



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 Schroedter
Sergeant at Arms: Carl Rambo

June 2007

Monthly Meeting

Fri. Jun 15
8:00 PM

Dick Douglas
5303 Calderwood Ln., San Jose
(408) 266-3598

Northern California Western States Champs

Sat. Jun 16

Waegell Field
A Gold & Silver Cup contest

Summer Maxmen

Jun 16-17

Lost Hills
If you like it HOT, this is the contest for you!

Monthly Contest

Sun. Jun 24

Mowry Field
The second showing of ½ Coupe & P-30

Editor's Note: We need someone to host the Sept 21 Monthly meeting. Please contact Truman or Aimee.

Rumors Are True

Aimee Schroedter

Yes, it is true. Marty Schroedter and I were married on a rocky bluff in the Carmel Highlands off Highway 1 at 2:34 on 5/6/7. It was a wonderfully warm, sunny day with a light breeze. We wrote our own vows and were married by my dad. Sharing the moment with us was my mom, and our sons Philip and Jeff. We have now blended two families each with three active generations of Wakefield fliers. At the Big Als' contest two weeks later, we had all six fliers! It gets a bit chaotic to make sure we have all flown the round.



CAT Tales

Dave Parsons

Evolution of the Balsa Glider
A Fractured Fable
Chapter 3

Near the end of the mid-century decade, the OCD catapult paradox remained much of an enigma. For the vast majority of participants throughout the years, the awesome power of this unique device was left untapped. The traditional launch procedure involved metering of the available catapult potential to coincide with the ca-

pabilities of the particular glider.

Most efforts of the time were made with models that were basically no more than ramped up HL gliders fitted with a launch hook. The common launch technique required that the glider be released at a steeply banked attitude with only some fraction of the catapults maximum power. HL type trim dictated that the model must spiral up to altitude (horizontal loops) as was the convention for most hand launched flights. OCD catapult launches made in this manner were easily able to more than double the altitude of a competent hand launch, even with much of the catapults' power held in check.

In the competitive arena, the partial launch technique completely dominated the results. The conservative launch crowd were imminently successful, as they used the OCD catapult to launch high performance gliders to altitudes that were unobtainable by any other means. Under these circumstances there appeared no real interest in exploring the limits of this powerful launch mechanism.

Unfortunately, the occasional nature of the event made ongoing experimentation difficult. The opportunity to test the limits of the OCD catapult in any given year were few at best. Nevertheless, the limits of the catapults' extreme power were probed with astounding results by those fliers that were intrigued by the devices' possibilities. Specially crafted models designed for speed and altitude made their debut, and stole the show. These sturdy, sleek, stubby winged projectiles became the weapon of choice for exploring the atmospheric limits of the underutilized catapult.

The new and different models were designed specifically to absorb and survive the full force of a maximum launch, and the gliders awed everyone that witnessed their maiden flights. They were launched at speeds the eye could barely follow, to altitudes beyond imagination. Minimal lifting surfaces and zero decalage allowed the gliders to achieve straight as an arrow vertical launches to unbelievable heights, followed by descents also resembling the path of an arrow. The gliders whistled through the air from the high speed of the launch, and whistled again as they became incoming ordinance. Almost always their brief excursion to record altitude ended in a resounding ground level explosion, blasting balsawood shrapnel in all directions.

The specially crafted high velocity models clearly demonstrated that the OCD catapult was able to launch a glider higher than anyone thought possible, but they necessarily forfeited the ability to transist and actually glide. This "ballistic missile" approach was short lived for obvious reasons, but did serve to establish the upper limits of altitude attainable by a full force launch.

Chapter 4

Along with the advent of the space age, came technical innovation for the OCD type catapult glider. First on the scene were the flaptail gliders. They were so named for the large elevator that allowed for timer actuated variable incidence. The idea was to provide an opportunity for gliding and a survivable landing for the high velocity style of glider. With this new ability the gravity defying climb could, theoretically, at a predetermined moment transform into a buoyant, floating glide.

