

# EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

AUGUST 2020



## *Prez's Corner – Mark Chomyn*

We are well into our second month of the hot summer hiatus. September will soon be here and so will our September 20 outdoor contest kicking off the second half of our flying season. The contest will feature P-30, Power and Glider events. So, get those entries dusted off. Put a fresh rubber motor in your P-30, prepare a fresh launching stick for your catapult glider, do some arm exercise to warm up for hand launch or tip launch glider and check the batteries in your E-36 or the glow plug and starting equipment for your gassie. It's been a rough year for us free-flyers. The latest cancellation victim was the July 27 -31 AMA outdoor nationals. Let's hope the second half of 2020 offers us more opportunities to fly. As Bob Dylan said "the times are a changin'". And, I think that may also apply to the AMA itself. Why? As I noted in previous Prez Corner rants, there were three articles by Bob Benjamin on the construction of a Keil Kraft Ajax rubber power free flight. As a cynic I thought, good luck seeing another free flight feature for a year or more. Guess what? The August edition of Model Aviation arrives and OMG another rubber power free flight feature article! This can't be happening. But there it was. A five-page article by Pat Tritle on the building, TRIMMING and FLYING of the WHYNOTT, a 28-inch span sport rubber model. I capitalize the trimming and flying in the previous sentence because that was my gripe with the Benjamin article on the Ajax. In Mr. Tritle's article he does spend the time to talk about finding the CG, test gliding and adding ballast as needed, using a drag tab to improve the glide circle and what size motor he used and how many turns for each test flight. That's much-needed info for the beginner and even for a more skilled flyer. I really like the WHYNOTT. It looks like an easier build for the beginner than the Ajax. Sorta has the look



of a Carl Goldberg Ranger 28. Would make a great one-design contest subject. But the WHYNOTT article was not the end of the surprise. I turned a few more pages and hit the Focal Point section of MA. Quickly scanned the photos submitted by builders and thought, "Same old thing all R/C stuff". Then I took a closer look at the Comet Curtis Robin photo. No mention of an engine or radio equipment. Still I thought could be an electric R/C. So, I got the CVS cheap cheater specs on and took a better look. Sure looks like a Peck grey prop up front and that white thing on the nose sure looks like a Peck nose bearing. Still I wasn't thoroughly convinced so I look toward the tail and there it was.... an aluminum tube rubber motor peg. Wow, this good-looking plane is a rubber power free flight! Maybe I'm not the most observant person, but I swear I don't recall seeing a rubber power free flight plane in the Focal Point section before. All I can say to AMA is keep up the good work. As like many of you I've spent a good deal of my social distancing time putting together some new planes. I finally finished covering my Comet Hellcat. All that remains now are the details. Finding paint for the nose block to match the tissue color, inking some control hinge lines, canopy, insignias, and setting up the front end

(thrust button with down and right thrust, propeller shaft, washers and Peck silver 8 or 9-inch prop). Should be ready for fall and I hope a Scale Staffel two-day event.

That's it for now.  
Mark

*When I was a kid in the early thirties there were more damn model clubs to join than you could count on both feet!*

Eddie Faria, Turlock CA  
(From "Do You Speak Model Airplane",  
By David Thornburg 1992)

## 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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3860 Ecochee Avenue  
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### THE FINE PRINT THE FINE PRINT

El Torbellino is the official newsletter of the San Diego Orbiteers, an Academy of Model Aeronautics (AMA) Charter Club (#1113) and a California not for Profit Corporation. This newsletter is sent monthly to all paid members, selected exchange and magazine editors. Non-Members may subscribe at \$15.00 per year within the U.S.A., offshore price will be adjusted to reflect the postage required. Materials from El Torbellino may be reproduced on an unlimited basis by other publications, but proper credit is requested.

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## THREE NITE P-30

By Mike Jester



Universally questioned by other fliers practically from the time of its conception, I nevertheless designed and built a P-30 with a flat wing, i.e. a wing with tip plates instead of conventional angular dihedral. Based on my research, nobody has ever published or kitted a design for a flat wing P-30. My research included a review of the exhaustive "*P30 Survey 2010*" published by Free Flight Quarterly. As the project evolved, I decided to design a "beginner's" P-30 with a flat wing. I wanted a substitute for the ONE NITE 28 and *Square Eagle* P-30 designs that would be easier and quicker to build. The former has been renamed the *Almost 30* by Wind-it-Up Enterprises, the successor to Peck-Polymers, but its website usually says that the kit is OUT OF STOCK. The *Square Eagle* kit has not been commercially available for some time. I seriously doubt that anyone ever built the ONE NITE 28 in only one evening. Because of this, and in view of the fact Wind-it-Up abandoned its ONE NITE 28 trademark, I named my beginner's model the THREE NITE P-30. Shortly before I completed the build of my new P-30 (pictured below), Volare Products announced that it would begin selling a laser-cut kit for the *Square Eagle* P-30. If I had known this in advance, I may have decided not to design and build a beginner's P-30 model. Nevertheless, here is the rest of the story.

