

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

JANUARY 2020



Prez's Corner – Mark Chomyn

Happy New Year! Another year to perfect our building and flying skills. As I write this, we've already had our annual banquet and flown our first indoor and outdoor contests of 2020. The banquet was well attended. A great job of planning and organizing by Linda Piazza and Mike Pykelny with support from Don Bartick and John Hutchison. Our official photographer Arline Bartick was taking photos throughout the event so look for those in future editions of the ET and on the Orbiteer website. Many thanks to the Orbiteers and Scale Staffel members and guests who attended. We couldn't stay aloft without your support.

We were fortunate to have a special guest with us at the banquet this year. Long time member of the Orbiteers, Mr. Harry Steinmetz was in attendance. It was great to see Harry again and to share with all those in attendance a significant event in model aviation history. For all who have ever built and flown a P-30, we owe that pleasurable experience to two Orbiteers. Those Orbiteers are, John Oldenkamp and Harry Steinmetz, who collaborated in 1979 to develop the P-30 class model and who were given a special award by the National Free Flight Society (NFFS) in their ten best free flight models of 1979. Harry was humble in his reply to our recognition, but we know that it took both Orbiteers to make it happen.

As is usual at the banquet, award ribbons were given to the third through first place finishers in all the Orbiteers designated rotations of the indoor and outdoor flying sessions. The first-place finisher also received a very handsome trophy which was theirs to take home and display for a year.

Overall winner for Orbiteer of the Year was Mike Jester. This award goes to the flyer who collect the greatest number of competition points for both the indoor and outdoor flying rotations. So, the winner of this award is no "one trick pony". You've got to be good across a fairly diverse spectrum of model categories. Congratulations Mike. And watch out. We're not going to take it easy on you for a repeat performance in 2020.

As I mentioned above, the first Orbiteer indoor and outdoor contests of 2020 are in the record book. I didn't make the indoor event but was able to get to the outdoor. We had a good turnout. With about a dozen flyers logged in on the AMA participant sign in sheet. Weather started out foggy and a bit chilly but the sun fully broke out around 10AM. Funny, but in some test flights in the light fog it seemed the air was more buoyant than when the fog lifted. As the contest moved on, there was a definite drift to the southwest and some flyers experienced the dreaded dunk in the canal west of the road. All-in-all though, a great day. Thanks to all those who competed.

As you know, the New Year is a time for those silly traditional resolutions. Well I have one which I intend to (try to) keep. I wind my motors without the benefit of using a blast tube or a torque meter. So, being cautious, I usually don't wind my motors to the maximum/optimum. If you read model books or magazines, even going back to the Zaic Annuals of the 1940's, articles in those publications on rubber motors and winding suggest you test wind a rubber motor (not in the model) until it breaks. You note that breaking point. And then wind that motor in your plane but to slightly below the maximum wind count that caused the break in the test

motor. So, I intend to do this for a P-30, Coupe and Oldtime/Nostalgia rubber motors and see where the breaking point occurs. If you see me getting better altitude in 2020. you'll know my resolution paid off.

Wishing you all thermals and maxes in 2020.
Mark

The photo below says it all.



2020 Southwest Regionals Report **-Don Bartick**

Arline and I attended the Southwest Regionals January 18th – 20th in Eloy, AZ. This contest has been going on continuously for 69 years. We have been going to this contest for years. It has been well run and provides ample events in AMA, Nos and FAI over 3 days. It is a National and America Cup point event. Two Orbiteers and several SCAMPS and Perris fliers were in attendance, thereby showing good Southern California support. In fact, this group brought home several 1st Place awards.

Attendance was moderate in concert with today's contests. The weather was very flyable the 3 days. Temperatures migrated between the 50's to the 70's. The wind held under 7 MPH Saturday and Sunday. Monday started off with winds in the 8 to 13 MPH making flights risky for retrieval. We all thought that these conditions would hold, but to our surprise around 11:00am the front causing the conditions passed over and the winds subsided to less than 5 MPH. You never can tell what really will happen by trying to trust the weather reports. As such, the competition got underway in a fast pace to get events completed.

As for my flying, I came away with 1st place in P-30 Friday, 2nd place in Classic 1/2A on Sunday and 1st place in 1/2A on Monday. My E-36 attempt on Saturday didn't work out as well. I max'd out with no problem, but something went wrong on the 4th flight and the plane started to spiral in under power. By the time I realized what was going on, I was late responding. I used my remote engine shutoff to kill the engine, but didn't react to DT the plane before hitting the ground. The wing was damaged beyond field repair putting an end to this event for me.

For those of you out there in Orbiteers land, you should consider contests outside of Perris. They are worthy of the time and expense to challenge your Free Flight skills at other venues. Also a great opportunity to meet up and learn from very well respected Free Flight legends. With this in mind, the annual Dual-clubs FF Bonanza sponsored by the San Diego Orbiteers and Fresno Gas Model Club will be held May 16-17 at Lost Hills, CA. This is the 62nd annual for the Orbiteers and the 81st annual for the FGMC. The Lost Hills field is most likely the best flying field in the world. It is managed by the Lost Hills FF Model Airplane Association. The contest is well attended by other than the Orbiteers. This is unfortunate and I ask members to consider supporting your club's annual contest this year. You will be happy that you did.