Theories provide a place to begin the process of discovery, but provide little in the way of details. Details in reference to the variable incidence glider were fraught with problems. Such as, the consequences of that special moment of increased decalage occurring too soon, too late, or not at all (timer and or pilot error). In addition, any variation in the force applied at launch required a corresponding change in timing for the flaptail deployment. Also, the timer start function was a critical variable. In addition to these inconsistencies, the clockwork actuated gliders were necessarily larger and heavier than their timerless predecessors. The poor glide performance due to increased wing loading may have been the final reason to give up on the gadget glider. Still, the concept of variable incidence showed promising results in that the launch trim and glide trim could be achieved with independent adjustments.

Chapter 5

Years later, during the last decade of the millennium, the OCD catapult scene was revisited, but was found to have progressed little. It was during this period that the next generation of flaptail catapult glider made an appearance. The issues of inconsistency, oversized airframes, and excessive wing loading had been considered and addressed, to a degree. No more clockwork mechanisms, instead the new flaptail gliders would have the ability to alter incidence in an on demand manner.

The new idea was to directly link decalage to airspeed. Drag tabs and a delicate tension device were added to the large elevator. Adjustable stops determined to what degree the elevator would be forced down under high velocity, and how much incidence would be added as the glider slowed to glide speed. A big advantage over the earlier versions was that the varied forces applied from launch to launch were no longer a factor in determining when or at what speed the model would react. The new flaptail gliders variable incidence system only reacted to changes in airspeed, and therefore elimi-

nated any requirement for timed functions.

The several experimental gliders equipped with the airspeed actuated auto elevator actually came very close to performing up to expectation, when the perfect amount of tension was applied to the movable elevator. This variable was very sensitive and required constant attention. Not equipped with dethermalizers, each glider in its turn became a flyaway. This circumstance along with other various distractions put the OCD catapult program on hold, temporarily.

Chapter 6

Sometime later, during the first decade of the new century, the former flaptail glider mutated overnight into the more highly evolved flextail ODC catapult glider. Like its predecessor, the new flextail version has a large elevator, but its purpose is only for static incidence adjustments and popup dethermalization. Again, incidence is added or subtracted during the course of a flight as a result of variations in airspeed. In this application, the stabilizer and elevator remain fixed throughout the flight, and appropriate decalage at varied velocity is determined by a flexible carbon fiber tailboom.

The flextail glider is "aeroelastic" in the true sense. The model is able to alter the angular relationship of its flight surfaces to accommodate variations in velocity. Properly set up and adjusted, the aeroelastic properties of the flextail glider can easily handle the large variations in velocity experienced during a maximum force OCD catapult launch, with consistent transitions to the glide mode.

The flextail "Mowry Cat" was first flown and sorted out in late 2004, and collectively the five models constructed since its debut have garnered sixteen consecutive wins to date. As a result of a half century of on and off experimentation, the OCD catapult paradox may finally have been unraveled by the advent of the aeroelastic glider.

Next time: The Mowry Cat - Plans and dimensions.

Building and flying an aeroelastic catapult glider.

18th Annual Northern California Free Flight Champs—Waegell Field, Calif.

May 5-6, 2007

Report by Fred Terzian

This year's contest was impacted by unusual weather conditions. Most forecasts predicted high winds for both days over most of the S.F. Bay Area. True to form, conditions were generally calm when the CDs arrived on the flying site around 5 on Friday night to begin setting up the flight line. Several early arrivals were test flying in almost ideal conditions. A pleasant surprise was to see Marty Thompson back flying after many years of hibernation up in the Northwest. He came down with long-time friend Bruce Hannah, who also lives up in Oregon. Also present were Glenn and Linda Grell with their RV encampment.

As contest directors, Bill Vanderbeek, Dick Douglas and Fred Terzian knew that weather conditions could impact turnout, not to mention the distance traveled and rising cost of fuel for vehicles. So it was a pleasure to see some early arrivals from out of town.

