



Free Flight from the San Francisco Bay Area and Beyond

Oakland Cloud Dusters
807 Inverness Dr.
Milpitas, California 95035
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President: Truman Cross
Vice President: David Baker
Treasurer: Aimee Schroedter
Sergeant at Arms: Carl Rambo

November 2007

Monthly Meeting

Fri. Nov 16
8:00 PM

David & Nathalie Baker
760 Kendall Av, Palo Alto
(650) 493-7238

Elections of Officers, Selection of Banquet location and date

Patterson FAI Invitational

Nov 17-18

Lost Hills

*The last America's Cup at Lost Hills for 2007.
Come fly Nostalgia Wakefield from Sat 0730 to Sun 1330.*

Monthly Contest

Sun. Nov 18

Mowry Field

Everything glider, including OCD Catapult!

Monthly Contest

Sun. Dec 9

Mowry Field

Rubber, rubber, rubber

Kids Indoor Contest

Sat. Jan 12
8 - 5

Moreland

Volunteers are needed o help. Contact Lou Young.

Monthly Meeting

Fri. Jan 18
8:00 PM

Marty & Aimee Schroedter
807 Inverness Dr, Milpitas
(408) 263-4524

Set 2008 calendar, finalize banquet plans, return perpetual trophies

The Scrap Box

Truman Cross

The following "letter" is Aimee's fault. She asked me for a "president's letter" for the November Newsletter. Since I have no idea what a "president's letter" might be, and did not want to press Aimee for a reluctant definition, the stream of unconsciousness that follows is the result.

By its nature, free flight does not advertise itself well: a bunch of people squinting at some distant sky object--as far from civilization as possible--is just not an advertising executive's dream client. Another bunch of folks standing around in a gymnasium looking at nearly invisible airplanes--and yelling "Shut the door, you idiot," is not much better. Try to imagine some guy with a bad haircut standing on a corner somewhere handing out free flight kits and saying: "Hey, kid, the first one is free!" Still, free flight freaks want to pass their addiction along to the innocent, and I must say that it is beautifully and eerily rewarding to see that Tim Chang, Chinmay Jaju, Philip Scheiman, and Jeff Schroedter are hooked and will keep the Oakland Cloud Duster name before the adoring non-public. The last two young flyers came by their addictions through DNA transmission: the former two through the tireless mentoring of Lou Young and Bill Vanderbeek. So it is not at all clear just how the free flight virus is passed along. I received a Carl Goldberg 1/2 A "Blazer" kit from someone for Christmas in Bloomington, Indiana, where I was studying all things Russian. Who knows? I don't think even the Shadow knows on this one.

The primary reason for the last paragraph is that the matter of free flight disease came up at the last OCD meeting at Lou's place, I would like to think that free flight will hang around into some indefinite future, a hope that withers a little with every issue of Model Aviation. But I am of the gloomy opinion that none of us knows how to promote the craft. We do know that there is no other sport/ craft to compare with free flight, and in some flights of fancy I can imagine all those miserable golf courses turning into free flight fields. (By the way, golfers have no idea what "in the rough" really means.) My own participation in free flight has been so intermittent it can hardly stand as a "model."

And that last thought leads to this one: without the existence of the Oakland Cloud Dusters, my last fit of participation would have dried in the tube, and I am sure that the OCD imprimatur is a strong incentive to any incoming younger members. So as we stumble

across the receding horizon of time, I suggest that we do our damndest (what a great word!) to keep OCD alive and breathing deeply. As a starter: come to meetings!

Trip to the Nats, Part 1

Chinmay Jaju

The big day had finally arrived. I was up at the crack of dawn busily packing and saying goodbyes. The last few weeks had been so hectic. Up until a few days ago, I had been going on the trip by plane, leaving an entire week later than I was now. Once there, I was going to stay with Mr. Vanderbeek and Mr. Romak, but Mr. Romak decided to take his doctor's advice and not go this year because of his health. That made space in Mr. Vanderbeek's motor home for me to drive with him to the Nats instead of flying there. I knew it would be once in a lifetime experience to drive cross-country, so I canceled my plane ticket and decided to go in the RV. I had about two days notice to pack everything!