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ORBITEERS MEMBERSHIP DUES

Annual Membership - \$20
Lifetime Membership - \$250
Non-Member Newsletter Subscription - \$15
Junior Members 16 years old or younger - Free

Submit Dues to Club Treasurer:

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THE FINE PRINT THE FINE PRINT

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ORBITEER WEB SITE

www.SanDiegoOrbiteers.com

Webmaster: Kathy McLaughlin

Classic Peanuts by Charles M. Schulz



2019

OUTDOOR EVENTS – top three finishers

1. Old Time Rubber/Nostalgia Rubber

Mark Chomyn	6
Lance Powers	4
Mike Jester	2

2. Power

Don Bartick	6
Mike Pykelny	4
John Swain	2

3. Glider

Mike Pykelny	13
Greg Hutchison	6
Mike Jester	6

4. P-30

Don Bartick	14
Mike Jester	12
Lance Powers	10

5. Coupe

Mike Jester	11
Mike Pykelny	8
Greg Hutchison	5

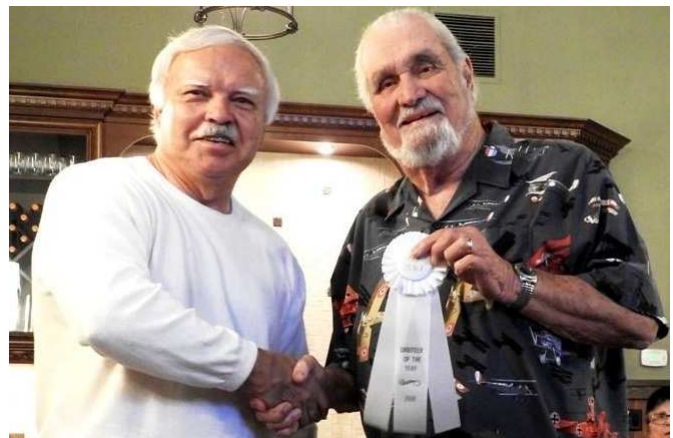
Top 3 outdoor point totals –

Mike Jester 31, Mike Pykelny 30, Don Bartick 21

2019 SDO Outdoor Champion – Mike Jester



Don Bartick – 1ST Outdoor Power



John Hutchison – 1ST Indoor P-18

2019

INDOOR EVENTS – top three finishers

1. A-6

Mike Jester	21
Don Bartick	17
Greg Hutchison	12

2. Limited Penny Plane

Greg Hutchison	12
Mike Jester	10
Rubber	
John Alling	8

3. Catapult Launched Glider

Don Bartick	7
G. Hutchison	1
Mike Jester	1

4. P-18

John Hutchison	38
Don Bartick	27
Mike Jester	18

Top 3 indoor point totals –

Don Bartick 53, John Hutchison 51, Mike Jester 50

2019 SDO Indoor Champion – Don Bartick

Combined Indoor & Outdoor Top 3 point totals –

Mike Jester 81, Don Bartick 74, John Hutchison 55

2019 Orbiteer of the Year – Mike Jester



Mark Chomyn – 1ST Old Timer Rubber / Nostalgia



Mike Pykelny – 1ST Outdoor Glider



Mike Jester – 2019 Orbiteer of the Year

Modifying the Guillow's SKY STREAK Beginner's Stick Model

By Mike Jester



Many of us have encountered pre-teenagers that we would like to encourage to join our hobby. I hope to eventually introduce my young grandson to rubber powered free flight. The best way to entice beginners into taking on free flight as a hobby is for them to build their own model that will fly reasonably well indoors or outdoors. The model should be a quick build and it needs to be durable so that it can withstand many crashes. I am not a fan of the AMA Delta Dart for a number of reasons. If you want to build a stick and tissue beginner's model the Squirrel is probably a better choice. In my youth I flew the SLEEK STREEK model from North Pacific. It had landing gear and you could buy it for twenty-five cents. There was a less expensive model costing only fifteen cents that did not have landing gear and was slightly smaller. It was the SKY STREAK model from Guillow's. It was sold as a single model airplane kit in a plastic bag with instructions printed on the bag. The SKY STREAK model is a better choice for beginners because you cannot ROG off of grass and the weight and drag of landing gear inhibits flight duration. Also, getting a rubber powered model to ROG off a gym floor can be a tricky proposition. Remember, a young girl or boy will be delighted with a flight lasting 15 seconds or more, especially if they build the model themselves.



Fully Assembled Modified SKY STREAK Model

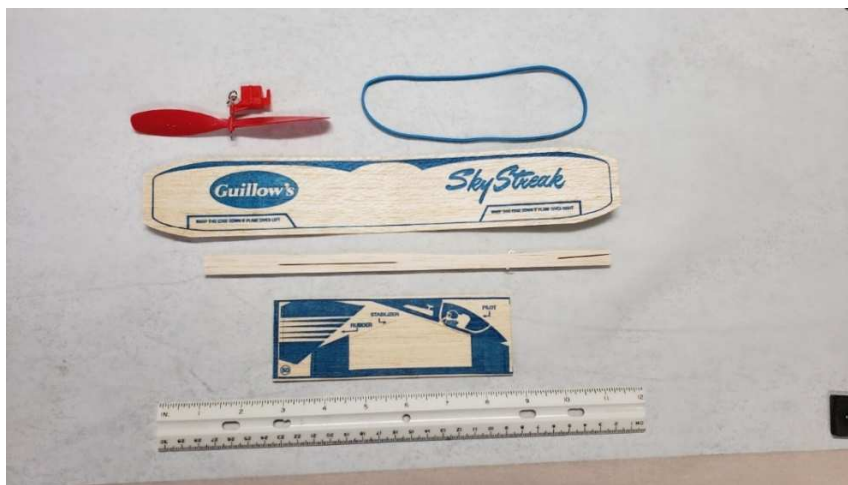
In this article I will describe a few simple modifications to the Guillow's SKY STREAK model that will significantly improve its performance. You can buy a pack of two SKY STREAK models from Amazon for \$7.10. At \$3.05 per unit, this model now retails for roughly twenty times what it sold for in the early 1960's. Wow that is really a lot of inflation! According to information I found on the Internet, there was also a SKY STREAK Guillow's stick model with landing gear that sold for twenty-nine cents in 1969. However, my recollection of the SKY STREAK model that was widely sold during the 1960's was similar to the current version without landing gear. I recently opened up one of the kits in a modern SKY STREAK twin pack that was in my garage inventory. This is a slide-together model, with no gluing required, except for the modifications to the wing described hereafter which were not part of the original kit instructions.





Guillow's SKY STREAK Twin Pack

The contents of the SKY STREAK kit are shown in the picture below. The blue colorized wing, stab, fin and pilot are all made of 1/32-inch sheet balsa wood. I estimate that these parts in the kit I opened had a density of 8-10 pounds per cubic foot. The rectangular sheet of balsa wood that contains the stab, fin and pilot is die cut and I had no trouble pushing out these parts. The pilot gets inserted into a groove in the top of the stick fuselage above the wing. You can leave it off to avoid any odd rudder effect it might impart, but your youngster might object because the pilot makes the model "look cool."