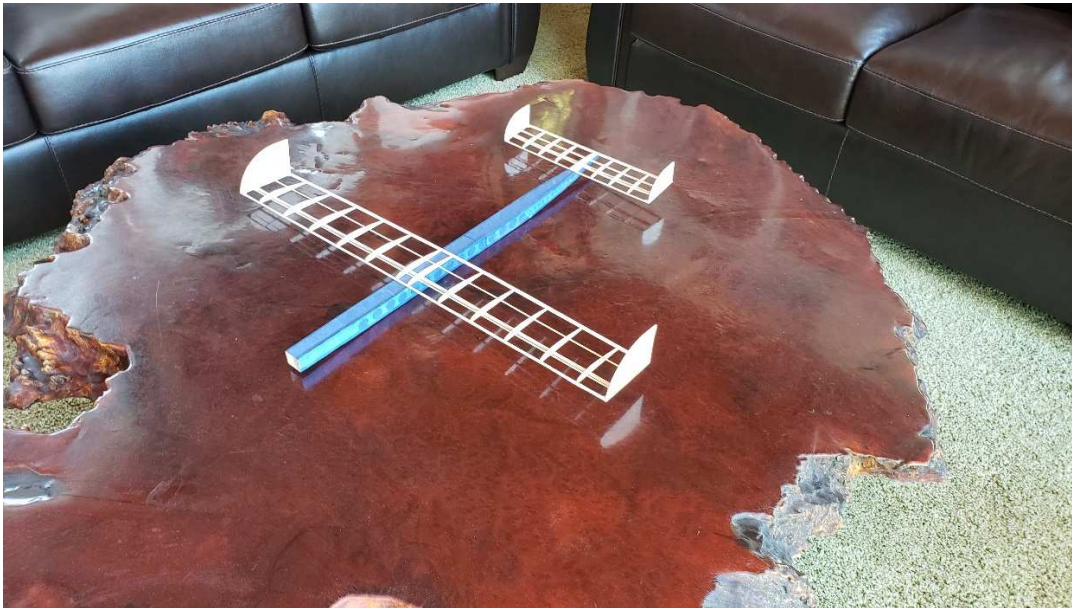


**THREE NITE P-30 by Mike Jester**

A free flight model airplane needs some form of dihedral in the wing in order to maintain roll stability. Dihedral prevents a free flight model from spiraling into the ground when upset by turbulence. Tip plates on the ends of the wing effectively provide dihedral and can also reduce drag by minimizing wing tip vortices. Early in my efforts one flier questioned whether tip plates would work on an outdoor model since its wing has a higher Reynolds numbers than the wing of an indoor duration model such as a Penny Plane. The *Big Cat* Embryo that is sold in kit form by Volare Products has vertical tip plates and is an excellent outdoor flier. My *Flat Iron* Embryo, which is my own design, also has a flat wing with vertical tip plates and is a very stable outdoor flier. So, I had little doubt that my flat wing P-30 would at least have marginal roll stability.

Many novice model builders have difficulty accurately and securely joining angled wing sections. Therefore, my idea was to have them build a flat wing, i.e. one that is all one horizontal section. The wing tip plates are cut from 1/16-inch sheet balsa wood and are simply glued to the outermost ribs of the single flat wing section. The flat wing of my beginner's P-30 measures 29 7/8-inches by 4 1/8-inches which gives it 123 square inches of wing area. This is right in the sweet spot recommended by John Oldenkamp in an article included in the survey mentioned above. John was a long-time member of the San Diego Orbiters and one of the originators of the P-30 event. The wing ribs have a Neelmeyer airfoil with a flat bottom. A thinner wing with under camber would provide better performance, but would be much more difficult for a novice to build and cover.

Many novices also have difficulty accurately and securely mounting a single vertical fin to the aft end of a fuselage, or to the center of a stab. The vertical fins of the stab of my beginner's P-30 can be easily and quickly glued to its outermost ribs. The stab of my beginner's P-30 measures 12 3/4-inches by 3-inches and also uses ribs with the flat bottom Neelmeyer airfoil. The vertical fins are each made of 1/16-inch sheet balsa wood and have a combined area more than double that of a typical single P-30 vertical fin. Therefore, I thought that the twin fins of my beginner's P-30 would provide adequate yaw stability.



**Uncovered wing and stab of THREE NITE P-30**

I constructed the fuselage of my beginner's P-30 with two slab sides made of 1/16-inch sheet balsa wood. The fuselage measures 28-inches long x 1 1/8 -inch wide x 1-inch tall. It easily accepts a blast tube of sufficient internal diameter to accommodate a standard 6 x 1/8-inch P-30 rubber motor when full of knots. The motor peg holes are located to achieve a 19-inch hook-to-peg distance. That's the length of a conventional 6 x 1/8-inch 9.8-gram P-30 rubber motor. The slab sides are joined with 3/32-inch square balsa wood cross-pieces. If my beginner's P-30 is ever kitted the slab sides with all the holes and notches for the cross-pieces will be laser-cut. I cut out the 3/4-inch diameter holes by hand using a sharpened segment of Aluminum tube. The small holes in the tail section were cut with a Dremel tool equipped with a 1/4-inch Forstner drill bit. The 3 1/2-inch long nose section is fully sheeted without holes in the sheeting. This is because the modeler will need to handle this portion of the fuselage while inserting the nose block. In the nose region the upper edges of the slab sides and the rectangular top and bottom pieces can have laser-cut interlocking tabs and notches to facilitate quick and accurate assembly.





**Slab Sided Fuselage of THREE NITE P-30**

A novice should easily be able to assemble the fuselage of my beginner's P-30 in less than one hour using laser-cut slab sides, laser cut top and bottom nose pieces, and pre-cut cross- pieces. The laminated nose block and 9 ½-inch plastic prop extend approximately 1-inch forward from the front end of the fuselage. If a Gizmo Geezer prop assembly with a spinner is used, having two inches of available length beyond the forward end of the fuselage will ensure that the airplane does not exceed the 30-inch limit in the P-30 rules.

Several very seasoned fliers warned me to include a DT in my beginner's P-30. I did include a typical DT with a viscous timer on my beginner's model so that I would not lose it right away and could determine if it could be trimmed for stable flight. However, I recall John Hutchison advising a novice to skip installing a DT on the ONE NITE 28. I have to agree with John because in my own experience as a beginner, properly installing and then adjusting a viscous timer DT without a mentor is a mystifying challenge, to say the least. The instructions for building my beginner's P-30 will therefore tell the builder to glue the stab to the inclined recessed upper edges of the rear end of the fuselage. This will avoid the complexities of keying a pivoting stab with twin fins to ensure that the fins are always at the same angle. The trailing edge of each of the fins can have a horizontal laser-cut slit near the top so that they can be bent to yield a tiny amount of right rudder, if needed. Any necessary adjustments to the decalage of my assembled beginner's P-30 can be accomplished by adding or removing shims between the leading edge of the wing and the wing saddle. The wing can first be moved fore and aft with the rubber motor installed and the wing saddle later glued in place to permanently locate the CG at 60%.

The wing, stab and fuselage of my beginner's P-30 are all covered with Esaki tissue. Domestic tissue, or preferably the slightly better Mount Fuji tissue from Easy Built Models can be used in place of discontinued Esaki tissue.