It doesn't get any better than the Nationals in Muncie Indiana this last summer. On top of staying up late, going to the biggest contest of the year, driving through eight states and seeing all the sights, I made the junior world team in F1P and was crowned junior national champion at the end of the week.

We left one whole week early to get to the contest and test fly for a while. I needed all the time I could get, still having to build and trim the plane I was flying at the team trials. So much for being prepared! We had plans to be up early, and be on the road by noon. But things just seem to have a way of getting lost no matter how prepared you are. All morning long, we were cramming everything we could think of into the motorhome and by the time we were ready to leave, it was unbelievable how much stuff we had packed. On top of that, we had to put a trailer on the back for all that junk you always need when you don't have it. By the time we were ready to leave it was well past three. Nonetheless, we were making great time, and were expecting to get to Mr. Romak's house at a somewhat decent hour for the barbeque dinner he was kindly making for us.

After packing even more supplies into the trailer at his house, it was threatening to explode, just like our stomachs after the excellent meal Mrs. Romak made. We drove pretty late and finally decided to pull into a parking lot to spend the night. We were up early the next morning and driving once again, trying to get to Salt Lake City so we could pick up Carl Redland, who was going to come with us.

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Along the way, we made several stops at historically significant places. One of them was the Archway Monument, A massive bridge across the highway that was a museum inside. Another place was the Sod House Museum, where we were educated on how early pioneers lived and saw a genuine sod house. Another interesting stop was the original Pony Express building. Apart from the actual stops, we were always looking out our windows, and Mr. Vanderbeek, who knew so much information on every place we went to, gave me so many quick history lessons that were really fascinating.

There were also those fun facts that all three of us were talking about along the way. One of the most interesting questions Mr. Vanderbeek asked is "how much barbed wire do you think there is in the United States". I didn't know what to say; once I thought about it, I began seeing it everywhere. One on each side of the highway, five layers in each fence, two or three coils of wire on each layer, and the all those barbs! And this was only one of the hundreds of highways in the US!

After a quick stop to spend the night outside Montezuma, Iowa, we were off to a diner where Hazel Sig, the founder of SIG manufacturing is known to eat breakfast, in hopes of meeting her.

We had just sat down to eat, when she walked through the door with a few friends. Mr. Vanderbeek, who knows her, introduced us, and I was surprised to find that she turned 85. Then she went out to her car, and brought back cool cups for each of us that she gave out on her birthday. Right after that, we went off to the SIG factory, where we were given a special tour, and spent most of the morning trying to find that elusive 4-pound-C-grain balsa. Then, having emptied out pockets, and significantly increasing our stash of wood we were off once again, driving that final stretch to Muncie.

It was very late the Tuesday before the contest when we finally got to Muncie. Since it was too late to do anything else, we all decided to sit down and watch one of the DVD's I brought along, Lord of the Rings Three. I was the only one who had seen all the movies, so I had to stop every fifteen minutes and explain what was going on. By the time we were done, it was well past one, and surprisingly, nobody had fallen asleep.

Wednesday morning, I was up early to go and explore the flying site and the museum. I was especially interested to see all the planes I had heard were hanging in the museum. After going and getting our nametags and motorcycle tags, we rode off to the headquarters to check out the store and museum. When I entered the museum, I was taken aback by seeing their display of the first model airplanes. I was astonished to see what people thought would fly. There were tiny ornithopters, ab-

surd airfoils on gliders, elaborate devices for making a propeller turn. The most ironic thing is, if they built simpler planes, they probably would have worked! All the while, hanging from the ceiling was every kind of plane imaginable.

After having fun the entire morning, it was time to get to work on my F1P, which was almost done now. By mid afternoon, I had gotten all the final fittings on it, and it was ready to fly. The wind had been picking up all morning, and by the time I had gotten the Cg right, it was much too windy to test it. One more day closer to the tryouts!

Thursday morning, I got up somewhat early, and went out and test glided my plane. It was perfect! The model seemed to float and after a few incidence changes, it was looking great. I got out the starter box, and fueled it up. The engine roared to life, as I was ready to let it go. In the two second run I gave it, it went up perfectly, and then transitioned out before my quick DT brought it back down. I finally had some hope of competing against Brian Pacelli and Anthony Ferrario, both of whom were on the team last year. I slowly increased the engine runs, and by the time I was at seven seconds, the new provisional rule, the model could have gotten three minutes easily. After fine tuning it, I was satisfied with the way it flew, it was getting pretty late. I headed back to the motorhome to take out my new discus launch glider.