Stock SKY STREAK Kit Parts

The stick fuselage has some taper and roughly measures 7/16-inch x 3/16-inch x 10 1/2-inches. The cross-section of the stick fuselage is way more than is needed for a model this size. I estimate the stick fuselage in the kit I opened was made of balsa wood having a density of 12 – 14 pounds per cubic foot. The rear hook is already installed. Experienced adult fliers would be tempted to recreate all of the balsa wood parts with much lighter wood and a smaller cross-section stick fuselage but I recommend against this. The youngster should be able to open the kit and slide the parts together with minimal adult supervision. The completed SKY STREAK model will be relatively heavy, but very durable.

The twelve-inch span sheet balsa wood wing comes pre-formed with minimal dihedral. Each wing tip is only raised 3/8-inches. Some simple cuts and some CA glue will create a polyhedral wing that gives much better roll stability and lessens any tendency for the model to spiral into the ground if upset by turbulence. This modification should be done by the adult unless you trust your beginner with an Xacto knife and a bottle of CA glue. On each wing tip make a mark on the LE that is 2 3/8-inches from the straight end of the wing. Make another mark on the TE of each wing tip that is 2 1/2-inches from the straight end of the wing. (NOTE: these dimensions were later changed as explained below). Connect the marks with a line that extends across the chord of the wing using a soft tip black pen.

Cut off the right outer wing section with an Xacto knife. Score the other black line and lift up the left outer wing section. On a building board hold the left inner wing section flat and raise the left wing tip one inch off the building board. Run a bead of CA along the top of the scored joint. After that glue has cured, slide the center wing section through the wing slot in the stick fuselage before gluing the other wing tip section in place. You can't slide angular joints glued with CA through the wing slot in the stick fuselage.



Skewed Wing Tip Section Joint for Increased Dihedral and Washout

In similar fashion, glue the right wing tip section in place with the same amount of dihedral. You will need to keep the stick fuselage off the building board so that the right inner wing section can be held flat against the building board. The skewed joints in the modified wing produce washout on each wing tip. The span of the modified wing is now slightly less than the original 12-inch span but the flight performance will be improved. Check the finished wing for warps and remove any that are detected.

The wing slot in the stick fuselage is exactly in line with the straight bottom edge of that part, and thus the wing is set to zero degrees of incidence. The wing slot is considerably longer than the chord of the wing. This allows the wing to be moved fore and aft during trimming to get the optimum CG that will eliminate any stall or dive. Wisely, Guillow's cut the slit in the rear end of the fuselage so that the stab has negative two degrees of incidence. The stock SKY STREAK model appears to have a reasonable amount of decalage.

The prop assembly includes a 5-inch red molded plastic prop and a molded bearing box that slips over the front end of the stick fuselage. According to my measurements, the bearing box has a molded-in thrust bearing on its underside that yields 5 degrees of down thrust and 2 degrees of right thrust. The prop shaft and its hook are made of .049-inch wire – more than double the needed diameter. Ditto for the rear hook. Don't bother replacing them to save weight as this would be way too much work for your youngster.

who is not trying to get a sixty second flight. I do recommend tightening the prop hook and the rear hook to lessen the chances of losing your rubber motor. On a good flight this model will run out of turns and when that happens the motor will usually come off the front hook and then the rear hook. The prop assembly that was in the kit I opened weighed a hefty 3.84 grams. The prop was way out of balance. I recommend that you have your youngster add adhesive tape to the rear side of the tip of the lighter blade to get the prop reasonably balanced. Scraping the heavy blade is too dangerous and too tedious for your youngster.

The blue rubber band included in the kit is totally unacceptable as a rubber motor for this small model. It is a 6 ½ inch loop of very thick (.125-inch x .060-inch) and barely stretchable poor-quality rubber. It weighed 1.74 grams in the kit I opened. It is way too thick and way too short when compared to the hook-to-hook distance of approximately 7 1/8-inches. You would probably have difficulty winding in more than about 300 turns into the stock blue rubber motor. I initially tried a 14-inch loop of .083-inch TSS rubber – 1.5 grams, for outdoor flying. This turned out to be too small of a cross-section, as explained below. Of course, don't forget to lube the rubber motor before winding the same.

The first SKY STREAK model that I recently built (pictured above) had an air frame weight (without prop assembly or rubber) of 5.88 grams. Adding the 3.84 grams of weight of the 5-inch prop assembly yielded an all-up weight (without rubber motor) of 9.75 grams. That's about what a decent Peanut model weighs but it typically has a wing with an airfoil shape, and not a flat wing like the SKY STREAK which will produce less lift for the same area.

I put in a few flights at my local park with my modified SKY STREAK model with the pilot on board. The first time I tried to fly a modified SKY STREAK it continuously spiraled to the right into the ground. This behavior did not seem to be due to a wing warp. Adding Gurney flaps to the underside of the TE of the right wing sections did not cure the problem. It occurred to me that the model had too much right thrust. Also, the model would not climb with a .083-inch TSS rubber gram motor. I was able to take out the right thrust in the red Nylon bear box with a set of pliers. But this type of plastic has a memory, so the right thrust was going to return. Therefore, I put in some left rudder. I got a weak but consistent climb with a .093-inch 1.75-gram TSS rubber motor – 14 inches long. The flight lasted about 30 seconds but the model barely turned to the right. It landed across the street that borders the park, and was run over by a car. Well that was no great loss. The SKY STREAK model is durable, but not durable enough to withstand being run over by a car.