The next morning, we arrived out at Waegell Field around 6:30. The sun was already shining and it was a clear, blue sky day. The wind had definitely picked up from the previous evening, and I elected to head up the rise to the north to release a helium-filled balloon to determine drift direction for the FAI line. The south easterly orientation was perfect for a normal day however the wind was gusting between 10 and 15 miles an hour. This meant that some flights could potentially get across Jackson Road, a well-traveled and busy Hwy 16.

Flying was suspended round by round for the FAI events and no one attempted any AMA or other specialized events. So it was decided to break for our now famous barbecue lunch at about 11:30.

Aimee and Marty had previously arranged to have Nancy and Roger Gregory take over the barbecue as they were planning to leave early and head down to the Monterey Peninsula to---Get Married! They set up the barbecues and fired up the coals and then enjoyed the socializing during the lunch break with hamburgers, polish sausage, potato salad, fresh fruit and wonderful pies and cookies. We greatly appreciated the help and organization by this foursome. It's not an easy task but it has become traditional and everyone looks forward to it. Also present for the first time to help out both days was Lynn Terzian, including daughter Deborah and her friend Darren

Needless to say all flying was suspended and everything was carried over to the second day, bunching up all of the events. An "unofficial" last one down catapult glider tourney was held with Chinmay Jaju, Dave Parsons and Bob Stalick participating. A countdown preceded the launch and the gliders quickly headed south over the first fence line about five hundred yards down wind. Stalick won the event and both he and Dave drifted about the same distance.

The only "official" event entered was Old Time Hand Launch Glider by several juniors. Needless to say they got busted up with each flight, repairing in between.

Sunday dawned picture perfect with another day of clear weather. There were light breezes by the motels along Highway 50 but when we arrived at the field, it appeared relatively calm.

Rocco Ferrario brought a carload of juniors, including his son Anthony. Other juniors arrived with family members.

The F1 A-B-C events started off with a 180 max and then were reduced to 120 for two rounds and finally 90 seconds for the remaining two. That's right, we only flew five rounds. The Mini- events started off with three 120s and then down to 90 seconds for the last two.

The only maxouts were in F1A and F1H with Lee Hines and Brian Van Nest planning to settle a tie at Big Al's on Memorial Day weekend for America's Cup points. Brian was the only one clean in F1H.

Hands down for perseverance in the FAI events was Mark Belfield, traveling all the way up from Palmdale to compete in both F1B and F1G. We saw him still searching for his Coupe on Sunday evening, right next to the fence line at Jackson Road. Fortunately Rocco, Anthony and that carload of juniors were looking for Anthony's F1P on the other side of Grant Line Road before heading home, and discovering Mark's F1G! Anthony's model was never recovered, although it DT'd. It may have been picked up by someone traveling the local roads. Bill Vanderbeek also had a flyaway and was last seen heading towards Rancho Seco's nuclear plant.

We had the pleasure to visit with Will Nakashima that morning. He is a recipient of the NFFS' Hall of Fame this year. He brought along his George Xenakis "Tadpole" A-1 towline glider. I haven't seen that specific one in over 20 years and I don't believe he has flown it since either! Will continues to come up with great captions and classic drawings for his cartoons published in both Free Flight the NFFS digest and the NFFS Symposia.

Oakland Cloud Dusters

We have also learned that the pond to the south could be used for ROW events, if drift was ideal. No one flew because of the wind however it would be a great backup site to the portable one that Bill usually assembles.

The Oakland Cloud Dusters would like to thank all those who braved the conditions and continue to support this unique weekend contest. We will probably revert back to the last weekend in April (our traditional date) to avoid scheduling conflicts with other major contests held at Lost Hills and Southern California. We would also like to apologize for no Porta Potties! Needless to say we will be looking for reliable contractors to deliver them in the future.

As a final note, our traditional \$100 drawings (six of them this year) usually keep everyone present for the awards ceremony. I hate to say that some early departures may have missed out, but money isn't everything. Right, McConachie?