Test flights of my beginner's P-30 model at my small local park have so far been promising. No pitch, roll or yaw instability issues were detected during low power flights that took place in a light breeze. The weight of my completed beginner's P-30 (less rubber) as shown in the first picture is 45.5 grams. This weight includes 2-3 grams for the viscous timer DT. Careful wood selection would make a finished weight closer to the 40-gram minimum under the P-30 rules, but this is not necessary to achieve decent performance. By way of example, lighter 1/16-inch or even 1/20-inch sheet balsa wood could be used for the tip plates on the ends of the wing and the twin fins on the ends of the stab. This change alone would probably save a couple of grams. I dare not exceed 300 turns and 2 inch-ounces of launch torque with my THREE NITE P-30 at my local park or else I will risk losing the model. I plan to gradually increase to 1,000+ turns and a launch torque of 5+ inch-ounces, on a much larger flying field. If high power flights prove that my design is viable, I hope a laser-cut kit manufacturer will commercialize it. I expect that such a company would make

improvements to my design. For example, to facilitate shipping the kit the fuselage slab sides could each be laser-cut in two pieces on 14-inch long balsa wood sheets, and joined end-to-end by the builder. The cross-pieces that join the slab sides could be laser-cut and include gussets at each end for strength. A length of DT fuse and an Aluminum snuffer tube could be included in the kit for those flying in areas that are not prone to wildfires.

I do not expect my THREE NITE P-30 to be competitive with pre-built P-30 models from the Ukraine like Burdov's *Pirate* P-30 and other proven top P-30 models flown by experts. But it should be easy to build from a laser-cut kit in less than eight hours and will hopefully get a novice hooked on our hobby. If you are an experienced builder and you looking for a kit to build a highly competitive P-30 then I recommend the *Boomer MKIII* kit sold by CB Model Designs. Starlink Flitetech might still have a few of Stan Buddenbohm's excellent *Air Shark* P-30 kits available. That design is a proven winner since its introduction decades ago. If you are looking to scratch build a highly competitive P-30, then I recommend Don DeLoach's *Polecat MK X*. Another good choice for scratch building is Don Bartick's *Hightail* P-30 which has won many contests. The plan for Don's great looking P-30 model is available from the National Free Flight Society (NFFS). The *Hightail* P-30 is on my personal build list.

In closing, I should mention that my beginner's P-30 model was cobbled together without ever drawing up a plan. Obviously, no plan will be needed if my THREE NITE P-30 turns out to be a one-off build.



## From the Workshop – John Merrill

The last few months I told myself I wouldn't start a new model until I finished up some of the several that have been in the works for awhile. I lied. Although I have finished a few, four actually, I still have 3 or 4 more to go.

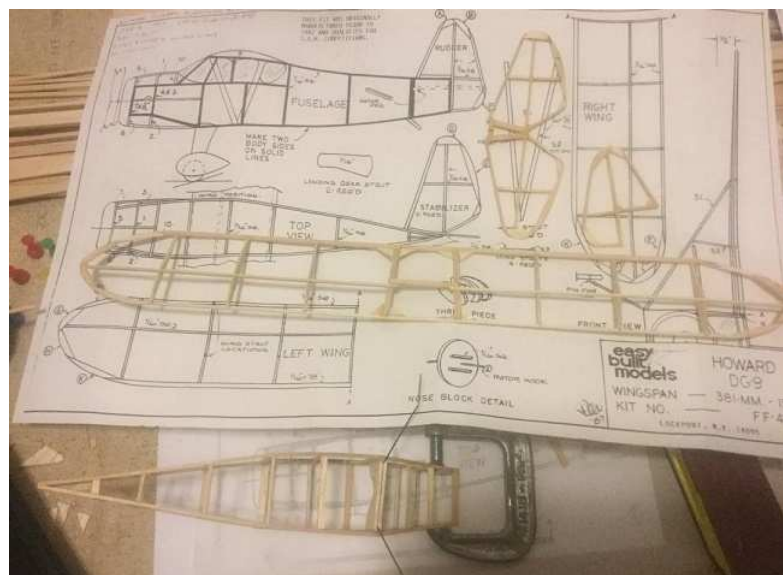
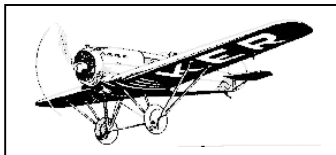
Unfortunately, at some point last week, temptation got the better of me. I've had this little Dime scale kit sitting around for a while now. In fact, I think I got it at an Orbiters' banquet. The kit, pictured with most of the bones completed, is a 1937 Howard DGA-9 from Easy-Built Models.

There were only 7 of this particular version built, with 2 of them going to the military (USAAF) and became a UC-70D in 1942. As per usual, I've had as much fun researching and learning about the plane as I've had building it.

I'm sorry I didn't get it finished in time for the newsletter, but hopefully for next month's edition.

So, what's on your building board?

Stay safe and stay healthy!  
John





## From the Workshop – Don Bartick

Today, August 07, I finished the Supermarine Spitfire XIVc. It was a challenging build, especially the camouflaged covering. Scanned the drawings in PDF and used them as an underlay in AutoCAD. Was able to trace the camouflaged pattern from the drawings. Also traced the outlines for ailerons, flaps and wheels. Did some tricks to get the covering to transition from the wings to the fuselage. Once I had the patterns in CAD, I filled the sections with color to match the ARF colors defined on the drawings. Used the CAD file to print white tissue for the covering. Once done, I hung all the appendages on and gave the plane 2 coats of nitrate dope thinned 50%. The finished weight was 50.6 grams. I'm now in the process of balancing the plane to the specs provided. The spinner is large enough for me to add the weight around the propeller, hence giving me the best opportunity to add the minimum amount of weight. Regardless, it's going to take at least 8-10 grams. Once balanced, I'll start the trim process. Hope to have it ready for the next FAC WWII mass launch.

Don Bartick





**JULY 2020 Fun Fly - Perris CA - Photos by Arline Bartick**



**Tim Batiuk**



**Randy Secor**



**Bernie Crowe**



**Robb Cobb**



**Hal Cover**



**Clint Brooks**



**Jim Parker**





JULY 2020 Fun Fly - Perris CA - Photos by Arline Bartick (Continued)



Donut Break



Mike Mayea



Don Bartick



Ron Thomas



Phil Ronney



Eric Stengel



Ray Peel



# 54<sup>th</sup> Rocky Mountain Free Flight Championships

## September 5-7, 2020



Cat. III, Class AAA, National Cup \*Exempt\*

• FAI America's Cup: *Dynasty Cup* • FAC Mountain States Scramble

Located about 20 miles ESE of downtown Denver. Drive six miles east of E-470 on Quincy Ave. Continue one mile east of "T" intersection at Watkins Road, look for MMM entry gate on right (south) side. Call or e-mail for gate combo.

