



Free Flight from the San Francisco Bay Area and Beyond

Oakland Cloud Dusters
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President: Truman Cross
Vice President: David Baker
Treasurer: Aimee Raymond
Sergeant at Arms: Carl Rambo

April 2007

May 5 – 6

OCD's NOR-CAL Contest

Waegell Field

Yup, it's this
weekend!

*This contest is not to be missed! You bring it, you can fly it.
Plus a great BBQ lunch on Saturday*

Sat. May 12
8 AM – 4 PM

Youth Indoor Contest

Moreland West Community Center

Fri. May 18
8:00 PM

Monthly Meeting

Fred Terzian
4858 Moorpark Av, San Jose,
(408) 725-1065

Sun. May 20

Monthly Contest

Mowry Field

What can I say, "Do you Gollywock?"

May 25 – 28
Memorial Day
Weekend

Big Al's Shootout & US Free Flight Champs

Lost Hills

Absolutely something for everybody.

Sun. Jun 10
4 – 9 PM

Indoor Contest

Moreland West Community Center

Balsa Dust

Truman Cross

The kid across the street (Baker, Oregon, sometime 1944-49) helped me get a job setting pins in duckpin alley, a dangerous job, but it paid for the model kits he and I built: WWII fighters--Hurricane, Thunderbolt, Mustang, Corsair. We never figured how to get a rubber motor to turn one of those goofy props. (Did anyone ever make a decent prop cone from the printed paper?) The best we hoped for from the planes was a decent glide where nothing broke. Sometime during those years I contracted some undiagnosed malady that scared the hell out of my folks because the early symptoms looked like polio. Whatever it was I quickly turned malady into malingering--no school for six weeks!. And I covered everything in balsa dust. I must have inhaled enough to build a small model. But then the local lab started sending this ghoul over to take blood samples. The guy was tall, dressed in black, and when he took off his hat I could see he did his hair in 30 weight motor oil, probably used. When he began sharpening his needles on a stone, I could feel good health surging through veins and arteries with every rasp. That guy cured my "disease" and building models. The next episode of the malady was U- control. In my case, white knuckles and sweaty palms turned it into Who-control. OCD members can stop this drivel by impeaching your president--me.

At the last meeting (chez **Emile**), I proposed a one-design outdoor contest. As I have said many times, the Dandi-Flyer contest was great. To see **Bud, Hank, Dave, Bill** et alia trimming and flying the same little aircraft was a real joy. I would propose a yearly repeat, but forget the Pussy-Cat, the ugliest airplane ever launched. For the outdoor contest, I suggested Sig's ancient model Cub. I bought one at JM Hobby. They cost \$7.98, and I will undertake to arrange with Cliff the purchase of X number of kits, depending on orders from OCD members. **David Baker** suggested adding this category to the regular contests at Mowry, using a compilation of flight times to determine an annual winner. We could also do a one-day event and figure out how to award the junior and open winners.

At any rate, dear members, use my email address to indicate your interest in making this idea a three-dimensional, thermal-seeking, out-of-sight reality.

CAT Tales

Dave Parsons

Evolution of the Balsa Glider A Fractured Fable Chapter One

Long, long ago, at the dawn of the Balsa Age small gliders were the first model aircraft species to appear. Although primitive and somewhat frail, they nevertheless represented an auspicious beginning to what would later be known as the model aircraft era.

Balsa had taken to the skies, as the earliest generations of gliders were capable of launch assisted flight. HL gliders as they were classified, proliferated throughout the land. They appeared in the warm rising air everywhere on earth that launch assist hosts made themselves available.

Although the HL gliders were the first species to usher in the model aviation era, in time other more sophisticated model aircraft were to evolve. Like the HL gliders, these new relatives also were capable of soaring flight, and plied the skies in search of ever increasing duration.

Early in the genesis of model aircraft, some of the HL gliders more highly adapted brethren were able to climb to amazing altitudes under their own power. All the while the performance of the HL gliders remained restricted by the physical limitations of their launcher hosts. Under these circumstances, any higher evolution of the original model aircraft species became problematic at best.