I was the only junior there who had a discus launch glider, and it would give me a huge advantage if only I could get it trimmed, which was no easy task. All my flights were horrible, and I finally gave up and flew my old 24 incher for fun. Mr. Vanderbeek and Mr. Andrade were both test flying their rubber models for the big Moffett event on Monday. Friday and Saturday were spent fine tuning my F1P and meeting a lot of famous modelers. We had a fun fish fry, and then a barbeque along with a mini contest in the evenings.

Before I knew it, it was the morning of the tryouts. I can't honestly say I wasn't nervous, but I felt pretty good when I walked out to the flight line and got things set up. The rules for the event were that we couldn't have any adults other than timers on the flight line, and they weren't allowed to help us at all. We were only allowed to go a hundred yards away into the small audience and ask for help with repairs and such. The first round started, and almost right away, Brian Pacelli fired up his engine on his all carbon model, and launched. He had amazing height, but a bad transition caused him to drop the max. Anthony followed soon after.

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He started up his engine and his plane had a perfect pattern and transition. It was a beautiful flight, but unfortunately, it was an overrun. By the time he got it back, I was ready to go. We both launched into the same thermal, but he had a very short run this time, and dropped the max by a few seconds. I had a good pattern and transition, but my model ended up having a four minute flight because it never DTed. This was really scary, because I couldn't afford to lose my best model. I had a tracker in it, but having a flyaway would certainly mean I would be chasing it too long to be back for the next round.

I brought it back, and spent the rest of the hour running the time over and over. It was working fine now. I started to think that I may have forgotten to wind it. The second round was pretty dull. All three of us went in the first ten minutes and Brain and I maxed. Anthony's model did a very strange spiral dive, but it wasn't too violent. About twenty feet off the ground, it settled down, making his flight a little over a minute.

The third round started and at this point, I was feeling pretty good. I was the only one still clean. That didn't last long. On my third flight, I launched the model too shallow and it went way out of pattern. I didn't even get close to maxing. Brian had another great flight, but Anthony's model continued to do weird things as if it had a mind of its own. He barely made the max. The fourth round was the last one before lunch, and Anthony and I both started up our engines and launched at the same time. Brian waited, which was a bad choice. I had launched right into a huge thermal, and before I knew it, I was to the edge of the field, and the model hadn't DTed, but was going up. I got on my cell phone, and called Mr. Vanderbeek. All the OCD members who were watching the flight, already had binoculars on it, and Mr. Andrade and Mr. Vanderbeek had taken out my tracker and were about to head out in a car to find it. They estimated it was about three miles out. Anthony's model was a little lower, but he was still somewhere in the corn. I went back to the flight line, to eat lunch, although I was hardly hungry. I was too scared that I had lost my best model...

To be continued

CAT Tales

Dave Parsons

There is very little glider related news this time around. Nevertheless, the upcoming last OCD catapult contest of 2007 should prove to be very interesting. This meet will provide the second opportunity to sort out the carbon open structure 100 sq. in. aeroelastic Mowry Cat. Last session, testing was aborted in the early going due to a broken tailboom.

The much smaller 16 inch HH version of the carbon catapult glider has already proved itself by winning two Council contests. In this effort one glider was lost to a monster thermal after it had dethermalized. One carbon HH cat remains for next season, and requires a DT upgrade.

Next weeks Mowry contest will also be the debut of a 40 inch span folding wing discus launched glider. Fred Terzian has agreed to contribute his special expertise to the project by performing the launches. The very spectacle of this event should be well worth the trip.

In more noteworthy news, we have obtained the final results of the 2007 NCCFC Gold and Silver Cup series events. Oakland Cloud Duster members dominated the season long series by placing first in four of the six included events, along with three-second place finishes. Well done!