### Friday, 9/4 3-5 p.m.

Late registration and FAC Scale judging at the flying site.

### Saturday, 9/5 8 a.m. - 5 p.m.

Dynasty Cup: FIA, B, C | P, Q  
Vintage FAI Power  
AMA Mulvihill | Moffett combo  
AMA A | B Electric combo  
AMA A | B Gas combo  
NFFS Classic Towline  
Nos. 1/2A | Early 1/2A | 1/4A Gas  
FAC WWII Combat (10 a.m.)  
FAC Greve | Thompson | NARML (12 p.m.)  
5x5 HLG (2 p.m.)  
FAC No-Blue-Max Horde (4 p.m.)  
FAC Golden Age | Modern Civil combo  
FAC Dime Scale  
FAC Embryo  
FAC OT Stick

### Sunday, 9/6 8 a.m. - 5 p.m.

Gollywocks Galore: 7:30 a.m. launch  
Dynasty Cup: FIG, H, J, S  
AMA C | D Gas combo  
AMA CD Classic Gas  
AMA HLG  
Nos. B | C Gas combo  
SAM OTHLG | OTCLG  
Sm. Nos. | Andrade | SAM Sm. OT comb.  
FAC L.W. Trainer M.L. (10 a.m.)  
FAC WWII M.L. (12 p.m.)  
FAC Modern Military M.L. (2 p.m.)  
FAC 2-Bit + 1 | Jimmie Allen combo  
FAC OT Fuselage  
HLG Mass Launch (5:30 p.m.)  
FAC Jet Catapult Scale

### Monday 9/7 8 a.m. - 3 p.m.

Dawn Power: 7:30 a.m. launch  
AMA AB Classic Gas  
AMA 1/2A | 1/2A Classic combo  
A Nostalgia Gas  
AMA E-36  
AMA Catapult Glider  
SAM .020 Replica | ABC combo  
E-Nos. 1/2A | ABC combo  
MMM Slow Open Power  
AMA P-30  
SAM Large O.T. | Nos. Large Rubber combo



The following events may be flown any/all of the three days (need not finish on day started): FAC Peanut Scale, FAC Rubber Scale, Junior P-30, Junior E-36, Junior HLG, Junior CLG.

**Contest Directors:** Don DeLoach, 719-964-7117, <dloach@comcast.net>; Chuck Etherington, 720-201-6218, <etherington.freelflight@outlook.com>. Visit <www.themmmclub.com>.



### The Fine Print:

- COVID-19 precautions in effect; attendees will be briefed on site.
- On-site tent/RV camping allowed, no water or hookups, \$25 flat fee for any number of nights.
- All events will follow current AMA, NFFS, FAC, FAI, and SAM rules unless otherwise noted.
- In combined events contestants may fly any/all events within the groupings for National Cup points and/or to better an existing score for RMFFC award purposes. For example, in C/D Gas Combo, you may fly separate flight strings with both C and D models. Only your best score of the two will count for RMFFC awards purposes; both scores count for National Cup points.
- MMM SLOP: 20K ground RPM limit up to .10, .10 and over limited to 18K. Category II Nostalgia engine runs and maxes.







- At CD's discretion HLG and CLG (AMA and OT) may be flown from a launch pen.
- Old Timer HLG/CLG: same flyoff rules as AMA CLG/HLG (120s max, one chance to max, keep maxing until you drop).
- FAI events: 60 minute rounds starting at 8:00 a.m., weather permitting. Seven rounds of F1A-B-C/P Saturday; 5 rounds of F1G-H-J-S Sunday. Flyoffs (if needed): 5:10-5:20 p.m. or the following morning.
- FAC *No-Blue-Max* Flying Horde open to any FAC model, scale or duration, non Blue Max holders only. Single round, winner gets a Kanone.
- Gollywocks Galore: Meet at 7:15. Launch window: 7:30-7:40 a.m. Must wind and launch inside the 10-minute window, no max, timed to the ground. Eligible models: Gollywock, Vargowock, Jabberwock, Dynamoe. All SAM rules apply.
- Dawn Power: 7:30-7:40 a.m. launch window. All power models fly together including FAI, Nos, AMA, SLOP, Electric. One attempt allowed for one flight with no max. Engine run will be 15 seconds unless weather dictates shortening.
- **Dave Wineland's Gas Attack!** \$100 cash to the longest string of maxes in any regular RMFFC gas event including AMA, Nos, SAM, FAI, MMM SLOP. Must follow rulebook engine runs/maxes including flyoffs. Automatic, free entry. Thanks Dave!
- "5x5 HLG" special event flown on Saturday 9/5. AMA HLGs flown in five 5-minute rounds with 90-second maxes; 10-minute chase period between rounds. 5 minute rounds starting at 2:00 p.m. Part of the "Ruckus in the Rockies" \$300 Challenge.
- Plaque awards through third place in all events.
- The following RMFFC perpetual trophies will be awarded: F1A, F1B, Gollywock, Mulvihill, Rubber Scale, Collins Glider Hi-Point, Gibbons Rubber Hi-Point, McGhee Power Hi-Point (includes electric events), and the 1961 RMFFC Grand Champion Trophy.
- Grand Champion scoring: Choose up to 5 events: 1 Rubber, 1 Power, 1 Glider, 2 of any. 5, 4, 3, 2, 1 points for 1st, 2nd, 3rd, 4th, 5th place. If only 4 flyers 4 points for 1st, etc. If 3 or fewer flyers, 3 points for 1st, 2 for 2nd, 1 for 3rd. Tiebreaker: Total points accrued in flyers' other events apart from the five chosen events.
- CD reserves the right to reduce maxes/engine runs to suit weather/retrieval conditions.
- Raffle during awards ceremony Monday, appx 4 p.m. **PLEASE DONATE ITEMS**, 100% of ticket sales benefit MMM and our great flying site.
- Glider Champion, Rubber Champion, Power Champion scoring: 5, 3, 1 points for 1st, 2nd, 3rd, per the NFFS scoring matrix. All glider/rubber/power events count including scale (excluding mass launches). No maximum number of events to be counted. Tiebreaker: total number of maxes achieved. "Power" includes electric events.
- Junior/Senior Championship award: for highest scoring Junior/Senior per the RMFFC Grand Champion scoring (above). \$50 cash award
- RMFFC Sweepstakes award - \$100 cash to the flyer with the most championship points in all events—no maximum number of events and all events count. Fly all you can for the big pot!
- Accomodations: 1. Super 8, Parker, Colo., 720-851-2644, ~\$90, 20 min. from field. 2. Hampton Inn, Parker, Colo., E-470 at U.S. 83/ Parker Rd., 303-841-2977, appx \$110. 20 min. from field. 3. Motel 6, 9201 E. Arapahoe Rd. 303-790-8220. Appx \$53, 30 min. from field. 4. Country Manor Motel, 32681 E. Colfax Ave. Watkins, CO 80137, (303) 261-9650, appx. \$75, 15 min. from field.