The List—In Order of Drawings:

- | | | | |
|-----|-----------------------|-------|-----------------|
| 1. | Brian Van Nest | | denied |
| 2. | John Pratt | | denied |
| 3. | Dave Parsons | \$100 | Yea! |
| 4. | Bob Stalick | \$100 | Yea! |
| 5. | Jerry Rocha | | denied |
| 6. | Roberto Romero (jr.) | \$100 | Yea, Bigtime! |
| 7. | Ron Hummel | \$100 | Yea! |
| 8. | Harlan Halsey | | denied |
| 9. | Rocco Ferrario | \$100 | Yea, Gas Money! |
| 10. | Bud Romak | | denied |
| 11. | Norm Peterson | | denied |
| 12. | Bill Langenberg | | denied |
| 13. | Bill McConachie | | denied |
| 14. | Cristina Leport (jr.) | \$100 | Yea! Yea! |

18th Nor-Cal Event Results

The 2007 Don Foote trophy winner is **Chinmay Jaju**. Second place was a tie between **Bill Vanderbeek** and **Dave Parsons**.

F1A

- | | | |
|---|----------------|-----|
| 1 | Lee Hines | 600 |
| 1 | Brian Van Nest | 600 |
| 3 | Mike McKeever | 587 |
| 4 | Norm Smith | 483 |

F1B

- | | | |
|---|---------------|-----|
| 1 | Larry Norvall | 420 |
|---|---------------|-----|

- | | | |
|---|---------------|-----|
| 2 | Mark Belfield | 388 |
| 3 | Walt Ghio | 387 |
| 4 | John Pratt | 251 |

F1C

- | | | |
|---|------------|-----|
| 1 | Ed Carroll | 449 |
|---|------------|-----|

F1G

- | | | |
|---|---------------|-----|
| 1 | Mark Belfield | 493 |
| 2 | Kurt Van Nest | 485 |

F1H

- | | | |
|---|----------------|-----|
| 1 | Brian Van Nest | 540 |
| 2 | Mike McKeever | 456 |
| 3 | Norm Smith | 360 |

F1J

- | | | |
|---|-----------------|-----|
| 1 | Bill Vanderbeek | 432 |
|---|-----------------|-----|

F1P Jr.

- | | | |
|---|------------------|-----|
| 1 | Anthony Ferrario | 458 |
| 2 | Chinmay Jaju | 219 |

Junior Hand Launch Glider

- | | | |
|---|----------------|----|
| 1 | Chinmay Jaju | 83 |
| 2 | Jordan Slavens | 46 |
| 3 | Roberto Romero | 34 |
| 4 | Marco Fuentes | 22 |
| 5 | Emily Nicol | 17 |
| 6 | Byron Cont | 15 |
| 7 | Zeke Moreno | 13 |

Hand Launch Glider

- | | | |
|---|------------------|-----|
| 1 | Lee Hines | 196 |
| 2 | Fred Terzian | 163 |
| 3 | Anthony Ferrario | 78 |

Jr. Hand Held Catapult

- | | | |
|---|--------------------|----|
| 1 | Roberto Romero | 70 |
| 2 | Marco Fuentes | 59 |
| 3 | Christina LePort | 53 |
| 3 | Stefany Santamaria | 53 |
| 5 | Jordan Slavens | 51 |
| 6 | Joanna Delgado | 46 |
| 7 | Chinmay Jaju | 43 |
| 8 | Zeke Moreno | 30 |
| 9 | Luis Fuentes | 2 |

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Hand Held Catapult

1	Tom Kopriva	233
2	Lee Hines	210
3	Marty Thompson	120
4	Linda Grell	86
5	Fred Terzian	66
6	Lou Young	48
7	Glenn Grell	28