Over time the HL gliders constant search for improved flight duration led to improved aerodynamics, and balsa clad by advanced composite materials. Random evolutionary mutation also resulted in the appearance of movable control surfaces, and the rare occurrence of articulating wings. Even so, the major limitation to improved performance remained the static abilities of the launcher hosts.

The Balsa age flourished, as model aircraft routinely performed feats of incredible altitude and duration the world over. For the HL gliders any chance for significant improvement in performance was held in check by the limited abilities of their host launchers. The looming Darwinian shadow was becoming more and more ominous.

Model aviation was taking an even stronger hold on the skies by diversifying into new forms of controlled flight, while the HL gliders' potential appeared to have reached its' peak. All varieties of duration models became ever more capable, as compared to the small incremental advances of the HL glider species. Nonetheless, the HL gliders' prominence remained as the entry level model of choice into the expanding realm of model aviation. In spite

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of this noteworthy contribution, the HL gliders significance was completely overshadowed by the increasing appeal and availability of the many types of high performance model aircraft. The future of the HL glider appeared uncertain, and the extinction of model aviation's' original species became a distinct possibility.

As if on cue, a blip in the complex matrix of evolution occurred. The physically limited host launchers adopted a principle from an ancient war machine and created the catapult assisted launch. Whether this was another example of random evolutionary mutation, or a complete freak of nature has never been determined. But for sure, the graceful and sedate world of the HL glider had just been changed for ever.

Chapter Two

The precise origin of the first catapult glider launch attempt remains a mystery obscured by the fog of an imperfect past, but theories abound. One such theory is predicated on the fact that the natural capabilities of the host launchers degraded over time. With increasing age the host launchers were unable to adequately maintain the long time symbiotic relationship with the HL glider species. Unable to reverse or recover from the ravages of time, the host launchers sought out ways to augment their rapidly depleting abilities. Host launched gliders became catapult launched gliders, and thrived sufficiently to extend the Balsa Age into the present era..

The catapult concept was by no means a new idea. The first catapults are said to have appeared as far back as 300 BC (Before Cyanoacrilate?) In efforts to improve the technologies of warfare. Early heavy weapons development included the Ballista, which was a tension actuated catapult used by ancient Greek armies. By the 12th century, the ultimate siege engine was the Trebuchet, which was a huge catapult operated by massive weights. Castles of the time were no longer the ultimate power of defense and impenetrability. These huge weapons from the distant past were able to launch 300 LB. projectiles at the castle walls from outside the range of the defensive archers.

Lost to time is the architectural genius that gave rise to these devastating war machines. Also lost to time is the host launcher genius that first conceived of applying ancient catapult technology to model aviation, and to the HL glider in particular.

One particular group known as the OCD Club (Obsessive Compulsive Disorder?) followed the path of the Ballista and the Trebuchet and created an artifact of extreme power. The HL glider species, not given the necessary time for natural evolutionary adaptation, now faced new difficulties. Even the most advanced HL gliders of the time were ill-equipped to cope with the extraordinary forces generated by this new launch device. Natural selection dictated that catapult gliders subjected to this new environment be larger and stronger than their HL counter-

parts. Even the new hybrid gliders bred expressly to take full advantage of the new powerful launch mechanism confronted a seemingly impossible paradox.

To fully utilize the available catapult energy in order to achieve maximum altitude, a vehicle with ballistic qualities was required. To maximize flight duration and insist effortlessly to glide at apogee required a highly evolved glider. The perfect flight program necessarily needed to combine the capabilities of these two distinctly different craft. The perfect ballistic vehicle needed to morph into the perfect glider at the precise moment of maximum altitude. The ultimate challenge of the OCD catapult was to somehow solve this "Bullet and Butterfly" paradox.

In the more moderate (normal) realm of model aviation the catapult concept was adopted universally as a rough equivalent to the abilities of the host launchers in their glorious prime. This approach requiring one nine inch loop of hand held rubber allowed competitive launches by even the most ancient and decrepit host launchers. The new generation of HL gliders were bred to have catapult launch hooks on their underside, but otherwise they were already perfectly suited to the new catapult launch regimen. The revitalized HL glider species thrived as never before. However, launches from the OCD device still presented a quite remarkable challenge.