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 Detach & mail (or scan and email) to: Don DeLoach 831 E. Willamette, Colorado Springs, CO 80903, <dloach@comcast.net>.  
 Entry Fees: Adult: \$20 first event, \$10 each event thereafter, \$50 max. Juniors/Seniors: \$10 flies unlimited events. Make checks payable to "MMM Club" or Paypal to <mmmffclub@gmail.com>. **Make your contest directors happy...PLEASE PRE-ENTER!**

**>> Pre-entry: Unlimited events for \$40, if entry & payment received by 8/28/20 <<**

Name \_\_\_\_\_ Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_ AMA # \_\_\_\_\_ J S A

On-Site camping (enclose \$25)? Circle: Y N Paypal check here \_\_\_\_\_ Total enclosed: \$ \_\_\_\_\_

Circle events you wish to enter. Star or highlight your five Grand Champ events (1 glider, 1 power, 1 rubber, plus 2 of any type.) Must choose Grand Champ events prior to flying any.

**Saturday:** F1A, F1B, F1C/P, F1Q; Vintage FAI Power; P-30; A | B Electric Combo; AMA A | B Gas Combo; AMA Mulvihill | Moffett Combo; NFFS Classic Towline; SAM A | B | C O.T. Gas Combo; Nos. 1/2A | Early 1/2A | 1/4A Gas Combo; 5x5 HLG, FAC WWII Combat (11 a.m.); FAC Embryo; FAC Greve | Thompson | NAR M.L.; FA; FAC Golden Age | Modern Civil Combo; FAC Dime Scale; FAC *No-Blue-Max* Flying Horde M.L., FAC OT Stick.

**Sunday:** Gollywocks Galore; FIG, FIH, FIJ, FIS; AMA C | D Gas Combo; AMA CD Classic Gas; AMA HLG; SAM OT HLG | CLG Combo; Nos. Small Rubber | NFFS Andrade | SAM Small OT Rubber Combo; Nos. B | C Gas combo; FAC Low Wing Trainer M.L.; FAC WWII Combat; FAC Modern Military M.L.; FAC 2-Bit + 1 | Jimmie Allen Combo; FAC Jet Catapult Scale; FAC OT Fuselage; HLG Mass Launch.

**Monday:** Dawn Power; AB Classic Gas; A Nostalgia Gas; AMA E-36; AMA P-30; AMA Catapult; SAM .020 Replica | ABC Combo; MMM Slow Open Power; SAM Large O.T. | Nos. Large Rubber Combo, AMA 1/2A | 1/2A Classic Combo; E-Nos. 1/2A | ABC Combo.

**Any day:** FAC Peanut Scale, FAC Rubber Scale, Junior P-30, Junior E-36, Junior HLG, Junior CLG.



# *Ruckus in the Rockies*



## **HLG throwdown @ 2020 Rocky Mt. FF Champs**

*a 3-part composite event for \$300 in prize money!*

**I. "5x5 HLG" Saturday, 9/5.** Five rounds, 5 minutes each, from the pen. All flights count, 5-flight total, 90-second maxes. Fifteen-minute chase period between rounds. Round 1: 2-2:05 p.m.; Round 2: 2:20-2:25; Round 3: 2:40-2:45; Round 4: 3-3:05; Round 5: 3:20-3:25.

**II. AMA HLG** (from launch pen, AMA rules, National Cup points); Sunday, 9/6.

**III. AMA HLG Mass Launch** (5:30 p.m., 3 elimination rounds); Sunday, 9/6.

**Scoring:** 5 pts for 1st, 4 for 2nd, 3 for 3rd, 2 for 4th, 1 for 5th places in I, II, III above. Highest total score of (I+II+III) is Ruckus Champ! \$ 150 to 1st, \$ 100 to 2nd, \$ 50 to 3rd.

**MMM CLUB THANKS OUR GENEROUS SPONSOR, TIM BATIUK**

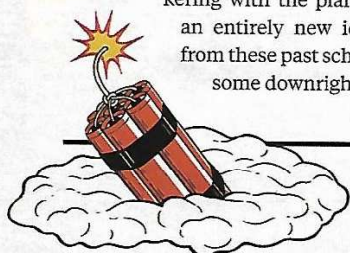
*Details: Don DeLoach [ddeloach@comcast.net](mailto:ddeloach@comcast.net), 719-964-7117 <[themmmclub.com](http://themmmclub.com)>.*



## CLLOUD CONTROL

Everyone complains about the weather. These scientists and inventors set out to change it

**A**S CLIMATE CHANGE churns up extreme weather, would-be geoengineers are proposing revolutionary new technologies to minimize the effects of global warming: Reflect sunlight into space with orbiting mirrors! Absorb atmospheric carbon dioxide with artificial trees! Bulk up sea ice by cooling it with giant pumps! Even proponents acknowledge that such extravagant measures would be risky, assuming they could be implemented. But tinkering with the planet's thermostat isn't an entirely new idea, as you can see from these past schemes—all ingenious, some downright explosive.



