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## Free Flight from the San Francisco Bay Area and Beyond

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Oakland Cloud Dusters  
807 Inverness Dr.  
Milpitas, California 95035  
c/o the Editor, Aimee Raymond  
aimee@oceanracer.net

President: Bill Vanderbeek  
Vice President: Dave Baker  
Treasurer: Aimee Raymond  
Sergeant at Arms: Carl Rambo

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### November 2006

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#### Monthly Meeting

Fri. Nov 17  
8:00 PM

Dave Baker  
760 Kendall Ave  
Palo Alto, CA 94306  
650-493-7238

*Election night, includes voting David Lloyd trophy recipient*

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#### Monthly Contest

Sun. Nov 19

Mowry Field

*All things GLIDERS!*

*Remember to bring your Joe Foster design HHC.*

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#### Monthly Contest

Sun. Dec 10

Mowry Field

*All things RUBBER!*

*Come to fly, come to time or just come to enjoy the company.*

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#### 70<sup>th</sup> Anniversary Celebration

Sat. Mar 03

Scott' Seafood Restaurant, Jack London Square Oakland, CA

*Mark your calendars. This is a banquet you cannot miss!*

*More details soon*

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## PLANE CRAZY – November 2006

Bill Vanderbeek

Contest season is winding down and winter is approaching. The last Waegell contest of the year went well with no rain and some wind, but was most flyable. Junior member Chinmay finished trimming his Mini-Pearl and went on to win junior 1/2A Gas beating junior flyer, Anthony Ferrario, who was second place at the FAI Junior Championships earlier this year, good flying Chinmay!

Our November meeting is coming up and we will be electing new officers. I will not be running for President this coming year so start thinking whom you might elect or maybe just put yourself up for the position.

My building schedule will slow down for the holidays and pick back up in January. I am building some new Nostalgia models and am picking some that I have not seen fly before. Will they be competitive, I have no idea but at least they will be different. It is great to compete and win but using the same proven designs gets boring so moving on to something else new is challenging and more rewarding.

So much for this month and may the up coming Holidays be enjoyable and healthy for you.

Thermals, Your President



*Bill and Chinmay at Waegell Field*

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## Oakland Cloud Dusters 70<sup>th</sup> year celebration

The Banquet has been scheduled for March 3, 2007 at Scott's Seafood Restaurant in Jack London Square, Oakland California. A complete flyer and reservation form for the event will be sent out next month.

Paul Andrade has volunteered to do a video presentation much like the one done at the Skyscrapers 70<sup>th</sup> celebration. What Paul needs are pictures, movies and video of you flying, building or what ever you have to share. He needs this soon so start going through those pictures and movies today. The material will be digitized or scanned and returned to you. Maybe 10 to 20 pictures of you at different stages of your modeling life would be great. If you have the ability to scan and submit the pictures electronically this would ease the process for Paul.

Please bring any of this material to the next club meeting at David Baker's home or get it to Bill Vanderbeek so he can help Paul with the process.

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## Soaring through the Clouds

Chinmay Jajn

As soon as the engine touched the starter, the screeching began. It was a high pitched roar, deafening to all who were near, but I didn't care; I was scrambling to get the model ready for flight. Just seconds after it started, the noise faded more and more until it was simply a distant whining – and click! I tried to glance up, but finding the sun too bright, I looked away. I shaded my eyes with my hand and lifted my face up to the sky, feeling the warm sun graze my cheeks. I could see the plane getting smaller and smaller until it was but a red speck in the sky. Seeing it gliding through the clouds lifted me into the sky; I felt as light as a feather as I too soared alongside my plane on invisible wings. Building and flying model airplanes is an exacting hobby and requires a lot of time and effort. Most people don't consider a muddy, thorny field a fun place to be, but for me, it's my favorite place in the world. Nothing feels better than the excitement of winding up a powerful rubber motor, starting an ear-splitting gas one, or just heading off to retrieve a model out in the field.