Next time: Flaptail to Flextail, a possible solution?

Mowry Contest Notes - Mar 18, 2007

Dick Douglas

Another nice day at Mowry! **Dave Parsons** put together dominant flights in OCD Catapult and Hand Held Catapult, where he set a Mowry record. **Fred Terzian** also set a new field record of sorts with 18+ minutes on his Hand Held Catapult. He used binoculars, but even so, it shows how calm the winds were. **Lynn Price** tried twice to beat Fred's time but only reached the 4+ minute marks before his timer, without binoculars, lost sight of his Goblin P-30 and then his HHC glider.

This contest had a couple of events, OCD Catapult and OCD Scale that were held over from the February 25 date, which was blown out. OCD Catapult had a good turn out with nine entries. Dave Parsons had three consecutive maxes for his 3'rd, 4'th, and 5'th flights and then put up a time-target flight of 41 seconds, for a 311 total. Fred Terzian had a max but couldn't wrap anything around it and finished second with a 166 total. Third was **Emile Carles** followed by **Harold Davidson**, and **Jim Boes**.

Hand Held Catapult also had a good turn out with eight entries. Dave Parsons repeated what he had done

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in OCD Catapult and maxed on his 3rd, 4th, and 5th flights. His time-target flight was 47 seconds for a 317 total. This is the highest score anyone has posted in the last four years that I've been keeping records. The previous high was Fred Terzian with a 258. Second place today was Fred Terzian with 213. Third was Lynn Price with 153 and Jim Boes and **Jim Muther** tied for fourth.

P-30 was won by Harold Davidson who put up three maxes and waited to see if he needed another flight. He didn't as **Mike Palrang** dropped 17 seconds on his second flight for a 253. Lynn Price finished third followed by **John Allen** and Jim Boes.

Jim Muther won Open Rubber with a 267 followed by John Allen and Jim Boes. There were no Junior Open Rubber entries. OCD Scale was won by Mike Palrang with a 215 total followed by Jim Boes and John Allen. John Allen dominated ½-Coupe and only needed one flight to do it. He actually put up two flights in case someone else entered.

We're a fourth of the way through the season and it's not too early to look ahead at our year-end awards. There is essentially a four-way tie for the Getsla trophy with Fred Terzian and Jim Boes with 21 points and Dave Parsons and John Allen with 20 points. Fred Terzian leads in the Critchlow trophy with Bill Vanderbeek, Dave Parsons, and Lynn Price close behind. The Open Rubber leader is John Allen followed by Jim Muther, Bill McConachie, and Jim Boes.

Indoor Dust Busting

Lou Young

The next OCD indoor contest is scheduled for Sunday, June 10 from 4 to 9 PM. It is the very popular Dandiflyer event, for ROGs built from Lee Kiracofe's kit of Erv Rodemsky's wonderful design. The rules are that entrants in the open event must build the kit exactly to the plans using only the kit materials (last year **Dick Douglas** made me cover both sides of my fin and rudder) while 18 & under can fly (in a separate event) any Dandiflyer knock-off. It should be fun, and with a good turnout, we can stay a little late. The new rules for all OCD indoor contests will pick the winner as the flyer who achieves the best total of 2 flights – one reentry is allowed and the best times of all 6 flights will count. July 22 we will repeat the Pussycat contest – same rules as before and again the young guys can enter the youth contest with Pussycats covered with any material and they may use wooden props. August 19 we will see if **Dave Chappell** can beat everyone in the OCD scale contest. This time the airplanes have to have a full fuselage (no profiles).