SKY STREAK Flown at My Local Park

The next morning, I quickly assembled another Sky Streak in the same fashion except I changed the skew dimensions to 2 1/2 inches on the LE and 2 9/16 inches on the TE to give less wash out on the wing tip sections. This time the stock bearing box had zero degrees of side thrust but the same 5 degrees of down thrust. Back at the park amazingly no trim adjustments were needed this time around. The CG was at about 40% and there was no stall and no dive. So, it was not necessary to move the wing forward or rearward in the wing slot. The model climbed nicely in a wide left circle with a .102-inch 1.75-gram TSS rubber motor – 13 1/2 inches long. The best flight was with 1275 turns and lasted 41 seconds. A flight this long would have seemed like several minutes to a youngster. My SKY STREAK model probably climbed to 50-75 feet in altitude. But the model ran out of turns while still in the air and it glided rather poorly, probably due to excessive wing loading. I tried a .100-inch 2.2-gram TSS rubber motor – 15 inches long. On a single flight with 1500 turns the time aloft was 47 seconds with the model again landing dead stick. The 5 degrees of down thrust allow you to launch the model with very high torque without resulting in a power stall. With the length of the .100-inch rubber motor is already over twice the 7 1/8-inch hook-to-hook distance I fear that trying a rubber motor any longer would lead to rubber motor bunching and CG shifting and/or prop locking problems. Any youngster would be delighted with a 45+ flight. If you were serious about consistently getting one minute plus flights with a SKY STREAK you would probably need to use lighter balsa wood, a smaller motor stick, and smaller diameter music wire. In addition, the prop would need to be scraped to make it a lot lighter, and re-pitched to a higher pitch. With such changes you could use a .093-inch or thinner width rubber motor. But such modifications are unnecessary for a beginner.

I was pleasantly surprised by the stable flight characteristics of the modified SKY STREAK model in spite of its small size. I was impressed with its ability to consistently achieve flights over 30 seconds with a relatively heavy, but very durable, airframe. Flying the model with the sheet balsa wood pilot inserted did not seem to create any yaw instability. The SKY STREAK model is definitely a good choice for introducing an 8 – 12-year-old boy or girl to rubber powered free flight. I hope some of you have the opportunity of guiding a youngster through the process of building and trimming this model as their first exposure to our hobby.



Orbiteers - Indoor Contest Results - January 5, 2020

A-6

<u>Flier</u>	<u>Best 2 of 5 flights</u>		<u>Total</u>	<u>Rank</u>
Mike Jester	209	207	416	1
John Hutchison	203	193	396	2
Greg Hutchison	188	202	390	3
Don Bartick	159	153	312	4
Jose Cetina#	142	143	285	5
Nick Panousis	114	124	238	6

Junior SDO club member





January 2020 Flight Line



San Diego Orbiteers - Outdoor Contest Results - January 12, 2020 - Perris, CA



P-30

<u>Flier</u>	<u>3 flights</u>			<u>fly-off</u>	<u>Total</u>	<u>Rank</u>
Don Bartick	120	120	120		360	1
Mike Jester	120	82	120		322	2
Mike Pykelny	60	52	120		232	3
Clint Brooks*	112	DNF	DNF		112	4
Stan Buddenbohm*	88	DNF	DNF		88	5

Power - E-36

<u>Flier</u>	<u>3 flights</u>			<u>fly-off</u>	<u>Total</u>	<u>Rank</u>
Mike Pykelny	66	120	120		306	1
Lee Hines*	26	42	120		188	2
Stan Buddenbohm*	67	DNF	120		187	3

Hand Launched Glider (90 second max)

<u>Flier</u>	<u>Total of 6 flights</u>						<u>Total</u>	<u>Rank</u>
Tim Batiuk*	80	90	90	90	90	90	530	1
Stan Buddenbohm*	48	86	90	90	58	90	462	2
Clint Brooks*	54	DNF	DNF	DNF	DNF	DNF	54	3

Catapult Launched Glider (90 second max)

<u>Flier</u>	<u>Total of 6 flights</u>						<u>Total</u>	<u>Rank</u>
Tim Batiuk*	90	90	54	90	90	90	504	1
Stan Buddenbohm*	90	36	74	88	90	90	468	2
Mike Pykelny	57	46	90	46	77	25	341	3
John Swain	48	39	57	43	90	DNF	277	4
Mike Jester	27	32	28	40	11	18	156	5

Towline/Bungee (90 second max)

<u>Flier</u>	<u>3 flights</u>			<u>Total</u>	<u>Rank</u>
Tim Batiuk* (TL)	90	90	69	249	1

* not a member of the San Diego Orbiteers

San Diego Orbiteers - Outdoor Contest Results - January 12, 2020 - Perris, CA

Picture Page - Photos by Arline Bartick



2020 Contest Schedule

	Indoor (Grossmont College Gym)	
Date	Orbiteers	Scale Staffel
Jan 5	A6	Phantom Flash
Feb 2	Catapult Launched Glider	No-Cal
Mar 1	P-18	Embryo
Apr 5	Limited Penny Plane	Phantom Flash
May 3	A6	No-Cal
Jun 7	Catapult Launched Glider	Embryo
Jul 5	P-18	Phantom Flash
Aug 2	Limited Penny Plane	No-Cal
Sep 6	A6	Embryo
Oct 4	Catapult Launched Glider	Phantom Flash
Nov 1	P-18	No-Cal, Canard One-Design (Wrisley Zephyr)
Dec 6	Limited Penny Plane	Embryo

2020 Contest Schedule

		Outdoor (all contests at Perris, CA unless otherwise noted)	
Date	Rain Date	Orbiteers	Scale Staffel
Jan 12	Jan 26	P-30 / Glider / Power	
Feb 16	Feb 23	Coupe / Glider / Power	
Mar 22	Mar 29	OT/NOS Rubber / Glider / Power	
Apr 19	Apr 26	P-30* / Glider / Power (*Extra award for 1 st place with a Hot Box)	
May 16-17		Dual Club - Lost Hills, CA	
May 24	May 31	Coupe / Glider / Power	
Jun 14	Jun 28	OT/NOS Rubber / Glider / Power	
July/August		Summer Heat Break	
Sep 20	Sep 27	P-30 / Glider / Power	
Oct 18	Oct 25	Coupe / Glider / Power	
Nov 15	Nov 29	OT/NOS Rubber / Glider / Power	
Dec 13	Dec 20	Make Up Date	

SAN DIEGO ORBITEERS
Howard L. Haupt / Editor
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San Diego, California 92117-4266



WHAT'S HAPPENING - February 2020

Feb. 2, 2020 - **Indoor Flying**

Grossmont College (Upper Gym), 7:30 am to 11:30 pm.