### BATTLE PLAN

Soldiers had long observed that rain seemed to follow battles, and common wisdom attributed this apparent link to the smoke and noise caused by munitions. In August 1891, Robert Dyrenforth, a Washington patent lawyer and retired Union Army major, took this idea to its logical conclusion in the first government-funded effort to control the weather. Supplied with \$7,000 from the U.S. Senate and armed with mortars, electrical kites and hydrogen balloons, Dyrenforth traveled to West Texas, where he attempted to create a downpour by setting off a series of loud explosions in the lower atmosphere. He took credit for the precipitation that fell several hours after each volley, but it may be that what Dyrenforth got right was just timing: The rainy season was due to start anyway.

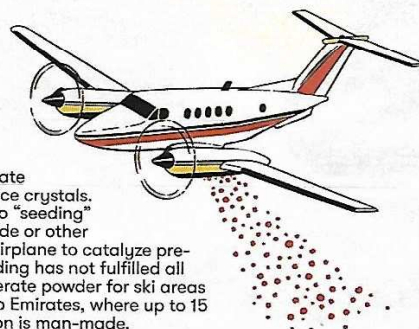


### VINEYARD DEFENSE

For more than a century, farmers around the world have fired hail cannons at the sky to stave off icy precipitation that could destroy delicate crops. (The trend began in the 1890s, when one Austrian winegrower raised a small army to wage "war on the clouds.") The tall conical devices are believed to disrupt the formation of hail by blasting shock waves every few seconds during a storm. While proof of their efficacy is anecdotal at best, hail cannons are still in use at vineyards from California to New Zealand.

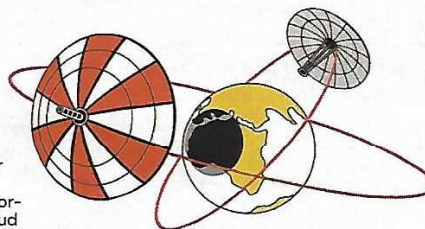
### RAINMAKERS

In 1946, Vincent Schaefer, a General Electric chemist, discovered that dry ice—super-cooled solid carbon dioxide—could be used to create an artificial cloud full of tiny ice crystals. Further experimentation led to "seeding" clouds with dry ice, silver iodide or other chemicals dropped from an airplane to catalyze precipitation. Though cloud-seeding has not fulfilled all its promises, it is used to generate powder for ski areas and rainfall in the United Arab Emirates, where up to 15 percent of annual precipitation is man-made.



### IN THE SHADE

In 1989, James Early, a California engineer, proposed going to the Moon to assemble a glass parasol more than 1,200 miles across that would be launched into space to deflect solar radiation. Other experts have made similar suggestions, including an enormous orbiting mirror or a cloud of millions of umbrella-like spacecraft floating between the Earth and the Sun.



### BLAZING AWAY

James Espy, a 19th-century school-teacher known as "the Storm King," made contributions to the study of cyclones. But he never secured permission to test his most audacious idea: setting massive forest fires to regulate the continent's weather. The heat from weekly blazes in the Rocky and Appalachian mountains, he argued in 1845, would ensure that "it will rain enough and not too much . . . and the health and happiness of the citizens will be much promoted."



### WEAPONIZING WEATHER

"Operation Popeye" was a classified U.S. program that deployed cloud-seeding during the Vietnam War. The aim was to hinder North Vietnamese troops and suppress anti-aircraft fire. Whether the program worked remains in question. But after it became public, in 1972, it prompted a congressional investigation and, eventually, a United Nations treaty forbidding military action intended to cause "earthquakes, tsunamis [or] changes in weather patterns."





SAN DIEGO ORBITEERS  
Howard L. Haupt / Editor  
3860 Ecochee Avenue  
San Diego, California 92117-4266



## WHAT'S HAPPENING - August / September 2020

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- Sept. 20, 2020 - **Orbiteer Outdoor Monthly**  
SCAMPS Field, Perris CA, 8:00 am.  
Feature Event: **P-30**  
Other Events: **E36, Power, HLG and Catapult Launch Glider**
- Oct. 18, 2020 - **Orbiteer Outdoor Monthly**  
SCAMPS Field, Perris CA, 8:00 am.  
Feature Event: **Coupe**  
Other Events: **E36, Power, HLG and Catapult Launch Glider**



NEWSLETTER

VOL. 1, NO. 7

JULY - AUGUST 1965

Editor: Russ Seley, 3821 Paducah Dr., San Diego, Calif., 92117

This is the first of what will be two annual double issues - July-August and Dec.-Jan.

FLASH \* FLASH \* FLASH

First results 1965 World Free Flight Championships, Kaubava, Finland  
July 8-11, 1965

Power: U. S. Team tied with Italy for First Place. Bob Cherny was highest placed team member, placing 8th in a flyoff. The flyoff apparently lasted only one round, and was won by an Italian. Time: 18:40

Wakefield: U. S. Team placed 3rd. Frank Parmenter was 7th in a flyoff lasting two rounds. Winner was a Dane. Time: 20:57

Nordic: U. S. Team finished seventeenth. Individual winner was Brucher of Sweden. His time was 14:22. No other details.

This information came, with our thanks, from Bill Hartill (U. S. Team Manager) by cable to Bob Van Nest of the S.C.A.T. club, by phone to Mrs. Les Hill, by phone to Russ Seley, by scribbles to my secretary, Gloria Clark. Sure hope it came out as Hartill wrote it!

MEETING DATES

Friday, August 13 - North Clairmont Community Center - 7:30 PM  
Feature: Design lecture by  
"The Ol Professor": Walt Mooney  
Don't miss this one.

Friday, September 10 - Feature : "Easy B" Contest - 7:30 PM



CONTEST SCHEDULE

Sunday, July 25	-	Orbiteers Semi-Annual	-	Kearney Mesa San Diego
Monday, July 26 to Sunday, Aug. 1	-	1965 National Championships	-	U. S. Naval Air Atation Willow Grove, Penna.
Sunday, Aug. 8	-	3rd. FAI qualifying trials Orbiteer Sponsored	-	San Diego
Sunday, Aug. 15th	-	3rd. FAI qualifying trials Scat Sponsored	-	Sepulveda Basin
Sat. & Sun Aug. 21 & 22	-	San Valeers Annual	-	Sepulveda Basin
Sunday, Aug. 29	-	Orbiteers Monthly	-	San Diego
Sat., Sun., & Mon. Sept. 4, 5 & 6	-	FAI Semi Finals	-	Turlock

RESULTS - OREITEER JUNE MONTHLY CONTEST

POWER

1st - Les Hill	-	Original -A	11:02
2nd - Bill Thompson	-	Starduster - A	9:48
3rd - Bill Thompson	-	Starduster - $\frac{1}{2}$ A	8:30

NON-POWER

*1st - Tom Ottivell	-	Vencidor - A/2	14:46*
2nd - Don Sloan	-	Mod. Top Kick - A/1	13:37
3rd - Larry Simpson	-	Squire - A/2	12:29

\*New Senior A/2 National Record - Retaken from Larry Simpson! Your move now, Larry.