Gary, George and I had a pleasant meeting with two of the people who are in charge of programs for West San Jose. They emphasized that the activity only has to break even by covering the cost of a single San Jose part-time employee at about \$15/hour. The kids' classes cover 2 hours of the flying session so we only need to cover the "drop-in" flying for the rest of the evening. When the classes are not in session, the drop-in has to cover the whole period. It shouldn't be a problem except for the break between spring and summer classes that only affects June 17. Should be OK if George can cover for me that night while I am off to our grandson's graduation in Tacoma. The summer class ends on August 12 and I do not plan to try to run a fall session because that is impacted by school, so the drop-in flying will have to be pretty much self supporting during August and September. I am not sure when I will have an operation on my left thumb but when that happens I am out of commission for at least 10 days and maybe more – the immobilizing cast will come off after 8 weeks. Right now the best time to have the operation for family and Kibbie Dome reasons looks like the third week of July, so I may need volunteers to run the class for 2 weeks while I am unable to drive.

While the kids' classes have been running at the Moreland West San Jose Community Center from 4 to 6 PM every Sunday, indoor flying for everyone has been available from 4 to 8 PM, with the possibility of extending to 9 PM if enough flyers show up. Through February and March we generally had too few adult flyers so we closed up at 7 or 7:30 after we shoed the kids out. Over the last two sessions activity has picked up and we have been able to stay open until 8. The April 15 session had a lot of activity – **Tim Chang** put up one flight with his F1D just to see if the VP prop still works (it did), **Spencer Hanson** flew his scale ships, Dave Chappell worked on his quadruplane and demonstrated that it is very sturdy, **Mike Palrang** continued to test his No-Cal, and **Chinmay Jaju** tried his modification of Xenakis' EZ Pennyplane but discovered that the wing span needed to be reduced to meet the 18 inch limit. I remember having to increase dihedral on one of my planes once to get below the maximum. I was busy with the class so if you are on Gary's OCD list you will get a better report.

OCD YOUTH PROGRAM

Lou Young

THE NEXT YOUTH INDOOR CONTEST WILL BE HELD ON SATURDAY, MAY 12 AT THE MORELAND-WEST COMMUNITY CENTER, 1850 FALLBROOK AVE., SAN JOSE. We have an impressive list of sponsors in addition to the Cloud Dusters, but **we will again need your help**. The January contest was great as the OCD took really good care of the young contestants. Flying will begin at 8 AM and we need to get the prize-giving over by 4 PM so it will be a busy day. The rules are attached. Please mark your calendars and we can guarantee that you will have fun, too.

As in other contests, beginners will be able to build an airplane on the stage and enter it. In previous years we used the AMA Cub/Delta Dart for this activity. The Cub/Dart requires a lot of careful cutting and, because the wings are glued on, has to be balanced to fly properly without adding nose or tail weight. At the last contest 3 late-comers didn't have time to finish the planes so we had them come back the next week to finish and fly them. I whined about it to **George Xenakis** so he designed a new airplane that requires less cutting, goes together very fast with less help from OCD members and no critical dihedral step, and has an adjustable wing so we can demonstrate the need for balance without carrying clay in our pockets. We call it the "Perky" and Lee Kiracofe liked it and decided to add it to his catalog of neat kits. Lee made the instructions really simple with numbered boxes and diagrams on the plan, which is also the covering material *a la* the Cub, thanks to George who discovered tracing paper that is lighter than the paper used for the Cub. The builders can enter the contest in a new "Beginners" event that is not open to the more advanced kids. George built one using Lee's plan and was getting flights of over a minute. So that will be the only plane that will be built on stage during the contest.

The contest sponsors are: City of San Jose - Parks, Recreation and Neighborhood Services, Oakland Cloud Dusters, Palo Alto Lions Club, D & J Hobby and Crafts, RC Unlimited Hobby Shops (Sheldon's is now part of their domain but is still called "Sheldon's"), and Charity Car Donation. The last sponsor donated enough money for this contest that we can buy trophies through 5th place instead of re-working donated ones. They can be reached at www.charitycarsforkids.com. If you have an old car that you want to get rid of, they support a number of great programs for kids by "recycling" donated autos and trucks. **Don Long** got in touch with them and told them about the OCD Youth Program – a big "Thank You" to Don. I don't know if we will be on their list for

the next contest as their income fluctuates, I'm sure, but we feel good about the association.

The day after the contest (Sunday) will be a regular flying session 4 to 7 PM (or 8 PM depending on attendance). We will also hold our regular building class on the stage 4-6 PM.