Next time we will give our spin on Walt Ghio's proposed vintage 1951 - 1979 FAI Power event. According to the rules of the event, a flier could enter Vic Jay's 1956 Jay's Bird 400 FAI Power model powered by a Torp Greenhead .15, at a weight of 17.7 ounces, and fly a three minute max with a twenty-second engine run. Theoretically, they would be competing on an even basis with a model like Koster's Speed Cream powered by a Rossi, weighing 26.5 ounces, using 80/20 FAI fuel, and a ten-second engine run. Think about it.

Mowry Notes - October 21, 2007

Dick Douglas

Friday it rained, Saturday it blew hard, and on Sunday there was some residual Northwest wind. Not enough to reduce the maxes, but there none-the-less. We were promised a reverse airflow and it happened around 11:15. In about fifteen minutes the wind direction went from Northwest to Northeast. (This phenomenon made

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itself felt as the Santa Anna winds that hit Southern California.) This wind change brought lots of thermal activity. **Harold Davidson** got in two good flights in HHC. The longest flight was by **Mike Palrang** who launched his Korda Victory into lift. It went west over the corner of the Pick and Pull, over the west ditch, and landed on the far bank. Now he had to figure out how to cross the ditch, which had water in it, and how to get back. That wind direction is rare and Mike broke new ground retrieving his model.

Harold Davidson won Hand Held Catapult with a score of 215 seconds. His best flights were during and after the wind change. **Fred Terzian** was second with 173. His last flight was a max that hit the trees on Cherry Ave and he didn't find it. This was the last flight made before the wind change. Third was **Jim Boes** with 117 and fourth was **Dick Douglas** with 96. Fred Terzian won the hand held catapult Critchlow trophy. He has 31 points. Second place is Dick Douglas with 19 so Fred can't be caught. Congratulations Fred on his third consecutive win.

Bill McConachie won Open Rubber with two maxes and a 56 for a 236 total. In second place was Mike Palrang who had two maxes. Mike's second max was the long, time-consuming chase mentioned above, but he got back with 15 minutes left in the contest. At this point Bill cleverly talked Mike out of flying his last flight. Third place was **Walter Loucks** who flew a big-wing-in-back tractor model. **John Allen** was fourth. Bill McConachie has won the open rubber Stu Bennett trophy this year with 39 points. Second place was John Allen with 28, who, with two contests left, can't catch Bill. Congratulations Bill for his first win.

Harold Davidson won Gollywock with 250 seconds. This was high time of the day for any event. Harold also had high cumulative time. John Allen was second with 88 seconds.

John Allen bested Truman Cross in half-coupe. They each had one flight.

John Allen continues his lead in the overall Getsla Trophy with 95 points. In second is Bill McConachie with 62; third is Fred Terzian with 54, Mike Palrang with 44, and Harold Davidson with 43. There are lots of points to go with the glider sweeper in November and the rubber sweeper in December, so it isn't over yet. However, John is looking strong to repeat as the Getsla winner.

Our next Mowry contest is November 18 and will have all the glider events in addition to Open Rubber. Be prepared to walk in due to new restrictions on parking. According to Stan Kimel, he and other flyers were beset

by the Fish and Game, railroad police, and Newark police. We have to stay 26 feet back from the tracks.

OCD YOUTH PROGRAM

– Summer/Fall 2007

Lou Young

First off let me announce that the next **OCD kids' contest will be Saturday, January 12 from 8 AM to 5 PM at the Moreland gym.** We'll end flying at about 4 so we'll have time to hand out prizes and clean up. Merchandise prizes may be a problem this time as there are few beginner-level kits to be found in the local hobby shops. I haven't talked to J&M Hobbies because they are out of our local area, but they have quite a few beginners' kits. I have a lot of Peck kits that were donated or purchased (not out of OCD funds) but I've only had 2 kids finish any of the non-laser-cut kits because of the time and skill required. Last contest we had some trophies left over, so we're going to go back to trophies through 3rd place instead of through 5th.

The summer class at Moreland had 8 good students and because 3 of them were returning students, I had to scramble to get airplanes for them to build. One boy had a lot of trouble with the Pussycat, even though I had built jigs to help with the fuselage alignment. Thanks to Gary Hinze for spending a lot of time with him, he got it done. I really need for someone to come up with a more advanced indoor cabin ship that is self-aligning. I tried a wood-sided biplane with very simple wing and tail construction but it came out pretty heavy. The Pussycat flies well but kids nowadays need airplanes that go together without the need for special jigs.