Most model airplane fields are dry, dead, and grassy, filled with bugs and thorns that grasp on to pants and jackets. Some are moist and muddy, especially after the summer is over and the rainy season begins. And still

### **Oakland Cloud Dusters**

some have such thick roots, that jokes are made about the existence of gnomes under the leaves that pull up your pants and pull down your socks. The prospect of walking through any one of these fields, especially when the chases can be half a mile or two miles long, might seem just crazy to some, but I would do almost anything to get my planes back so that I can have the joy of flying them once again. The fields need to be big and open and they are very important because the size and the weather determine if you can actually fly a model and dictate your chances of getting it back. They're a thrill to fly, but they also take hours of precise work and meticulous effort to build, so each one is priceless. Once you've built it, a model is a part of you and it's hard to give it up.

One category of model airplanes is rubber. These tend to be smaller, less powerful, and a little more forgiving than gas planes when you mess up. Still, when 30 grams of rubber are packed into a tiny plane with a lot of turns on it, it can out-accelerate a gas model. It's truly exciting to wind up a rubber motor to its breaking point and then see the model shoot up as you release the propeller. Then, when the plane is in the air and in a thermal, it feels as if you're flying along with it. Just watching your creation spiraling higher and higher until it is almost out of sight gives you an ineffable feeling of freedom. Rubber models are in general slower, and more relaxed. But they can't give the same excitement as a gas model screaming up into the endless reaches of the sky.

My first experience with gas models showed me how astonishing and thrilling they can be. As soon as I started the small, powerful engine, the plane struggled to free itself from my grasp and shoot skyward. The loud noise caused so much confusion that I almost fumbled with the plane. Noting its power for the first time, I redoubled my grip and then remembered what I had to do. I hastened to get it ready, but my first attempt was unorganized and awkward. Finally, I had everything set and I released it. The model ripped itself from my hands and raced away from me, spiraling into the endless reaches of the sky. When my heartbeat finally slowed down, I glanced up to find my model gently floating among the clouds. Starting the motor for the first time was a little tricky, but now, it is much easier since I got used to it. The routine gets etched into your mind every time you do it until finally you can do it with your eyes closed. Competing with the gas model is very exciting because it is so fast paced and exact.

Out on the field, the terrain is terrible and there are long chases but the satisfaction of seeing something you made soaring hundreds of feet in the air makes the effort to build it worthwhile. Anyone can fly a pre-made plane,

and it may seem more fun that to build your own, but I think that nothing can match the satisfaction of having your own model fly. Be it model building, sports, music, or any other hobby, I believe that working towards a goal, and finally reaching it is the best thing in the world. I can work towards my goals and dreams in a place where I can fly my models. That is why a model airplane field is my favorite place to be.

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### **Mowry Contest October 22, 2006**

Dick Douglas

I love October. Today was sunny and calm with lots of little thermals. The day ended with a light wind from the west, which gave just a little more zip to the thermals. There were no flyaways that I remember so high time of the day probably went to either Bill McConachie or Roger Gregory who both had their Open Rubber ships going well and took a while to come down after the DT. High point flyer and high cumulative time was Bill McConachie.

So lets get to Open Rubber. There were seven entrants with Bill and Roger the only two to max out. Roger flew his one-minute time target flight, hit a little puff of thermal, and landed at 63 seconds. Great job! Then Bill flew and it looked like he DT'd too early, but on the way down he too hit a little puff and the model landed at 61 seconds. Well done to both. In third place was Fred Terzian, fourth was John Allen, and fifth was Mike Palrang.

Gollywock presented another close contest between Ding Zarate, Jim Boes, Bill McConachie, and Emile Carles. Jim and Bill maxed on their first flights and Emile got an 82. In the second round Jim got a 78, Bill got a 79, and Emile got a 70. The third round saw Jim and Bill both max, and Emile, who had third wired, put his plane away. Then Ding started to fly and promptly put up a max. His second flight was 79, which put Emile into fourth and on target to tie Bill. Not to be as his third flight was an 82. So first place was Bill McConachie with 259, second was Jim Boes with 258, and third was Ding Zarate with 251. Fourth was Emile Carles and fifth was John Allen. So on the day, Bill won two events by a total score of three seconds.

Compared to Open Rubber and Gollywock, ½ Coupe was relatively unspectacular. There were seven flyers. Dave Baker flying a nice little red ship won the event and he only needed two flights to do it. John Allen was second, Truman Cross was third, Bill McConachie fourth, and Jim Boes fifth.