The winter class at Moreland was full, and the spring class that just started is also full. The students, for the most part, seem really interested. However, after dealing with 10 kids in the winter class I had to limit the current spring class to 8 students. Two more are on the waiting list. Six of the current students attended the previous class and they are building Pussycats and finishing original designs that they started in the winter. I will have a problem getting kits that are interesting to them. I have a bunch of Peck kits but they are not laser cut and of the few kids who have tried them, they take up most of the 8 class sessions to build – if they finish at all. The wood is not great or even very good, and there are a lot of parts to cut out. I have copies of Sherm Gillespie's "Square Bird" plans but that airplane requires at least 3 class sessions to build; everyone builds at different rates. Kids nowadays really don't have time for deep involvement in their outside of school interests. The pressure is on to get top grades and to have lots of activities on their college application resume. We need to have fun planes for kids to build so the classes are full and we can continue to have a place to fly indoors. I have some indoor glider kits from Indoor Model Supply but I am concerned about whether kids can build them so they will fly successfully. I am building one to test at the next flying session. If anyone has plans or even kits of the old Sterling rubber powered line (especially the all-wood models) I would like to borrow them for a short while. I built one while I was at NACA Langley and with some lightening and a wood prop it flew in a gym for nearly 2 minutes.

The class at Miller Middle School started a new quarter and we have three new students who are about to start on Dandifiers. Many of the rest have migrated to outdoor rubber and Bill Vanderbeek's knowledge is carrying that along. I tested Lee Kiracofe's beginner's outdoor rubber Meadowlark X and suggested changes that Lee has already made. I modified mine and hope to get a chance to test it again if the wind will ever stop blowing. I'm anxious to try it out on the next bunch of kids at

A couple of success stories from the OCD Youth Program: **Tim Chang** hopes to make the 2008 Junior F1D team at the Kibbie Dome contest this year, and some of the top indoor flyers like John Kagan and Steve Brown seem to think he has a good chance. I've included a photo of his VP prop for your amazement.

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Also, **Anjaney Kottapalli** is to be congratulated for being accepted to his heart's desire school – MIT! He was also accepted to most every other school he applied to. I think the science competitions he won using model airplane technologies were a factor. And of course,

Chinmay Jaju was awarded the OCD Junior Trophy at the 70th Anniversary Banquet, so congratulate Chinmay when you see him – he'll be at every contest he can get to.

I'm going to close with thanks for the indoor faithful who show up, as often as they are able, for the flying sessions.

Meeting Minutes, Mar 16, 2007

The meeting was opened by president Truman Cross @ 8:15 PM. The meeting host was Emile Carles.

Visitors. None.

Minutes. The previous meeting was the 70th banquet, and the write-up "minutes" were approved as published.

Treasurer's report. The treasurer was off flying at the SCAT Annual at Lost Hills, so no report.

Old Business We again discussed the flying rules for the Nor Cal. It was decided that, unless the CD, Bill Vanderbeek, over rules it, we would use the rules as published in the NCFFC business meeting minutes. // We still need to get with Walt Ghio to discuss OCD's part in the junior program.

New Business. Fred Terzian announced that Bill Vanderbeek wouldn't attend the Nor Cal scheduled for May 5 & 6. Since Bill usually brings lots of stuff in his motor home we'll have to make other arrangements. // The next Mowry contest will be April 22, and have Hand Catapult, Hand Launch Glider, Open Rubber, and mini-Moffett. // The group wanted to have a continuation of the Sunday indoor contests at Moreland. Lou Young is the Moreland coordinator and would approve any contest schedule. // Truman Cross proposed a one-design Sig Cub for Mowry. He will have a proposal including rules for the next meeting. // We discussed the costs of putting out the newsletter in color for non-e-mail members. It was decided that it will subsequently be mailed out in black and white. The e-mailed version goes out in color. // The next meeting will be April 20 at Truman's house. Dave Baker will have the May 18 meeting.

Break. A meeting break was held at about 9:00 PM. We gathered in Emile's dining room and chatted with coffee, pie, and cookies.