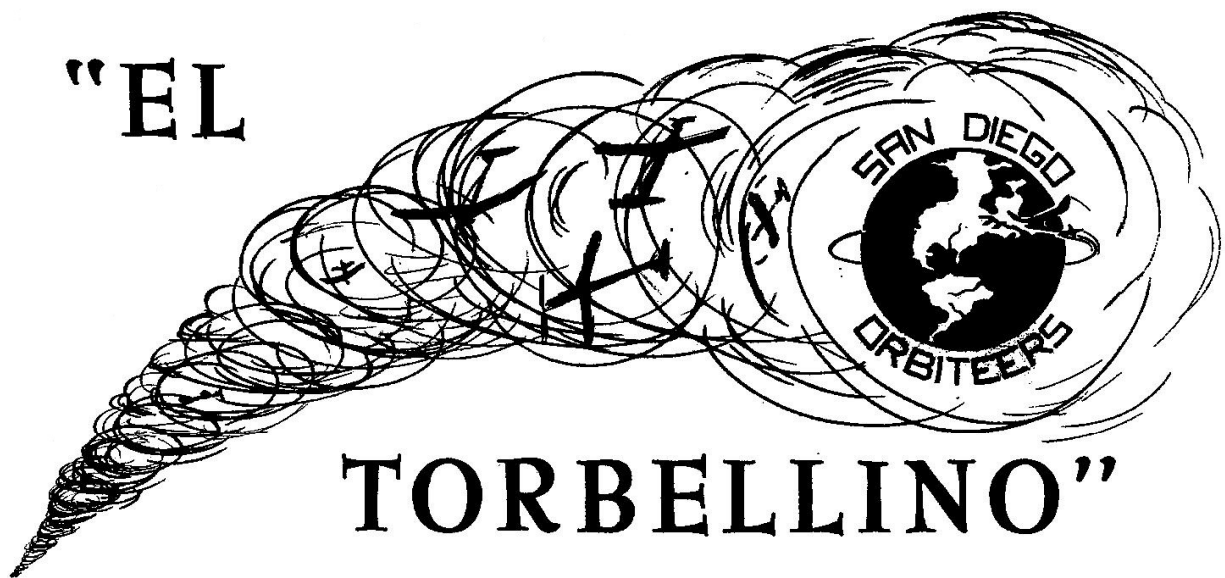
Feature Events: **Catapult Launch Glider & No-Cal**

Feb. 16, 2020 - **Orbiteer Outdoor Monthly**

SCAMPS Field, Perris CA, 8:00 am.

Feature Event: **Coupe**

Other Events: **E36, Power & HLG/Catapult Launch Glider**



VOLUME II, NO. I

January, 1966

Editor: Russ Seley, 3821 Paducah Drive, San Diego, 92117

HAPPY NEW YEAR

One of the best ways to start a new year is with a fresh face. This we have in our new masthead. The design is by Fudo Takagi, and was the winner over 42 other names submitted! We liked it for it's originality, connection with flying and it's Mexican overtone which helps to further locate us geographically and through San Diego's heritage. We hope you all like it as much as we do.

Another good way to start a new year is with new blood and new additions, - this we also have; although they won't start until next month. The new blood: Columnists! So here's the 1966 line-up starting next month:

1. President's comments by Clarence Mather
2. AMA doings by Gene Bach & Gene Larson
3. FAI matters by Nat Antonioli & Les Hill
4. Indoor, Scale, Et Al, by Fudo Takagi & Walt Mooney

These are the new items, and these will be retained from 1965:

1. Old Timers by Bill Thompson with Russ Merrill
2. Aerobiographies - we'll get everyone.
3. Seen & Heard, by the Editor
4. The Contest Calendar & Coming Events
5. Results of contests
6. Plans & Stories.

How's that? Anyone left out? Our aim is to make this more your paper with your help. Please, if you want something said, contact the columnist affected and he'll give you his ear. Of course, "Letters to the Editor" are always welcome, so please sound off.

COMING EVENTS

Friday, February 4, - Orbiteer Board Meeting - 7:30 PM
At Mather's Home
Interested members invited.

Friday, February 11, - Orbiteer Meeting - 7:30 PM
North Clairmont
Community Center.

COMING CALENDAR

Sunday, January 23, - Orbiteers Monthly - Kearny Mesa

Sat. & Sun. Jan 29 - ROY Record Trials - Kearny Mesa
and 30th. - "1966 Water Spectacular)

Sunday, February 13, - Flight Masters - Santa Ana
Indoor Scale Meet - Elimp hangar

Sat. & Sun. Feb, - The Annual Southwestern - Buckeye, Ariz.
19 & 20 Championships

Sunday, February 27, - Orbiteers Monthly - Kearny Mesa

Sunday, March 27, - The Orbiteer's 2nd. Annual - Lake Elsinore
"ALL FAI"

Sorry, no L. A. listings except for the scale meet - haven't received the year's calendar from them yet. RS

RESULTS

Orbiteer Monthly - Nov. 28, 1965

Power

1. Les Hill	A	Wolkensturmer	14:17
2. Billy Harvey	A	Twist	14:09
3. Larry Simpson	FAI	Max A FAI	13:51
4. Howard Harvey	A	Ooh La La	13:08
5. Ted Orr	A	Slip Stick	12:31

Non-Power

1. Russ Seley	A/2	Gooneybird	14:24
2. Les Hill	A/2	Suskin	13:40
3. Art Gannett	Wakefield	Hatscheck	13:29
4. Art Gannett	Unlim. - 180 U. L.		13:20
5. Harry Stienmetz	A/2 - Bent Banana		13:10

For those who failed to make it out - if only to get a little sunshine after the big rains - our sympathy. This was the greatest flying weather of the year. The wind didn't come along until one-thirty and even then, it wasn't bad. Until that time, you could put up a five minute max and land within 200 yards! Gene Bach counted 35 cars lined up, so a good many did enjoy it.

The air was beautiful. The thermals were not big, nor were they easy to spot from the ground. However, it was very buoyant air without much in the way of downers. Piggybacking was much in evidence, with one thermal carrying six models in very close proximity. Three of these landed within 20 yards of each other! A check of the times reveals the quality of air. Only 113 seconds separates the 10 top finishers in the two events!