## Oakland Cloud Dusters

Hand Held Catapult had seven flyers, none of whom maxed any flight. Bill Vanderbeek took advantage of the end-of-the-day thermals to win with 170 seconds. Chinmay Jaju also flew at the end of the contest and placed second with 112. Dick Douglas was third with 110 seconds, Fred Terzian was fourth with 99, and Jim Boes fifth with 45.

The trophy races are winding down to two contests left. John Allen leads in the Getsla trophy with 93 points, Fred Terzian has 69, and Mike Palrang has 53. The rest of us are pretty much out of the running. The Critchlow trophy for HHCat has Fred Terzian in the lead with 29 points. Close behind is Dick Douglas with 23 points. Then comes Lou Young with 14, Bill Vanderbeek with 13, and Harold Davidson with 9.

The OCD catapult trophy is going to be hotly contested at the Nov 19<sup>th</sup> contest. Dave Parsons leads Fred Terzian by one point, 20 to 19. No one else is close. This will be something to watch.

Chinmay Jaju leads in the Junior Trophy race with 24 points to Joshua Chen's 16 and Tyler Cornell's 1. There have been other Juniors with points, but none have flown at Mowry, which was a condition to win the trophy.

The two new trophies this year are the Stu Bennett trophy for Open Rubber and the Joe Foster trophy for P-30. John Allen leads in both races! His lead in Open Rubber is commanding (he won already) with 31 points. Bill McConachie is in second with 17 points and Mike Palrang has 13. Since there are only two contests left and a maximum of 10 points, neither Bill nor Mike can catch John. John's lead in P-30 is not quite so strong as he has 13 points to Mike Palrang's 10. No one else has a chance. The problem is that there is only one contest left with five points. If John places third or higher in the Dec 10 contest, he wins, no matter what Mike does.

Our glider sweeper is Nov 19 and will have OCD Cat, HLG, standard Hand Held Catapult, Foster Hand Held Catapult, and the ubiquitous Open Rubber. See you there.

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## Indoor Youth Program

Lou Young

A new quarter has started at Miller Middle School. 2 new students have signed up to join 4 holdovers. The new people have finished their Delta Darts and are ready to start the Dandiflyer. Each student except the 2 newbie's is working on a different airplane. Daniel Kao is building one of my Bostonian designs, Darren Cheng is building a Peck "Prairie Bird", Aleks Drabovskiy is building a "Pussycat" and Chinmay Jaju is working on a

lot of advanced stuff both at home and at Miller. He brought the tail of his "Bounty Hunter" in last Tuesday and wowed the other youths. Bill Vanderbeek has been doing a lot of the teaching which gives me more time to find out what the boys would like to build next. Most of the students seem to want to stay with models that can be flown indoors (Chinmay Jaju is into both indoor and outdoor). I have run out of kits that are suitable for advanced indoor builders who want to build planes that look like real planes.

Peck was my main source of those kinds of kits when I could find them at local hobby shops. I've got one boy who would like to build either an Andreason BA4-B or a Miles M-18 from the Peck kits. I called Mrs. Peck today (I think that's who I talked to) and they are indeed closing down. They have only the "Stringless Wonder" and "Skybunny" available - all the rest of their stock is packed onto pallets waiting to see if a buyer will come along. I need a kit before the next Moreland class which will be before you receive the newsletter. So I will make the rounds of the shops (which are loaded with Guillows scale planes for Christmas) looking for something suitable. If anyone has a stock of small Peck props that you aren't planning to use, consider letting me buy them from you.

Looking back on previous students, of 8 youngsters who started work on outdoor planes from kits that were won or donated, only 3 finished the planes and 2 have flown them. I think we need kits that go together faster, but not the ARF kind of thing that doesn't result in any work investment by the kid in the plane. I'm hard over for BOM. My budget for materials at Moreland is \$25 per student. Try to find a good outdoor rubber kit for less than that amount! Except for Lee's "Meadowlark."