Show and Tell. Robert Belforte brought a Stan Budendhomb kit of a discus (wingtip-launched) Hand Launch Glider. Good wood and much of it is pre-sanded. // Fred Terzian had an almost completed version of Stan's glider. These gliders have what appears to be a three-foot wingspan. // Truman Cross had a hand-catapult glider.

Adjourned. The meeting was adjourned at 10:30 PM after a BS session.

Submitted by Dick Douglas, southern scribe.

Schedule of Events

Mowry Small Field Events, 2007

The Oakland Cloud Duster's monthly contest is held at Mowry field on the corner of Mowry Blvd and Cherry Street in Fremont. You enter the field by driving past the soccer field parking lot until just before the railroad tracks, continue to drive South parallel to the railroad tracks (through the dirt, which gets a bit interesting when it is muddy).

2007 Date	Glider Events				Rubber Events				
	OCD Cat	HH Cat	HL Glide	Open Rubber	P-30	Mini Mof	Golly wock	OCD Scale	½ Coupe
May 20	✱	✱		✱			✱		
Jun 24		✱		✱	✱				✱
Jul 15	✱	✱		✱				✱	
Aug 12		✱	✱	✱		✱			
Sep 9	✱	✱		✱	✱				
Oct 21		✱		✱			✱		✱
Nov 18	✱	✱	✱	✱					
Dec 9		✱		✱	✱	✱	✱	✱	✱

The Nov 18 contest will also have Joe Foster design HHC. Both Nov 18 and Dec 9 will Junior Open Rubber. Dec 9 will have another Sherman Gillespie contest.

The rules ...

- A. Contests will begin at 8:30 AM and end at 12:30 PM.
- B. Entry fee is \$0.25 per round, unlimited re-entry allowed. High time in each event takes the Kitty.
- C. Two formats for wind conditions:
 1. Light or no wind: Three ninety-second maxes. If tied due to maxout, then the tiebreaker is a one-minute precision flight. The flier closest to one minute wins the event. (For record-keeping purposes, flyoff time up to 60 seconds is added to the flyer's total. If the flyoff time exceeds 60 seconds, the time exceeding 60 seconds is subtracted from 60 seconds and the dif-

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- ference is added to the flyer's total. Flyoff time exceeding 120 seconds counts as 0 (zero.)
2. Significant drift: Scratch contest or three one-minute maxes. Tiebreaker as in C1.
- D. Points will be awarded for each event:
1. First place is 5 points, Second place is 4 points, third place is 3 points, fourth place is 2 points, and all other places are 1 point. DNF listed, but no points are given.
 2. At the end of the year, the flier with the highest point total wins the Small Field Champion title and receives the Walt Getsla trophy. Juniors win the Junior Small Field trophy.
- E. Mini-Moffett: Rules are the same as the regular AMA Moffett except that the total wing and stabilizer area can be no greater than 150 sq. in. (as viewed from above) with negative or positive dihedral in either. This model class is approximately 75% of the area of a regular Moffett.
- F. Open Rubber: Any design rubber-powered model with a wingspan thirty inches or less (projected) is eligible.
- G. OCD Catapult Glider: This is a non-AMA class originating at the California State Fair in 1937 and traditionally flown by the OCD since then. Rules allow a glider of any dimension and weight with a securely mounted launching hook to take the stress of up to 20 pounds of linear thrust generated by eight thirty-inch strands of 1/4" rubber. A round is composed of six consecutive flights. Unlimited reentry is allowed. Each re-entry starts a new round of six flights. In the event of three consecutive max flights, the flier may fly one or more time-target flights provided the last max is not the sixth flight. Winner is the flier with the highest total of three **consecutive** flights (plus flyoff flight) from any single round. The OCD member with the highest total from the Mowry contests wins the OCD Catapult Glider Championship Trophy for the current year.
- H. 1/2 Coupe: The airframe weight can be no less than 35 grams and the motor weight cannot exceed 5 grams.
- I. OCD Scale: A model that is fashioned after a "real" airplane or looks like it could have been fashioned after a real airplane. Rubber enclosed in fuselage. No scale points are awarded. Flying per C above.
- J. Fuse DTs are not permitted.
- K. All flight times count. There is no provision for a minimum time for an attempt.
- L. Fly one - time one, so bring your stopwatch.