Old Time Hand Launch Glider

1	Bob Stalick	65
2	Charles O'Donnell	51
3	Chinmay Jaju	31

He-Man Hand Launch Glider

1	Chinmay Jaju	125
2	Bob Stalick	113
3	Fred Terzian	91

OCD Catapult

1	Dave Parsons	245
2	Lynn Price	123
3	Fred Terzian	90
4	Craig Cusick	27

Early 1/2A Nostalgia

1	Norm Peterson	242
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1/4A Nostalgia

1	Norm Peterson	90
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1/2A Nostalgia

1	Marty Thompson	263
2	Bruce Hannah	255

Bounty Hunter

1	Dave Parsons	180
2	Chinmay Jaju	86

.020 Replica

1	Odell Marchant	47
2	Bob Stalick	29

A Nostalgia

1	Norm Peterson	270
2	Tom Scruggs	32

Junior 1/2A Gas

1	Chinmay Jaju	98
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1/2A Gas

1	Jim Muther	270
2	Bill Vanderbeek	232
3	Dave Parsons	4

Old Time Small Stick

1	Glenn Grell	245
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Gollywock

1	Glenn Grell	360
---	-------------	-----

P-30 Rubber

1	Ron Hummel	180
2	Kurt Van Nest	166

Mulvihill Rubber

1	Bill McConachie	180
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Nostalgia Wakefield

1	Bud Romak	180
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INDOOR DUST BUSTING – May 2007

Lou Young

I've been pretty busy with the current Moreland class of kids, so I can't report very much on happenings. Highlights are when **Anjaney Kottapalli**, **Tim Chang**, or **Mike Palrang** fly one of their super light planes and the class kids' eyes bug out. All building stops. When **Herb Robbins** flies his light indoor gliders the kids get a big charge out of watching, and his double-wing ornithopter is a show stopper. **Dave Chappell's** outstanding little scale planes are also a hit with everyone. I hate to rat on Dave, but he has one that actually has dihedral! Turnouts for flying sessions have been a little slim, and we have the option of closing at 7 or 7:30 PM if the kitty is a little slim. We have been able to stay open until 8 most of the time, thanks to the OCD support.

Kids Contest – May 12, 2007

Lou Young

First of all, thanks to the OCD members who ran the kids' contest. Particular thanks to **Fred Terzian** who set up tables and chairs and carried trophy boxes into the Moreland Center on Friday night into the late hours. That removed a huge burden from **Jean Young** and I and we were essentially all set for the morning so we could arrive at 7:30 AM with relatively little to do. Fred also arrived early to help get started, and he helped the beginners building their first airplanes. The first kids arrived at 8 AM sharp so it was good that we were ready. OCD associates **Peggy Xenakis** and Jean Young ran the desk, poked data into the computer, and posted scores on the board that **George Xenakis** makes for every contest and is a center of attention for the kids. George made a lot of the stranger airplanes fly and coordinated the original design judging in addition to timing and helping wind. **David Chappell** also arrived early and spent the day winding and timing. **Dick Douglas** was another early arrival and put up with a lot of kid-confusion to keep things on the flight line organized. **Hank Cole** manned the repair table again and kept the airplanes flying, including one whose builder was about to trash what he thought was a hopeless wreck but turned out to be a winner. **Gary Hinze** helped with the beginner building and took photos. **Cruz Romero**, a new OCD member, did yeoman service helping the beginners. He also had made up some fixtures that helped put the "Perky" airplanes together rapidly. I sure hope I haven't missed anyone who participated in helping.

Special thanks to **Lee Kiracofe** who kitted George's "Perky" design and provided kits for the contest. Most that were started were finished in time to fly in the beginners' event. With 14 entries out of 20 total kids it was by far the biggest event. The Perky went together faster than the AMA Cubs we used for beginners in previous contests, but we still need an even faster-building plane for the late-comers. Any ideas? After **Anjaney Kotapalli**, who was helping some of the kids, called to our attention that the Chinese-made propeller assemblies have soft metal shafts that bend on even light contact with floor or wall. I frantically ripped apart a bunch of Cub kits and replaced the prop assemblies for the Perkys. Another problem with the new prop assemblies is excessive downthrust built in; that can probably be overcome with adjustments to tail angle and wing position. Lee plans to make the Perky design available commercially.

We had trophies through 5th place and these were commercially made because of the generosity of the Palo Alto Lions Club and Charity Car Donation (www.charitycarsforkids.com). The latter runs a number of programs for kids so please consider them if you have a car to donate, and be sure to thank them for supporting our program. We also got kits from D & J Hobbies and RC Unlimited who now own Sheldons. We had so many kits that the traditional after-awards raffle ensured that everyone went home with something.



