set up about head high but I do not want to give us something else to hit out there so I will probably just set it on the dirt. I will also shade the electronic bits with a piece of cloth so they do not bake too much in the California sun.

Would a pole with a piece of video tape on it do the same job? Yup, but this is pretty neat. If you choose to make one I will do my best to advise if you need it [davidrlofthouse@gmail.com](mailto:davidrlofthouse@gmail.com) Oh and my total investment was around \$25 with an extra voltage trimmer and battery holder left over.

Amazon parts links

[https://www.amazon.com/dp/B00LSEBYHU?psc=1&ref=ppx\\_yo2ov\\_dt\\_b\\_product\\_details](https://www.amazon.com/dp/B00LSEBYHU?psc=1&ref=ppx_yo2ov_dt_b_product_details)

[https://www.amazon.com/dp/B07T7MTRZX?psc=1&ref=ppx\\_yo2ov\\_dt\\_b\\_product\\_details](https://www.amazon.com/dp/B07T7MTRZX?psc=1&ref=ppx_yo2ov_dt_b_product_details)

[https://www.amazon.com/dp/B07WWT6HY3?psc=1&ref=ppx\\_yo2ov\\_dt\\_b\\_product\\_details](https://www.amazon.com/dp/B07WWT6HY3?psc=1&ref=ppx_yo2ov_dt_b_product_details)

[https://www.amazon.com/dp/B09175JYQP?psc=1&ref=ppx\\_yo2ov\\_dt\\_b\\_product\\_details](https://www.amazon.com/dp/B09175JYQP?psc=1&ref=ppx_yo2ov_dt_b_product_details)

Youtube Links

Timer instructions:

<https://youtu.be/YU4rAmI5MI8>

<https://youtu.be/Ek9tULmWRHE>

Voltage controller instructions:

<https://youtu.be/JXokGwGViLI>



# DUAL-CLUBS FREE FLIGHT BONANZA

*\*A National Cup Points Event\**

**CLASS AA, CATEGORY 2**  
**SAN DIEGO ORBITEERS 63<sup>rd</sup> ANNUAL - SPONSOR OF AMA EVENTS**

\*  
**FRESNO GAS MODEL CLUB 82<sup>nd</sup> ANNUAL - SPONSOR OF NOSTALGIA,  
TEXACO & OLD TIME EVENTS**

**\* November 12<sup>th</sup> & 13<sup>th</sup>, 2022 \***  
**\* LOST HILLS, CA \***

<b>SATURDAY ONLY</b> 7 AM – NOON, 1 - 5 PM LUNCH BREAK W/ ICE CREAM SOCIAL	<b>EITHER DAY</b> MUST FINISH EVENT THE SAME DAY		<b>SUNDAY ONLY</b> 7 AM – 3 PM
A GAS 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/ CABIN COMBINED LARGE OT RUBBER STICK/ CABIN COMBINED ½ A NOSTALGIA A/B NOSTALGIA COMBINED C NOSTALGIA EARLY ½ A NOSTALGIA	.020 REPLICA A/B PYLON/FUSELAGE COMB C PYLON/FUSELAGE COMB RUB/WAKEFIELD NOS CLASSIC TOWLINE ½ A CLASSIC POWER ½ A GOLDEN AGE 1 MINUTE TARGET	1/2A GAS (1) B GAS A/B ELECTRIC COMBINED HAND LAUNCH GLIDER (1) VINTAGE WAKEFIELD 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)*

**CASH AWARD FOR 1<sup>st</sup> PLACE with 3 or more entries. Certificates awarded to 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> place**

**\$20 REGISTRATION Sr. & Open / \$2 Jr, includes 1<sup>st</sup> event**

**Ceremonies at: 3:15 PM Sunday**

**\$5 per Event Sr. & Open / \$1 Junior -  
Optional: \$40 for Registration & Unlimited Events**

For Information Contact:

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## **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 Orbiters 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.

### **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 7:00AM – 12:00 PM.

### **VINTAGE WAKEFIELD**

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 7:00AM – 12:00 PM.

### **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**

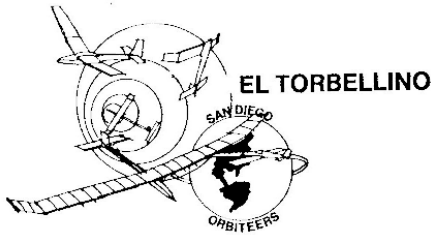
Sunday morning at 8:00 sharp. Mass launch from glider pen; 1 flight, no max.

### **TEXACO (Timer can ride with contestant)**

### **1 MINUTE TARGET**

Any Sport Plane, such as: Dakota, Sniffer, Tom Boy, Sioux. Even Peewee 30.

6 official flights. All count. Flight duration must be equal to or over 1 minute. Score will be the number of seconds over 1 minute for each of the 6 official flights. Flights under 1 minute will be an attempt. No limit on attempts. Lowest total of 6 official flights wins. **Note:** Use of DT will be allowed for flights that exceed 3 minutes. DT at less than 3 minutes will be an attempt.



CONTRIBUTORS THIS ISSUE:

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**WHAT'S HAPPENING - November 2022**

**October 31<sup>ST</sup> Halloween** ----->



**November 12, 13 Dual Club Annual Contest, Lost Hills, CA**  
(See enclosed flyer for contest details)

**November 20** San Diego Orbiteer Outdoor Monthly (Rain Date: Nov 27<sup>TH</sup>)  
Taibi Flying Field, Perris CA, 7:30 am.  
Events: **Coupe / Glider / Power**