Moreland Indoors Events

CD: George Xenakis and Lou Young

Every Sunday Afternoon, 4:00 to 8:00 PM

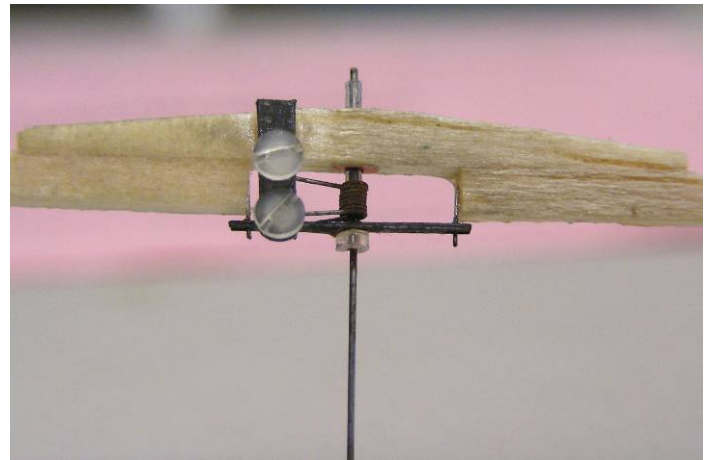
Moreland Community Center
1850 Fallbrook Av, San Jose
408-871-3820

Fallbrook is off Campbell Avenue, between Saratoga Avenue and San Tomas Expressway.

Flyers over 18 pay \$6 and flyers 18 or under pay \$3. There is no charge for parents or observers.



Alek Drabovskiy's First Place



Tim Chang's VP F1D Prop, screws are 00-90

Monthly Meetings

Date	Location
Jan 19	Aimee Raymond-Schroedter, Milpitas
Mar 3	OCD Banquet, Jack London Square
Mar 16	Emile Carle, Alameda
Apr 20	Truman Cross, Palo Alto
May 18	Fred Terzian, San Jose
Jun 15	
Jul / Aug	No meeting
Sep 21	
Oct 19	
Nov 16	David Baker, Palo Alto

Other Events

Date	Event	Cup	Location	Contact Information
May 5-6	Nor-Cal	G&S, N, A	Waegell Field	OCD – Bill Vanderbeek & Fred Terzian
May 26-28	US FF Champs	N	Lost Hills	Ted Firster
May 25-27	Big AI's Shootout	G	Lost Hills	SGMA – Walt Ghio
Jun 9	Western States Champs	G&S	Waegell Field	Sierra Eagles - Mike McKeever
Jul 30 – Aug 3	AMA Nats	A,N	Muncie	
Aug 18-19	Northwest Free Flight Champs	A	Tangent, OR	Bob Stalick
Sep 16	SGMA Combo	G&S	Waegell Field	SGMA – Bill Davis
Oct 6-7	Livotto FAI Invitational	A	Lost Hills	Lee Hines
Oct 7-12	SAM Champs		El Dorado Dry Lake, NV	Hal Wightman
Oct 13-14	Sierra Cup	A	Lost Hills	SCAT – Lee Hines
Oct 27-28	South West FAI Challenge	A	Boulder City, NV	Bill Booth

Item	Quantity	Price	Total
2007 OCD Regular Membership		15.00	
Super Sport Rubber, 1/8" (pound)		21.00	
Shipping for Rubber (pound) <i>No charge for field/contest pick-up</i>		5.00	
Badge <i>Classic</i> Timer		10.00	
Badge <i>Lite</i> Timer		10.00	
OCD Enamel Pin		2 for 5.00	
OCD Enamel Tie Tack		5 for 10.00	
OCD decal set		5.00	
TOTAL DUE			

Mail check to Oakland Cloud Dusters, c/o Aimee Raymond, 807 Inverness Dr, Milpitas, CA 95035