We had a flying session in the Miller gym on Friday, October 27. Chinmay Jaju broke the unlimited ROG record with a flight of 2:41 flying his own design and he set a new "full fuselage" record flying a lightened Pussycat to a 1:01 time. Chinmay had a very good week as he got first place in 1/2A gas at Waegel last weekend with his Mini-Pearl.

George Xenakis, Gary Hinze and I are trying to lay out a progression of airplanes for the youth program, based on the backbone of Lee Kiracofe's kits. My opinion is that if we can get them to the point of building lightweight indoor and competitive outdoor rubber they can be considered to have graduated from the program, and require mentoring one-on-one with an OCD member without signing up for either the Miller or Moreland beginners classes.

The Moreland class is proceeding very well, with the last 2 classes of the fall session scheduled for November 12<sup>th</sup>

### **Oakland Cloud Dusters**

and 19<sup>th</sup>. I will be out of town on the 19<sup>th</sup> so Gary will be in charge and since that class will be mainly for flying the new planes, Gary will need help. The Moreland winter session will start on January 28<sup>th</sup>.

The OCD has received a donation for the Youth Program of \$250 from the Palo Alto Host Lions Club. That will cover a couple of sets of trophies for the youth contests. Next one I'm thinking should be either Saturday January 20 8AM to 4PM or the 21<sup>st</sup> 1PM to 7PM. I'd like to hear which date (or other dates) would be good for you.

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## **Meeting Minutes, October 20, 2006**

The meeting was opened by President Bill Vanderbeek @ 8:29 PM. Meeting host was Dave Chappell.

**Visitors.** None.

**Minutes.** The previous meeting minutes were published in the newsletter and approved as published.

**Treasurer's report.** The treasurer was not here, however, as of the last meeting we had about \$6500 in the bank and that is close enough.

**Old Business.** We have had NCFFC contests on Saturday this year with Sunday as a reserve date. This has not worked very well as a Saturday contest that was blown out was cancelled. OCD suggests no reserve date and pick a date for the contests. // Lou Young reported on the new dates for flying at Moreland. We are flying on Sunday afternoon from 3:00 to 8:00 PM. The missed Pussycat contest will be rescheduled. As a reminder, points earned at the Moreland contests count toward the Getsla trophy. // There was a discussion on how to send out the newsletter. There are three groups, those members who can receive e-mails, those members that need regular mail, and dozen or more non-members with whom we have some sort of reciprocal agreement. No one at the meeting had ever seen one of the reciprocal newsletters although a couple subscribed on their own. Fred Terzian volunteered to receive and report on the reciprocal newsletters. Dave Baker will make mailer wrappers for those that are mailed, and Dick Douglas will make copies A/R and mail them. // A special mailing will be made re the banquet. The mailing will be used to update addresses and e-mails. The banquet will be held at Scott's in Jack London Square on Saturday night, March 3, 2007.

**New Business.** Dick Douglas presented a proposed set of flying rules to be used at Waegell Field for the NCFFC contests. The rules were based on results from using similar rules in 2006. The flying rules were mostly acceptable. Another proposal was to suspend the Builder of the Model rule (BOM) at Waegell for 2007 and to delete the requirement for writing a "D" on the

wing if one was flying a deceased member's model. Some arguments against retaining BOM was that the rule was unenforceable, the contents of an "average kit" have changed, and that AMA has already deleted it for "Control Line Aerobatics". Arguments for retaining BOM include most kids want to build their own models and one doesn't know how to repair his model unless he built it. Deleting BOM for 2007 carried but it was not unanimous.

**Break.** A meeting break was held at about 9:30 PM. This included a demonstration by Fred Terzian on the bunt and glide functions on his F1H glider. We adjourned shortly thereafter and thanked Dave and Dolores Chappell for hosting the meeting two months in a row.

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## **Other News**

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### **SHELDON'S HOBBY SHOP MAY CLOSE**

Lou Young

I talked to Ron Sheldon today (11/10) in the shop. He is getting rid of inventory via a sale - 20% off on everything. He has good tools, some wood (no 1/32 sheet, darn it), specialty items and adhesives. The reason is that the small business complex is being converted to housing. He didn't go into detail about the situation. He says he may sell the business or he may move it himself. Judging by the customers taking advantage of the sale the hot items are electric RC. He has what looks like a warehouse full of stuff in the back room and a quite a few SIG, Guillows and other, mostly rubber-powered free flight kits. I left a few Peck Polymers kits on the shelf.