I had my left thumb operated on in mid-August (seems to be successful) and so couldn't do much so Gary pretty much ran the class for the last 3 sessions. Thanks, Gary, and more thanks to George Xenakis for assisting the kids as they completed planes. George and Gary also took care of the flying and class while I was at the Kibbie Dome contest in July. Thanks again.

The thumb kept me from running a fall class at Moreland and has also kept me from covering the first quarter at Miller Middle School. Wood shop teacher Mike Johnson decided we could run the model program sort of independent of the quarters schedule so we started November 6 and the class will run into February. Eight students are signed up with 4 returnees and 4 beginners. The returnees are really interested, so I hope we'll have some more long-term free-flyers. Bill Vanderbeek has a busy schedule this year and won't be

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able to come to work with the advanced kids on a regular basis. Anyone who wants to volunteer is welcome – we build from 3 to 5 every Tuesday afternoon. I get there by 2:45 at the latest to avoid the schoolday end traffic jam.

I'm on the e-mailing list for a free-flight group forum and find that there are several people around the country who are running kids programs. Our program has always tried to lead to AMA type competition, rather than just building fun-fly stuff that seems inevitably to lead to scale model kits and eventual drop out. The best program I know of that is self-contained is the one run by Tim Lavender as described in the latest NFFS Symposium. I personally haven't thought much of the Science Olympiad events although quite a few of the best young indoor flyers have started out in those events, and they are flown at the indoor Nats and Kibbie Dome. My problem is that with the weight rules, the person with the best rubber wins every time. The kids get discouraged when they get beaten by some long-time modeler's son or grandson who has access to 7/97 or 5/99. I'd be more interested if the contest direction provided some standard rubber that everyone had to use, as we do with the kid's Delta Dart competition. Hard to control, I know.

Indoor Dust Busting

Lou Young

The OCD indoor contests have been very poorly attended this year. The 2006 Dandilyer and Pussycat contests were very well attended, so we've been trying to figure out reasons. Certainly the change to Sunday evenings has not helped, but that is the only day that is available at Moreland. Although Dick Douglas schedules the indoor contests so they aren't on the same Sunday as the OCD outdoor contests, I believe the summer indoor events have all suffered from competing with other outdoor activities. I think that the indoor contests should be held in the winter – November through March. Dick Douglas, Gary Hinze and I got together at Moreland one night and discussed plans for the indoor OCD events this season. We came up with several ideas and then decided to list 8 or 9 events and take a poll of all of the indoor flyers. As of this writing, only 7 responses have been received by Gary. Even if you don't care because you will build anything that the contest schedule requires, you should help us out by indicating your preferences. Dick put together a tentative schedule that may appear in this newsletter but the indoor events are not set in concrete yet. There will be both Junior and Open events at each contest.

November 2007

On Sunday, October 14, at about 3:30 PM I arrived at Moreland ready to open the gym for a 4 to 6 PM flying session. Dave Chappell was already there. The doors were wide open and the gym was full of badminton folks. The very nice young woman representing San Jose Parks, Recreation and Neighborhood Services (PRNS) told us that the badminton people had rented the place every Sunday afternoon until 6 PM. By that time there were 7 of us all fuming and asking questions that Gheva tried hard to answer. She said that our use of the gym had not been requested by West San Jose Community Center (WSJCC) – Moreland is run by another part of PRNS called City Wide Sports. Several people left. I had to stay until 7 to be sure no latecomer was locked out. A few hung around until 6 and flew for a while. I wrote an internal memo to the West San Jose Community Center that night and took it over to WSJCC. After several days of bugging them we had to agree to run from 6 to 8PM until the new year. The winter catalogue of PRNS programs will have us in our usual time slot of 4 to 8 PM starting the first Sunday after January 1.

The reason that we got messed up is that as a result of the PRNS overall review held in 2006, programs were expanded, new facilities were opened, and activities were centered appropriately. This is great, and facilities are now fully used, except that the number of PRNS people was not increased very much. So people are multi-tasking, moving around daily from one place to another and management of the centers had to be shuffled. We got lost in the shuffle, as the head of WSJCC got shipped over to run another center (I think a senior center) and Ray Hidalgo got promoted to run WSJCC. Ray is a good guy and the City-Wide Sports director at Moreland (Steve) has been very cooperative. Tables are now abundant in the gym. But we are still stuck with 6 to 8 PM. This time change has been a near disaster. Only one junior has shown up since the change and on average there have only been 3 of us old guys there. If we don't have enough people flying to cover the cost of keeping it open, we may have to give it back to the badminton people.