RESULTS - 1ST FAI QUALIFYING TRIALS - QUALIFIERS

NORDIC A/2

Russ Seley	-	Gooneybird	-	13:37
Larry Simpson	-	Squire	-	12:11
Les Hill	-	Suskin #3 & #4	-	12:07
George Howard	-	Lucifer	-	12:02

WAKEFIELD

Fudo Takagi	-	Original ?	-	13:49
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No one qualified in power.

RESULTS - 2ND QUALIFYING TRIALS - QUALIFIERS

NORDIC A/2

Tom Ottiswell        -        Veridor                -        12:55

WAKEFIELD

Brian Donn           -        Aurora                -        14:24

POWER

Bob Ferguson        -        Original ?            -        12:57\*

\*Qualified by percentage - But only 3 Seconds short.

Note of interest - while our club is not the sponsor, Nat Antonioli has agreed to contest direct qualifying trials for F.A.I. Speed and Team Race. These qualifications will take place at the Cubic Corporations parking lot July 18th, August 1st, and August 15th. Our own Jerry Simpson and Bruce Cronkrite will be trying hard in Team Race. These qualifications are said to be backed by the "S.D.D.F.-G.S.D.C.M.S.P." Freely translated, this comes out something like "San Diego Drink Fast Go Slow Don't Cheat Much Speed Team."

Since we haven't received the results of the two postal meets held during June, we'll just have to sit back and wait for our Midwest friends to act.

Clarence Mather qualified for the FAI Indoor Flyoff at Lakehurst, N.J. These finals will take place during the "Nats", and unfortunately for Clarence, he's buried in his studies this summer at Purdue, and had to forgo the chance to make the U. S. Team. Finishing just behind C.M. was Art Gunnet and since C.M. couldn't go, this placed Art in the finals. You guessed it, Art also had to pass!

ORBITERS OF THE YEAR

Open                Les Hill

Junior-Senior      Larry Simpson

Larry ran away with the Jr-Sr. award, getting off to such a fast start the others didn't give much of a final push to try to upset him. Congratulations to Larry - a fine effort.

The run for the Open award was of course, another story. The last two monthly contests produced an all out battle between Les & Bill Thompson. The May contest saw Bill increase his lead by 2 points - going into the final contest he therefore lead by 4 points.

June 27 was a windy day to say the least. Seven models being lost! Between the two, Bill was the first to lose one, his 1/2A Duster. It was then Hill's turn with his 1/2A job. Bill wasn't about to be outdone, however, as he then proceeded to lose his "A" Duster.

Hill switched to Nordic, after he put up enough time to win Power with the .051 powered version of his unnamed Gasser. Since the wind was very high by this time, Bill, pooped and discouraged from searching for models that went out of sight in 3 minutes, conceded victory to Les.



Les, flying the three minute route of FAI events, could easily keep going. Hill still had his Strato-Streak to fly, but, after losing two, trying for five minute maxes, who could blame him? Besides, Les had his FAI power job in reserve - just in case.

When the dust settled, Les had run up 14 points more than Bill and his 242 total did it.

Congratulations President Hill our 1964-65 Kingpin. Congratulations, too to Bill Thompson, our 1963-64 champ. But then, that's the way it should be - the Old-Timers being upset by the kids.

Again, congratulations to Larry Simpson, too.

Final point standings and the scoring system is presented later in this issue. Let's all make a good try to become the 1965-66 champs.

COMMENTARY ON CLEAR & COLORED DOPES, NITRATE & BUTYRATE - By: Nat Antonioli

In recent years, free flight model structures, particularly in the international classes, have been becoming increasingly more sophisticated in construction techniques and certainly lighter in weight, as increased efficiency of a model is sought by the individual competition modeler.

The following outline commentary was researched and prepared, in an effort to bring to light certain facts and observations on Nitrate and Butyrate dopes, both clear and colored. Method of application is considered to be, brush for clear and spray for colored. No attempt is made to discuss actual application techniques as it is assumed that the individual modeler basically follows directions as printed on the labeled can. Needless to say, temperature and humidity may an important part on the final outcome of any finish, not to mention types of covering materials (tissue, silkspan, silk & sheet balsa skin).

Furthermore, no attempt is made to include the newer epoxy finishes, as not enough experience has been had collectively, to discuss in detail.

Weights

- A. No difference between Nitrate & Butyrate.
- B. Colored dopes weigh over 3 times as much as clear!
- C. Examples -
  1. Weight of colored dope (thinned 50%)  
Equals 1 Oz./Sq. Yd./ Single Coat.
  2. Clear Dope (thinned 50%) equals  
.3 Oz./Sq. Yd./Single Coat. (1 to 2 Mills thick)  
(1 Mil = .001 in.) (Sq. Yd. = 1296 Sq. In.)
  3. Weight of one coat on typical  $\frac{1}{2}$ A Gas Model:  
Clear = .2 Oz.; Color = .6 Oz.Note: Total surface area of typical  $\frac{1}{2}$ A Gas Model  
calculated to be a conservative 950 Sq. In.  
(Model of 300 Sq. In. wing area)

Coverage

- A. Butyrate
  1. 20 Sq. Yds./coat/gal. (thinned 50%)

- B. Nitrate  
1. 12 Sq. Yds./coat/Gal. (thinned 50%)

Advantages - Disadvantages

A. Nitrate

1. Advantages

- a. Less expensive than Butyrate.
- b. Less likely to blush.
- c. Does not shrink as much as Butyrate.
- \*d. Cures faster and can be exposed to direct sunlight faster without risk of warpage of lightweight structures.

2. Disadvantages

- a. Not fire or chemical (hot fuel) resistant.
- b. Less coverage per qty. than Butyrate.
- c. Becomes more brittle with age than Butyrate.