Contestant with the new Perky.

Oakland Cloud Dusters



Aleks' Original Design.



Fred and Jim McClure helping Amiaz Campbell. Jim is an indoor flyer from Detroit and is a "Big Brother" to Amiaz.



The contestants line up to receive their awards.

Junior Indoor Program Updates

Lou Young

CLASSES: The Miller Middle school Tuesday class is approaching the end of the school year, and while some of the members are working hard to finish their airplanes in the 4 sessions that are left, others are distracted by other activities such as school plays and music events towards the end of this school year. I've told Mike Johnson, the wood shop & drafting teacher that I won't be able to run the class during the first quarter of next school year. I expect to have an operation sometime after Kibbie Dome to fuse my left thumb to its base and the recovery time will run into September (yes, I know fuses are not legal most places). That's too bad, because Miller has been the best source so far of kids interested in making things, learning about the science of flight, and competing in contests. Maybe it will pick up at full strength in October when the second quarter begins, but by that time most of the kids will be committed to other activities. Bill Vanderbeek has been a great help at Miller, and hopefully we will have 4 or 5 outdoor rubber ships flying by the end of the school year. The indoor flying sessions on Wednesdays from 7:30 to 9 AM have not been very well attended and I would like to dedicate some Tuesday sessions to flying in the gym. All other after-school opportunities to fly in the gym are not feasible because the kids are enrolled in many other things every night of the week.

The Winter class at Moreland had 10 kids signed up. As a result of that experience, I decided to limit the Spring class to 8. That is better for me. However, 6 of the students are repeaters from the previous class and I am having a tough time finding suitable airplanes for them to build in no more than 3 class periods. We have a waiting list for the Summer class, so that should be full. The summer class starts June 24 and will run through August 12 so, depending on the operation schedule which I don't know yet, I may need help for the last 2 classes. I plan to cancel the Fall class at Moreland and hope to pick up the Winter class after the New Year. Although the Sunday schedule is tough on us guys with jobs and families it has brought out more kids at the flying sessions. I hope that we will be able to keep the indoor flying going without the Fall class. It has been working out pretty well financially in that the class covers the first 2 hours (4 to 6 PM) of the flying session so we only need to bring in about \$15 for each hour after 6 PM. That's 2 adult flyers and 1 junior flyer for each hour. We've advertised the flying is open from 4 to 8 PM, but we've closed at 7 a couple times when attendance is low, but I am always nervous that someone will show up at 7 to fly until 8.

June 2007

Congratulations to **Anjaney Kottapalli** who is going to M.I.T. this fall! He was accepted by a number of other schools but he had his heart set on Tech. His parents believe that his interest in model airplanes and entering science competitions using model aircraft made a lot of points for him.

Mowry Contest April 22, 2007

Mike Palrang

The afternoon and evening before the contest it rained pretty hard, but on the morning of the contest we were lucky to have clearing skies. It was, however, fairly breezy as would be expected. Dick Douglas our usual and esteemed CD was away at a WAM Contest with **Mike Palrang** filling in as temporary CD. Turnout was very light which was understandable considering the weather. A lot of points went unclaimed as we only had 2 contestants in all 4 events. We decided to fly 1 minute maxes because of the breeze. This worked out well as all flights went off without any excessive chases. **Bill McConachie** put up the best flights in Open Rubber and Mini-Moffett with **John Allen** motoring along and continuing to add points in fine fashion. **Fred Terzian** came out on top of both Glider events with **Jim Boes** getting the runner up position. **Cruz Romero** and **Mike Palrang** were in attendance, but only did test flying.

OPEN RUBBER

Bill McConachie	175
John Allen	126

HAND HELD CATAPULT

Fred Terzian	82
Jim Boes	26

HAND LAUNCH GLIDER

Fred Terzian	86
Jim Boes	30

MINI-MOFFETT

Bill McConachie	118
John Allen	54

Mowry Contest May 20, 2007

Dick Douglas

Sticker season has started. I collected a bunch of them in my boots and sox and every one was trying to bury itself into my skin. The wind made retrieves long, which enhanced the opportunity to collect more and more stickers. The smart flyers wore short rubber boots.