Random Remarks: It appears Howard Harvey has created a monster in Billy Harvey. His last remark of the day was something like: "That little squirt beat me again!" Les Hill looks like he wants to repeat as Orbiteer of the Year, taking a first in power and a second in non-power. Eugene Larson was out of town for this one, giving the rest of us a great chance to overhail his point lead. It was good to see: Clarence Mather with his "Flap Jack" Wakefield flying again, and the first test flights of Each's "Big Twist", and "Mike" Orr (Ted's wife) doing a nice job of towing Ted's A-1, and the variety of new power jobs: Not one Starduster or Maxalot finished in the top five.

RESULTS

Orbiteers Monthly - Dec. 19, 1965

Power*

*10 second runs - 3 minute Maxes.

1. Les Hill	A	Wolkenstrumer	9:00
2. Gene Bach	1A	Twist	8:18
3. Bob Ferguson	B	Starduster	7:52
4. Gene Larson	1A	Twist	7:38
5. Howard Harvey	1A	Twist	7:32

Non-Power

1. Clarence Mather	A/2	Redlady	14:55
2. Art Gunnett	Unlun Rubber - 180-U		14:03)
3. Don SLOAN	A/1 Ego		14:03) Coin Flip
4. Russ Seley	A/2 Gooneybird		13:23
5. Bill Harvey	A/1 Topkick		11:49

If the November contest weather was great, what then can be said about the December date! At the start, a little wind was taking the planes into the trailers, so Nat set up the special power times. No sooner was this done when all the pieces fell into shape and turned beautiful. Check out the non-power times with those for November. Which day was best?

We certainly had the most beautiful view in December and one that should be pictured in the magazines throughout the world. Remember: Temperature, 72°; wind, 0 to 5 MPH; sky, not one cloud; background, broad mesa and snow capped peaks! If this word gets out in the Mid-west and East, prepare for an invasion.

Have you been watching those "Twists" lately! Wow! Hope to have a three view & info in the next news letter.

RESULTS

December 5, 1965 Scale Contest - - - - - By Walt Mooney

The Scale contest was relatively well attended, in spite of the fact that the somewhat different rules for the FF gas event scared off most of the potential contestants and left that event somewhat sparsely entered. Four modelers came down from the Los Angeles area to compete.

Non Gas had the most entries, 10 in senior/open, and 3 in junior. Gas had 4 entries in senior/open, and 2 in junior. All but three entries managed to fly. After the contest, the LA people expressed their satisfaction with the meet and said that it had been fun. It appears certain that if another scale contest was held we could expect a little better showing from up thataway, especially if we would adhere to the AMA rules for the Gas event.

A list of the various entries follows:

<u>Junior Non-Gas</u>		
<u>Model</u>	<u>Modeler</u>	<u>Place</u>
Piper Vagabond	Curtiss Mooney	1st
McC Eee	Randy Wrisley	2nd
<u>Junior Gas</u>		
Newport 17	Danny Wick	1st
Turner T-40	Douglas Mooney	2nd
Fokker D-7	Gary Wick	3rd
<u>Senior/Open Gas</u>		
Vello Monocoupe	Mr. Peterson	1st
Aeronca Champ	Glenn Snavely	2nd
Aeronca C-3	Gene Wright	NQ
Harley Davidson Spec.	Russ Barrera	NQ
<u>Senior/Open Non-Gas</u>		
Fairchild PT-19	Clarence Mather	1st
Wittman Buttercup	Brian Donn	2nd
Arado	Fernando Ramos	3rd
Fairchild 24	Kingsley Kau	4th
Kirby Cadet	Bill Hannan	5th
Pilatus Porter	Fudo Takagi	6th
ABC Robin	Fernando Ramos	7th
Heliq Stallion	Fernando Ramos	8th
Grunch Baby Mod.	Russ Barrera	9th
Taylor Cub	J Wygal	NQ

It is interesting to note that there are nineteen different models entered. It is also interesting that first place in Senior/Open Gas was won by a low wing model. There was a lot of good flying but the three minutes and thirty-seven seconds put up by Clarence Mather's PT-19 was too good to beat.

Editor's Note: The whole club takes their respective hats off to Walt Mooney - He ran the event very well it's true, but our real thanks goes out for all the work of securing prizes and the outright \$ he gave himself. This is truly the highest form of dedication to an event. Again, Walt, thanks.

RESULTS

Phoenix International Team Vs. The Orbiteer Team... "Pit" Vs. "Tots"

Saturday & Sunday, Jan. 8 & 9, 1966

Blyth, California

*Not an officially sanctioned name

	1	2	<u>WAKEFIELD</u> 3	4	5	Total
<u>Phoenix</u>						
Walters	100	101	97	117	157	572
Snaden	180	99	135	131	156	701
E. Dolby	180	180	180	180	141	861
TOTALS	<u>460</u>	<u>380</u>	<u>412</u>	<u>428</u>	<u>454</u>	<u>2134</u>
		<u>840</u>	<u>1252</u>	<u>1680</u>	<u>2134</u>	

<u>San Diego</u>						
Takagi	112	118	180	126	0	596
Mather	177	169	151	167	180	840
*Gunnnett	123	154	149	113	180	719
TOTALS	<u>412</u>	<u>441</u>	<u>480</u>	<u>406</u>	<u>360</u>	<u>2159</u>
		<u>913</u>	<u>1393</u>	<u>1799</u>	<u>2159</u>	

*Proxy flown by Takagi & Mather

NORDIC

<u>Phoenix</u>						
Roseberry	180	159	180	180	105	804
D. Dolby	61	152	146	180	81	620
Walters	166	149	71	64	132	582
TOTALS	<u>407</u>	<u>460</u>	<u>397</u>	<u>424</u>	<u>318</u>	<u>2006</u>
		<u>867</u>	<u>1264</u>	<u>1688</u>	<u>2006</u>	

<u>San Diego</u>						
Soley	180	153	180	180	180	873
Mather	175	90	111	180	71	627
Ottiswell	180	123	170	157	127	757
TOTALS	<u>535</u>	<u>366</u>	<u>461</u>	<u>517</u>	<u>378</u>	<u>2257</u>
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This was the first ever Phoenix Vs. San Diego team challenge, and we're sure it won't be the last. It was great fun for all, and well worth the effort. The Orbiteers had all the luck this time, but those Phoenix fellows are good. Watch out for them in coming FAI meets. "Fudo" lost his new Wakefield in Round #4, so didn't put up a 5th flight. The PIT crew turned out en-masse after the meet for an all out search, an hour later, the silver and red bird was found: How's that for sportsmanship!