Meeting Notes, Sept 21, 2007

Aimee Schroedter

No official meeting minutes were recorded, but two motions were made and approved:

Motion 1: Motion was approved to provide \$800 per year to the World contest teams. There are a total of 4 world teams that compete every other year: indoor / outdoor, and junior / open. The monies are to be split 25% (\$200) to the Open team, and 75% (\$600) to the Junior team. The year determines if it is the indoor or outdoor team.

Motion 2: Motion was approved to reduce the number of monthly meetings from 8 to 4 due to lagging attendance, and to add a second social/picnic event. Proposed calendar is:

Jan	calendar, plans
Feb	social / banquet
Mar	planning for NorCal
May	follow-up to NorCal
Sep	social / picnic lunch, post Mowry?
Nov	elections, David Lloyd, banquet plans

Note: NorCal to be held last weekend in April

Agenda for Nov 16 Meeting

1. Confirm dates for six (6) OCD meetings in 2008
2. Confirm date for banquet. It seems appropriate that OCD should subsidize junior or senior members who wish to attend the banquet.
3. Election of president for 2008. This memo is first notice of the "Draft Martin Schroedter Movement."
4. It has come to the attention of the president and his accomplice, vice-president Baker, that no one takes notes if Dick Douglas does not attend a meeting--any meeting. In other words, Dick has become an unpaid recording secretary. How can this be remedied?
5. As all members have noticed, the price of gasoline shows no sign of declining. OCD should at least cover the gas costs of the member who carries the OCD flag to the annual Northern California Free Flight Counsel.
6. Voting for the David Lloyd trophy will occur at the 11/16/07 meeting. Non-attending members may give

a sealed envelope with their vote to a member who indeed will attend the meeting. As usual, the winner will be announced at the banquet.

Reminder: The meeting will be held at David Baker's home, 760 Kendall Ave. Palo Alto.

Coming from Interstate 280, exit at Page Mill Rd. or from Interstate 101, exit at Oregon Expressway. At El Camino Real turn south toward San Jose and go through two signal control intersections. Second one is Matadero and Kendall Ave. is the next intersection. Turn to the right and go three blocks. Kendall Ave. appears to end after two blocks, but is merely making a jog to the left for about 100 ft. House is on the right side near the end of the street.

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).

Date	Glider Events				Rubber Events				
	OCD Cat	HH Cat	HL Glide	Open Rubber	P-30	Mini Mof	Golly wock	OCD Scale	½ Coupe
Oct 21		✱		✱			✱		✱
Nov 18	✱	✱	✱	✱					
Dec 9		✱		✱	✱	✱	✱	✱	✱
Jan 20									

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 difference 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.

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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 wing-span 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 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.
- H. ½ 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 Evening, 6:00 to 8:00 PM

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

Indoor model airplane flying in the Moreland Community Center Gym on Sunday from 6 to 8 PM, later if enough people want to fly. 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 non-flying observers or class members.

Monthly Meetings

The number of club meetings has been reduced to 4/year. The number of social events has been increased with the addition of a September afternoon picnic/social.

Date	Location	Topic
Nov 16	David Baker, Palo Alto	Plan banquet, elect officers
Jan 18	Aimee & Marty Schroedter, Milpitas	Set calendar, plan upcoming year
Feb 23 (hold)	Banquet (tentative date)	Award trophies, recap year, socialize
Mar 21		Plan NorCal contest (Apr 26-27)
May 16		Recap NorCal
Sep 20 (hold)		Saturday afternoon picnic/social
Nov 21		Plan banquet, elect officers