Sheldon's has been in business for a long time, and has always been one of the stalwarts of the hobby supply business. I remember buying a Torpedo .40 for our son Tim's birthday and Sheldon's chromed the cylinder for him. Tim used it to win class C Junior at the '77 Nats. Since the 50's Sheldon's has been a supplier of "gas" engine fuels, lubricants, and other specialty stuff for free flight, control-line and RC, as well as miniature cars. Unfortunately, nowadays very few people want to invest time and effort into actually building their own airplanes, boats or cars, so much of their stock is RTF or ARF. San Antonio Hobbies stock was purchased by the hobby shop at the corner of Union and Camden in San Jose and their business is now totally RC and slot cars.

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## Rule Changes for 2007

chris.edge@jordonlaw.com

*[Editor's note: The forgoing article was published in SEN. It gave me a good laugh. I hope you enjoy the humor.]*

Lord SCAT,

As many of your readers will know, in parallel with the FF World Cup is the Food Ordering Championships. This has been run successfully for many years and has been previously reported in your esteemed organ, SEN 537, 2/11/2001 (see <http://www.aeromodel.com/TM/E27287T261>).

The Food Ordering Committee (FOC) is now proposing rule changes for 2007 to encompass newly developed ordering techniques predominately founded in the Celtic regions of the world. These are documented on the FOC website (see [http://www.gregorie.org/freeflight/stories/food\\_champs.html](http://www.gregorie.org/freeflight/stories/food_champs.html)) but are also published below in full with the current rules for 2006. Note that the proposals for a reduction in the ordering time to 4 seconds per item has now been withdrawn as it favours those with quicker speech patterns such as Glaswegian. We are now opening a debate on the views of you fine sportsman to the suitability of these changes prior to ratification at the December FOC meeting in The Gulshan Tandoori House, Farnham, Surrey.

We are particularly proud to announce the awarding of a Perpetual Trophy in the form of a Burgos Tortoise. For those who attended the contest at Burgos in 1981 (my personal first experience of a world event), the Burgos Tortoise is an item of almost mythical proportions, a true legend in one's lunchtime. This item still holds the record of defeating everyone who has tried to perform a perfect ordering sequence. The rules for determining the winner of this fine trophy are also defined below.

Yours respectfully,

EoB

## Food Ordering Rules

### General

The following rules shall apply to the purchase of foodstuffs at any designated eating establishment during FF open internationals in 2003. The aim of the competition is to obtain the smallest number of points from each set of designated establishments during the period (practise plus flying) of each open international. The winner of each event will be the local champion with an Eating Cup winner being based on the aggregate points from at least three venues. Ordering shall be done in groups of at least three people. Points are awarded for a non-perfect ordering of foodstuffs as follows :-

One point is awarded for each question asked by the waitress during an ordering period.

Example: "What kind of cheese would you like on your jacket potato?"

NB Multiple options for the same question are scored as a single point.

Example: "Would you like cheddar, jack, Amphibian Blue or Iraqi cheese on your jacket potato?"

Ordering on behalf of a group incurs the same scoring rules; be careful when ordering beer!

Attempts to elicit questions from a waitress on behalf of another orderer will be allowed.

Example: "Aren't there some different salad options with that, Chris?"

If a member of the group asks a legitimate ordering option not offered by the waitress but while they are present then this will score -1 point on their total and +1 point on the orderer.

Example: "Mike, did you want herb, English muffin or toast with that set meal?"

Going on hunger strike for the duration of the ordering period is not allowed; at least one course must be ordered per meal.

If questions are asked but not heard by another member of the group then they will not be scored unless the orderer volunteers them.

### Oakland Cloud Dusters

If an orderer asks the waitress for option and she has to refer elsewhere for clarification then the orderer will score -1 point.

Example 1: "Do you have French mustard please?"

Example 2: Chris Edge asking the waitress if he could, ".....have that on a yellow plate".

NB No-real ordering such as for Jugged Hare will not count but could result in a slight snigger or general mirth.