A very special thanks to Dick Baxter. Dick flew down from L. A., picked up Fudo and flew to Blyth. He timed and helped all hands for two days, and was a real "Professional" at Saturday night's Aeronautical Symposium. (Bull Session) He then air lifted both Fudo & Clarence back home. Thanks, Dick! Might add also, don't be too surprised to see Dick showing up with a "wake" soon - think the bug re-bit the old pro.

ORBITEER OF THE YEAR
POINT STANDINGS:
Senior-Open

1.	Howard Harvey	58
2.	Les Hill	51
3.	Gene Larson	50
4.	Russ Seley	41
5.	Clarence Mather	39
6.	Gene Bach	38
7.	Robert Ferguson	34
8.	Don Sloan & Bill Thompson	33
9.	Brian Donn	28
10.	Rodger Jensen	26

<u>Junior</u>		
1.	W. Harney & J. Larson	16
2.	Paul Ferguson	3

*These points (first 10 places only) are for the first six contests. There is more than plenty of time to overtake the leaders, since there will be nine more contests before the final winners are decided. Lets get going, and above all, don't let Hill repeat his last year's victory. Someone better step on that "Volkensturmer" of his. Remember what Hill did to Howard Harvey's A/1 last year about this time? Can lightening strike twice?

SEEN & HEARD

Larry Simpson is hard at work now developing and testing for the 1966 Chicago Nats. Larry plans to go for Senior National Champ, flying in Proto speed, Indoor & Outdoor, HLG, A/1 & A/2 Towline, FAI Power, $\frac{1}{2}$ A, A Gas, and Unlimited Rubber.

Lockton Park and Art Gunnett are both working on gear driven Unlimiteds. Locktons will be of rather radical design since he will have to use a block & tackle system of pulleys to bring out the rubber for winding! His preliminary calculations indicate a power climb of 2000 feet! This is based on 100% efficiency of course, but "Lock" believes 1000 feet is well within reach. He may well max while still climbing!

Rodger Jensen isn't hurting for instruments needed for hacking away at balsa. He's just taken a job as Area Representative for Gillette Razor Company. Claims he can cut more ribs with the Gillette Super Stainless blade than with a "beep, beep."

Having Ed Vargo as a visitor at our last meeting was a pleasure. It was also interesting that Lockton Park had a 1940 issue of Air Trails on hand with the results of the '40 Nats contained there-in. So, if you looked closely, you found one Ed Vargo from the Chicago Aeronuts listed as winner of the Mulvihill Trophy for Juniors!

One of the stories told at the Blyth meet came from Fudo. Seems he was commissioned by Mrs. Goldberg (Carl's Mama) to build a display scale model for the promotion of a new kit at her hobby shop in Chicago. The price was \$15.00 for his labor of love. Fudo was quite proud of his rendering and took it to the shop to collect his \$. Mama took this opportunity to re-open the negotiations and Fudo took the opportunity to slam the door and race over to her competitor who promptly snapped it up for \$25.00! This is not the end, however. Seems Fudo was so embarrassed by his "rash" action he ducked Mrs. G. for over six months - finally bumping into her when she spotted him across Chicago's State Street. In the middle of the "Windy City" the shout may still be ringing: "Hi, Fudo! Where you been keeping yourself?"

So you think you have a 'red-hot' design. So does John O'Donnel of England and second at Finland in Nordic. He was asked for details and three views by Mike Segrave for publication in "The Internationalist," but received a negative answer. Mike quoted Mr. J. O'D. as follows: ".....turned down requests from 'Model Aircraft' for plans of my model for an assortment of reasons. One of these is that the model is simply too good for me to feel inclined to give it away to all and sundry." Well now! ---maybe it is!

A big tip for 1966. Watch for the first issue of the National Free Flight Society Newsletter. It will be professionally done and should be out by July. Charter memberships are being accepted now. More on this next month.

AEROBIOGRAPHY

By Gene Wright

Age 49 - started modeling in 1930. First Gas model was "Miss America" with "Gwinn Aero". Never knew what good flying weather was until coming to San Diego in 1937 from midwest Oklahoma City. Favorite model was Wakefield, until changed from original rules. I like "Old Time models of all kinds now. (Brain-washed by Bill Thompson.)

Some famous modelers I have known include the Ziac Brothers, George Perryman, Sal Taibi, Jim Saftig, Pappy and Penny Davis & Pluto. I've built at least one of almost every kind of model from U-all control to Mike.

Editors Note: Mister Modesty: ---Gene has also won so many contests you couldn't find space to list them all. Including National Championships. Gene has given away more scale models than most of us have built, and when he isn't flying he is always seen timing. (except he doesn't like 5 minute flights), or in other ways helping the rest of us.

THE OLD TIMERS

By Bill Thompson

The SCAMPS held their second Old Timer's contest on November 21 at Mile Square. Although the weather report had not been too encouraging, a fair turnout was recorded. Heavy clouds hung over the field all day, but it didn't rain one drop. Wind was calm to moderate but there wasn't much lift at any time during the day. Actually there were only 4 or 5 maxes made during the entire contest. At two P.M. the following lined up to cart away the hardware:

Pre-1939 Ignition (30 Sec. E. R.)

1. Larry Boyer	9:06	Clipper	Bunch Tiger
2. Larry Boyer	6:46	"	"
3. Mark Garman	3:12	"	Dennymite

Pre-1943 Ignition (20 Sec. E. R.)

1. Bob Ferguson	11:33	Wasp	Arden .19
2. John Drouillard	10:48	Thermal Thumber	"
3. Woody Gregory	9:31	Playboy 80	Super Cyclone

Pre-1943 Glow (20 Sec. E. R.)