Other Events

Date	Event	Cup	Location	Contact Information
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	Randy Burros 480 284-5835 Elmer Nelson 480 460-1366 elmernelson@cox.net
Dec 29-31	King Orange International	A, N	Palm Bay	Bill Barr 321 725-5063 bdbarr@strato.net
Jan 12	Kids Indoor Contest		Moreland	Lou Young
Jan 19-20	SW Regionals	A	Eloy	
Feb 9-10	Isaacson	A	Lost Hills	
Feb 15-17	MaxMen, Bob White Memorial	A, W	Lost Hills	George Batiuk
Mar 15-16	SCAT Annual	A	Lost Hills	
Apr 26-27	Nor-Cal	A, N	Waegell Field	
May 23-25	Big AI's & USFFC	A, N	Lost Hills	
Jul 4-6	MMM 14 Rounder	A	Denver, CO	
Jul 6 -10	Indoor Flying		Kibbie Dome, ID	
Aug 30-Sep 1	Dynasty Cup		Denver, CO	
Oct 4-5	Livotto	A	Lost Hills	
Oct 11-14	US World Team Trials		Lost Hills	
Oct 18-19	Sierra Cup	A, W	Lost Hills	
Nov 1-2	SW FAI Challenge	A	Boulder City, NV	Bill Booth Jr
Nov 15-16	Patterson FAI Challenge	A	Lost Hills	Hector Diez 661 834-1063 h10auto@aol.com
Dec 28-30	King Orange International	A, N	Palm Bay	

Oakland Cloud Dusters

**2007 NCFFC Gold Cup Series
F1G**

Contestant	Sierra Champs	NorCal	Big Al's Shootout	Western States Champs	SGMA Comb o	CA G&S Finale	Total Points	Place- ment
Bill Davis					20	25	45	1
Kurt Van Nest		20	10				30	2
Mark Belfield		25	15				25	3
Dick Wood			25				25	3
Tiffany O'Dell			20				20	5
Aimee Schroedter					20		20	5
Larry Sicoranza						20	20	5

**2007 NCFFC Gold Cup Series
F1H**

Contestant	Sierra Champs	NorCal	Big Al's Shootout	Western States Champs	SGMA Comb o	CA G&S Finale	Total Points	Place- ment
Mike McKeever		20	20	20	25	25	90	1
Norm Smith		15	10	25	20	20	80	2
Brian Van Nest		25					25	3
Jim Parker			25				25	3
Bob Norton			15				15	5
Taron Malkhasyan			5				5	6

**2007 NCFFC Gold Cup Series
F1J**

Contestant	Sierra Champs	NorCal	Big Al's Shootout	Western States Champs	SGMA Comb o	CA G&S Finale	Total Points	Place- ment
Dave Parsons				25	25	25	75	1
Anthony Ferrario		25					25	2
Bil Vanderbeek		20					20	3
Chinmay Jaju		15					15	4

**2007 NCCFFC Silver Cup Series
Hand Launch and Catapult Glider**

Contestant	Sierra Champs	NorCal	Western States Champs	SGMA Combo	CA G&S Finale	Total Points	Placement
Dave Parsons		30	21	10	23	84	1
Craig Cusick			21	20	18	59	2
Fred Terzian		15	11		28	54	3
Cinmay Jaju		10	16		8	34	4
Bill Vanderbeek			26			26	5
Tom Kopriva		25				25	6
Rocco Ferrario				25		25	6
Lee Hines		20				20	8
Alex Wielandt				15		15	9
Kyle Legg					13	13	10
Lyn Price			6			6	11
Matt Risso				5		5	12

**2007 NCCFFC Silver Cup Series
P-30**

Contestant	Sierra Champs	NorCal	Western States Champs	SGMA Combo	CA G&S Finale	Total Points	Placement
Ding Zarate				25	25	50	1
Troy Davis				20	20	40	2
Ron Hummel		25				25	3
Kurt Van Nest		20				20	4
Jim Johnson					15	15	5

**2007 NCCFFC Silver Cup Series
1/2 A Gas**

Contestant	Sierra Champs	NorCal	Western States Champs	SGMA Combo	CA G&S Finale	Total Points	Placement
Bill Vanderbeek		21	25		20	66	1
Jim Muther		26		25	10	61	2
Glenn Schneider			20	20	15	45	3
Chinmay Jaju		11	15		5	31	4
Dave Parsons		16	10			26	5
Doug Galbreath					20	20	6
Lyn Price				15		15	7
Odel Marchant		6				6	8
Craig Cusick			5			5	9