The May 20 contest started off with a breeze from the East, which quickly changed direction to the Northwest.

Oakland Cloud Dusters

The wind was also turbulent and that brought some models down early. But the day was bright and sunny and was enlivened by geese flying past the cars in low formation.

There were five entries in Hand Catapult and no flyer put in all six flights. **Chinmay Jaju** was first with 160 seconds followed by **Dick Douglas, Dave Parsons, Fred Terzian,** and **John Allen**. Fred Terzian leads in the Critchlow trophy race with 14 points. Dave Parsons has 8, Jim Boes 7, and Dick Douglas 6.

Open Rubber also had five entries. **Bill McConachie** had 255 seconds for first place. **Mike Palrang** edged out John Allen for second, and **Dave Baker** and Fred Terzian followed them. Mike lost his Jimmy Allen Parasol when it DT'd, but the wind carried it to the top corner of the building to the south. The new leader for the Stu Bennet Open Rubber trophy is Bill McConachie with 15 points to John Allen's 14. Looks like a real dog-fight here.

Dave Parsons won OCD Catapult with 135 seconds and only took two flights to do it. **Harold Davidson** took three flights to finish second and **Emile Carles** was third. Nobody took any extra flights.

The event where really nobody took any extra flights was Gollywock where Harold Davidson maxed on his first flight and waited, and John Allen flew once and stopped.

John Allen is leading Fred Terzian for the Getsla Trophy with 36 points to Fred's 33. Dave Parsons and Jim Boes are close behind.

Our next contest is June 24 with P-30 and ½ Coupe in addition to Open Rubber and HHC.

Meeting Minutes, May 18, 2007

The meeting was opened by vice president Dave Baker @ 8:15 PM. The meeting host was Fred Terzian.

Visitors. None.

Minutes. The previous meeting minutes were not available.

Treasurer's report. The treasurer was not in attendance, so no report.

Old Business. There was a report on the "Kid's contest" at Moreland. There were about 20 flyers, some of whom were entering and flying for the first time. A new event

for the George Xenakis designed "Perky" was well attended. OCD juniors Anjaney and Chinmay did well. // The Nor Cal contest is the basis for selecting the winner of the Don Foote trophy. This year's winner is Chinmay Jaju who placed first in points and second in total time. He placed first in an event called He-Man Hand Launch Glider where he turned back three adults flying big heavy gliders. // At the March meeting Truman Cross suggested a one-design contest of the Sig Cub. It was decided at tonight's meeting that the contest would be held at Mowry on August 12. This contest will also have Mini-Moffett so there should be takeoff tables available. Rules were formulated and include: Fly to OCD Mowry rules; model must ROG; can use any free-wheeling plastic propeller not to exceed 7" diameter; use any rubber, use the published planform, except may be modified to use a DT system; use any covering material. Kits are available from D&J Hobbies in San Jose for \$14. Dick Douglas will have plans available; send him a large SASE.

New Business. The indoor contest series at Moreland will start on Sunday, June 10, with 17" ROG for juniors and Dandiflyer for Sr/Open. The contest flying will be from 4:00 PM to 9:00 PM. July 22 will have Pussycat. Suggestions for events for the other dates should be sent to Lou Young. // The June 15 meeting will be at Dick Douglas' house.

Break. A meeting break was held at about 9:15 PM

Show and Tell. Fred Terzian had a completed version of Stan Buddenhomb's discus-launched glider. These gliders are launched from the wingtip, and, for a right-handed flyer, the flight pattern is left launch and right glide turn. He had to put a lead weight on the right wingtip and ended up with a wide right hand turn. Fred also showed an old A-2 fuselage that looks a lot like George Xenakis' Tadpole A-1. George couldn't identify it.

Adjourned. The meeting was adjourned at 10:00 PM.

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
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 ...