1. Bud McNorgan	12:16	Interceptor	T.D. .099
2. "	11:49	"	"
3. Woody Gregory	11:04	Playboy 80	Veco 29

Pre-1943 Rubber

1. Gene Wright	9:25	Korda
2. George Batiuk	4:58	Akron Favorite
3. Hugo Lung	4:34	Dynamoe

Beauty

Johnny Johnson

Flying Phantom, Jr.

San Diego turned out in force for this meet. During the day this writer counted at least 5 contestants from the Orbiteers. How did they do? Well they walked off with 3 first place trophies and one second place trophy. And it seems that Bob Ferguson has done it again. Now that he has entered 3 Old Timer contests, he has 3 first place trophies to show for it. How long can this go on??? This time he did it on ignition and without the aid of his two time winner, the Strato Streak on glow. Bob barely finished his Wasp in time to enter the contest. The night before, we had worked late getting the bugs out of the ignition hook-up.

Possibly the weather had something to do with it, but the rubber event had only four entries. However, even a beautiful day seems to be no guarantee of a good turn out for this event. If there is much interest in rubber flying, especially the Old Timer type, it hasn't shown up as yet. Now if this offends you rubber boys, don't make it too rough on me. Just build your rubber jobs and swamp them at the next meet, be it Old Timer or modern. As can be seen from the results, San Diego's own Gene Wright easily walked off with first place in this event.

I'll have to admit that the Pre-'39 event hasn't exactly been paying for itself either. Let's see some more of those old Old Timers out there fellows!

The next Old Timer meet is scheduled for the first part of January. The sponsor will be the Southern California Ignition Flyers and the place will be Sepulveda. Contact this writer for the latest dope on this meet. The next SCAMPS meet will probably be held in February.

The end of 1965 marked the passing of another banner year for the Old Timer movement. Someday this movement may be recognized as the greatest shot in the arm to free flight since the days of the Brown Jr. motors.

Here in California, there were 7 contests in 1964. During 1965, there were 10 Old Timer contests. This represents a little better than a 40% gain. This writer would venture to guess that the Old Timer popularity will continue to show similar increases over this new year of 1966.

Many clubs are now holding annual Old Timer events. Also new clubs, devoted solely to building and flying Old Timers, are springing up. Only one California model airplane club dropped their Old Timer contest for 1965. This was the Santa Barbara group. This writer had supposed that there were three reasons for this action. We would have listed them in this order:

1. Lack of a good free flight site.
2. Horrendous free flight weather.
3. Nearness to Los Angeles and all of their Old Timer contests.

However, upon discussing this with a Santa Barbara hobby shop owner, we were given a different opinion. It was his feeling that free flight was taking a back seat to radio control in the Santa Barbara area. According to this source of information everyone and his brother is flying R/C ships in the Santa Barbara area. Could some of them be Old Timers????

On February 27, the SCAMPS will hold an Old Timer flying scale contest at Mile Square. The plan must have appeared in a magazine or kit before January 1943. There is no limit to the engine run. Highest total time for an unlimited number of flights wins. As this writer sees the rules, they don't exclude rubber models. This could be the shot in the arm that flying scale has been needing. Let's all turn out!

While paying a short visit to John Pond last fall we were rewarded with a valuable tip. To remove covering material from wood, try Strypeeze. According to John, this is the only paint remover that will loosen dope. Just apply to all covering material where it is stuck to the wood. Let it set a while and then pull off the old covering. It's as easy as that! Now all you have to do is to wait until the wood surface is dry once again. Sand lightly, and apply the new covering. We've been told that Frazee paint stores handle Strypeeze in this area. You might also check your hardware store. We have a can. It's wonderful! Get yours today!

Observations of an Old Timer. Seems that a "Hobby Shop" these days is a collection of slot cars and U/C planes. Also you'll find paint by number sets, rocks, stamps, coins and many other hobby items. If you look hard enough you might even find such things as pickled fish, reptiles and animals. Remember when you could walk into a hobby shop and all you'd see was model airplanes, engines and parts? Or did it just seem that way? Also, if you needed a part, it was right there and they didn't "have to order it for you"! Oh well, so went the good old days!

A BACKWARD GLANCE

- - - - By Les Hill

1965 was the dawn of an age of "professional attitude" for the San Diego Orbiters. Highest on the list was undoubtedly the birth of our own newsletter. No other single factor has done so much to knit together this club. Within one year it has achieved status among the publications around the globe. We can be proud to have a dedicated friend with a professional attitude toward his hobby as a member of our club. Our attendance at meetings increased, our participation at monthly and AA contests increased, and most of all our pride in our club increased - to a large degree because of the efforts of one man - Russ Seley.

1965 was the year of "professional attitude" toward the administration of our club. The committee system was used, thus involving more people in the policy-forming functions than ever before. Increased attendance at our contests, increased membership, and of course prudent control by our treasurer, Gene Larsen, resulted in a sound financial condition throughout the year. A board of directors was formed on an informal basis, which served as a sounding board and lifted a certain amount of drudgery from the shoulders of the general membership.

1965 was the year of a "professional attitude" toward the management of our contests. For the first time, we held an "All FAI" contest which was acclaimed by all who attended as being run "like old pros". Our annual contest drew more entries than ever before. Our scale contest and our semi-annual, even though held at our field in San Diego, were both outstanding successes. These achievements didn't just happen. They were the results of hard work - hard work with a professional attitude. At the top of the list are those people who sacrificed their own time to serve this club: Nat Antonioli, Gene Bach, Doris Croncote, Barbara Simpson, Russ Merrill, Herb Mills, Lockton Park, Bruce Croncote and Jerry Simpson. Also, a high degree of effort was put forth by Fudo Takagi in organizing our international postal meets.

1965 was a year to be proud of - a year of our club "coming of age" - a year of the birth of a "professional attitude"! Our members have done well in all classes of competition, organization, and sportsmanship. A lot of people are expecting great things in 1966.

Ed. Note: WE UNDERSTAND LES IS QUITTING HIS
CONTRACTING BUSINESS → HE'S THINKING
OF BECOMING A "PROFESSIONAL" FLORIST.
RS.