### Designated Eating Establishments at Lost Hills

The list of eating establishments considered for scoring at Lost Hills is as follows. Note that further ones can be added with the agreement of at least two members of the ordering group but must be communicated to all group members before scoring is allowed.

- Denny's
- Burns Brothers
- Pilot
- Jack-in-the-Box
- Carl's Junior

### Rule change proposals, 2007

The changes listed below have been submitted to the Rules Subcommittee of the Food Ordering Committee (FOC) for approval and, if accepted, to take effect from the 1st of January, 2007.

Additional rule proposed by: C.Edge.

If an orderer uses an incorrect technical description and the waiter accepts it without comment no penalty will apply. If the waitress queries the requirement, laughs or casts aspersions on the orderers intelligence or parentage the orderer will be awarded +1 point. Reactions of other members of the group shall not affect the score.

Clarification proposed by: M.Fantham.

That the final clarification clause "NB No-real ordering such as for Jugged Hare will not count but could result in a slight snigger or general mirth." in rule 7 be replaced by a new rule:

If a patently ridiculous request by the orderer gets the "I'll have to check", reaction from the waitress rather than general mirth from the group a DOD of 5

shall apply. This technique is known as poker: you are penalised +5 points if there is no follow-up or you corpse. You score -5 points if there is a follow-up.

Example: "I had the special at Dennys in Oxnard last week. Do you have it here? It was 'steamed mouse paws in aspic'?"

Additional rule proposed by: M.Fantham:

If the orderer selects a standard meal and then requests a set of substitutions -1 is scored for each change that is accepted but a penalty of +1 applies each time a change is rejected. A bonus of -2 is applied if you can end up with a completely different meal. An additional bonus of -2 is applied if the revised meal already appears on the menu in exactly the same form. This is ploy is known as a Total Switch.

Award of a Perpetual Trophy, proposed by C.Edge.

A Trophy, in the form of a Burgos Tortoise, shall be awarded annually to the orderer who accumulates the lowest average score at designated Ordering Events during each calendar year. The Convenor of the Rules Subcommittee has kindly agreed to enquire if Mr. W. Hartill will donate his signed Tortoise for this purpose.

Signed, M. Gregorie, Convenor,  
the Rules Subcommittee, FOC.

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## Schedule of Events

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### Mowry Small Field Events, 2006 & 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).

2006 Date	Glider Events				P-30	Rubber Events			
	OCD Cat	HH Cat	HL Glide	Open Rubber		Mini Mof	Golly wock	OCD Scale	½ Coupe
Oct 22		✱		✱			✱		✱
Nov 19	✱	✱	✱	✱					
Dec 10		✱		✱	✱	✱	✱	✱	✱
Feb 4	✱	✱	✱	✱					
Feb 25		✱		✱				✱	✱

## Oakland Cloud Dusters

2006 Date	Glider Events				Rubber Events					
	OCD Cat	HH Cat	HL Glide	Open Rubber	P-30	Mini Mof	Golly wock	OCD Scale	½ Coupe	
Mar 18	*	*		*	*					
Apr 22		*	*	*		*				
May 20	*	*		*			*			
Jun 24		*		*	*				*	
Jul 15	*	*		*				*		
Aug 12		*	*	*		*				
Sep 9	*	*		*	*					
Oct 21		*		*			*		*	
Nov 18	*	*	*	*						
Dec 9		*		*	*	*	*	*	*	

The Nov 19 contest will also have Joe Foster design HHC. Both Nov 19 and Dec 10 will Junior Open Rubber. Dec 10 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 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.
  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 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.

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## Moreland Indoors Events

CD: George Xenakis and Lou Young

### Every Sunday Afternoon, 3:00 to 9:00 PM

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

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## Other Events

Date	Event	Cup	Location	Contact Information
Dec 2 - 3	Arizona Free Flight Champs	A, N	Eloy, AZ	John Nystedt (480) 657-9824
Dec 29 - 31	King Orange International	A, N	Palm Bay, FL	Joe Clawson

## OCD Stuff Order form

**Note:** I have moved from Palo Alto, and have a new mailing address in Milpitas.

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 5 for 10.00	
OCD Enamel Tie Tack			
OCD decal set		5.00	
TOTAL DUE			

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