- Contests will begin at 8:30 AM and end at 12:30 PM.
- Entry fee is \$0.25 per round, unlimited re-entry allowed. High time in each event takes the Kitty.
- Two formats for wind conditions:
 - 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 difference is added to the flyer's total. Flyoff time exceeding 120 seconds counts as 0 (zero).)
 - Significant drift: Scratch contest or three one-minute maxes. Tiebreaker as in C1.
- Points will be awarded for each event:
 - 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.
 - 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.
- 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.

- Open Rubber: Any design rubber-powered model with a wing-span thirty inches or less (projected) is eligible.
- 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 ¼" 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.
- ½ Coupe: The airframe weight can be no less than 35 grams and the motor weight cannot exceed 5 grams.
- 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.
- Fuse DTs are not permitted.
- All flight times count. There is no provision for a minimum time for an attempt.
- 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

Indoor Flying Contest Series

By Dick Douglas and Lou Young

The 2007 indoor contest series started at the Moreland Community Center, and continues through the summer. The contest times will be from 4:00 PM to 9:00 PM. The address is 1850 Fallbrook Avenue in San Jose, 95130. 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.

Date	Junior	Open
Jul 22	Pussycat	Pussycat
Aug 19	Scale	Scale
Sep 23	TBD	TBD

Monthly Meetings

Date	Location
Mar 16	Emile Carle, Alameda
Apr 20	Truman Cross, Palo Alto
May 18	Fred Terzian, San Jose
Jun 15	Dick Douglas, San Jose
Jul / Aug	No meeting
Sep 21	
Oct 19	
Nov 16	David Baker, Palo Alto

Other Events

Date	Event	Cup	Location	Contact Information
Jun 16	Western States Champs	G&S	Waegell Field	Mike McKeever 916 967-8475 vamckeever@aol.com
Jun 16 – 17	Summer Maxmen		Lost Hills	Bob Timchek
Jun 29 – Jul 1	MMM FAI, AMA, SAM Annual	A, N	Denver	Chuck Etherington 303 463-3705 chuck.etherington@jeppesen.com
Jul 30 – Aug 3	AMA Nats	A,N	Muncie	Jerry Murphy 719 685-3766 jb_murphy@msn.com
Aug 17-18	FAI Tangent Classic	A	Tangent, OR	Mike Roberts 206 937-2740 allkiview@comcast.net
Aug 18-19	Northwest Free Flight Champs	A, N	Tangent, OR	B. Grell / C. Gode 541 367-7273 freelyte@msb.com
Aug 19 -20	Pierre's FAI	A	Tangent, OR	Pierre Brun 818 388-2478
Sep 1-3	Dual Club FF Bonanza	N	Lost Hills	Don Bartick 760 789-3773 dbartick@4-rdddesign.com
Sep 16	SGMA Combo	G&S	Waegell Field	Walt Ghio 209 478-8225 f1bwalt@comcast.net
Oct 6-7	Livotto FAI Invitational	A	Lost Hills	Juan Livotto 310 391-5986 juanlivitto@yahoo.com
Oct 8-10	SAM Champs	N	Henderson, NV	Hal Wrightman 714 528-1850 hal_Judith@prodigy.net
Oct 13-14	Sierra Cup	W, A	Lost Hills	M. McKeever 916 967-8475 vamckeever@aol.com
Oct 27-28	South West FAI Challenge	A	Boulder City, NV	Bill Booth, Jr 760 757-7677 booth@boothsuarez.com
Nov 3-4	SCAMPS Annual		Lost Hills	Ted Firster 951 776-4971 civiboy31@aol.com
Nov 4	Fall Contest	G&S, N	Waegell Field	Dick Myers 209 834-1767 dickbarb@comcast.net
Nov 17-18	Patterson FAI Challenge	A	Lost Hills	Hector Diez 661 834-1063 h10auto@aol.com
Dec 8-9	Arizona FF Champs	A, N	Eloy	John Nystedt 480 657-9824 k7jn@cox.net
Dec 29-31	King Orange International	A, N	Palm Bay	Bill Barr 321 725-5063 bdbarr@strato.net