B. Butyrate

1. Advantages

- a. Fire & Chemical (hot fuel) resistant.
- b. More coverage per qty. than nitrate.
- c. Does not become as brittle with age & exposure to the elements.

2. Disadvantages

- a. Higher cost than Nitrate.
- b. Has greater tendency to blush.
- c. High rate of shrinkage will cause warpage of lightweight structures.
- \*d. Cures slower & cannot be exposed to direct sunlight as soon as Nitrate, risking further warpage.
- e. Additional retarder must be added to prevent conditions c. & d. from occurring.
- f. Colored Butyrate has a tendency to split on acute convex and pull away from concave surfaces. (This condition can be reduced by adding a retarder.)

Sources of Information

- 1. W. P. Fuller & Co. "Aircraft Finishes" catalog.
- 2. Government specifications

Note: \*Indicates personal experiences and observations coupled with experiences of other model builders.

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SPACE FOR RENT - .25¢

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## THE OLD TIMERS

By: Bill Thompson

A new aviation magazine made it's appearance during the month of June. Since it will be primarily of interest to the Old Timer fan, a brief review will be given. The name is "Aviation Collector's News" and it is published bi-monthly by Lee Magazines, P. O. Box 5036, Harrisburg, Pa. The format of the first issue looked like this;

1. An air adventure fiction story.
  2. An aviation "Believe it or Not" story called "The Incredible Truth."
  3. Antique airplane three view drawings and specifications.
  4. Stories and pictures of W.W.I aviation.
  5. Biographies of famous aviators.
  6. And for the Old Time modeler, a column called "Gas Lines of Old."
- Very nice plans of the Aero Champ are included, which can be scaled up.

So, you already receive the Engine Collector's Journal, Model Airplane News, Aero Modeler, Air Classics, Model Aviation, Light Plane Guide, American Modeler, Flying, Flying Models and Air Progress, send in your \$3.50 right now. This one is a must for the Old Timer. And while you're at it, send your \$5 for the 64-65 Zaic Year Book. Enough said!

One Old Timer contest was held during June, but the announcement arrived too late to make the last Newsletter. The third Chapter Old Timer Meet was held on June 27 at Sepulveda Basin. The Classes were Class I (.00 to .25) and Class II (.26 to .65) ignition only. The engine runs were 15 seconds ROG with a 3 minute max. The results follow:

### CLASS I

1. Boyer	7:45	Ranger	Arden .199
2. Drouillard	4:54	Thermal Thumber	Arden .199
3. Osenga	3:47	Spook 48	Bantam .19

### CLASS II

1. Swift	7:59	Bombshell	Super Cyclone
2. Lowe	7:04	Brigadier	Forster 29
3. Cover	6:33	Bombshell	Super Cyclone

Contest Notes: The above contest information was supplied by "Champ" Larry Boyer. Thanks Larry and keep up the winning ways. This writer did not attend this meet since the Orbiteers had a club contest, and the last chance for "Orbiteer of the Year" points, scheduled for the same day. Since our editor will probably have some comment and final results of the "Orbiteer of the Year" race, there is no need to go into details on how we made out at this contest. Anyway, from the above times, it can be seen that Art Swift's Bombshell is still going great guns. However, he'll have to go some to catch Larry Boyer whose Ranger has been doing rather well for the last 3 years now! During this Old Timer meet, Sal Taibi was seen checking out his Forster .99 powered Hornet. You Old Timers can probably picture the Hornet. If not, I can't help right now. It would take the rest of this Newsletter.

Latest news department, No. 1. Les Deline will represent San Diego in the Nationals' Old Timer event. Les, and his wife, Patsy will combine a vacation back East with a little Old Timer flying. No. 2, word has it that Mike Taibi is building an Old Timer model. Which one did he choose????? The Strato-Streak, a design by Louis Garami.



Don't forget the Thunderbugs Old Timer Meet. The date is July 11th and the place is Sepulveda Basin. Results next time. See you all there!!!!

### LETTER TO THE EDITOR

History has proven to us that the satisfaction from any activity is in direct proportion to the output of effort. This message is simply and humbly an application of this well-known formula.

We all agree that it is impossible to separate organizational accomplishments of a model club from it's competition success, for they are intertwined, one into the other. Our club's rise in number as well as in stature has been largely dependent on the individual success of each member. Even our members who never compete are anxious to hear results of the efforts of those who do. Competition is a yardstick which lends pride and purpose to our most worthwhile endeavor. If we transmit this individual interest into group effort, we will double the club's morale, as well as increase our chances at competition. Psychological support and physical assistance in flying is immeasurably valuable. A ride back after a long down-wind chase, or a third hand in a hurried field repair is not just helpful, but - "the very essence of our sport!"

Every successful effort must have a direction. Our club should not be without ambition. Our goal is not unique among Southern California Aero Clubs, to place at least one member on the 1966 United States FAI Free Flight Team.

The second round of the United States FAI Free Flight Team qualifications is Sunday, July 11th, on Kearny Mesa. "The longest journey starts with the first step." See you there!! - - - - - Les Hill

Editors Note: As you can see, this letter was written with the thought the Newsletter would be printed on time. Change the dates to the 3rd. trials & don't forget the regionals in September. Remember at least one team member. It's entirely obtainable. RS

### SEEN & HEARD

Gene Wright tells us that he was able to secure the old 13013 AMA number of Jim Saftig. Anyone wanting one of these unusual numbers should find out from Gene just how it is done. However, better luck to Gene with this number than Saftig had.

We have three new members flying with us. Since they're not listed in your club directory, here are the names and addresses, etc. (Suggest you all give them a call to find out what they have you can borrow. Sorta make 'em feel at home) Welcome aboard fellows.

Rodger Jensen  
956 Wilber Ave.  
San Diego, 92109

Parry Rockwell  
4776 West Point Loma Blvd.  
San Diego, 92107  
222-3339

Don Sloan  
4534 Castleton Way  
San Diego, 92117  
279-1513



While we're about names and addresses - make these changes:

Larry Boyer - 4129 45th St., San Diego  
Jerry Simpson - 4451 Paviol, San Diego

Anyone else not receiving your Newsletter? If so, your address is not doubt wrong. Let me know. (But how are you going to know if you don't get this rag? Your problem)

As most of you know, Frank Zaic has been at it again. But to bring everyone up to date, here's quotes from a recent phone conversation we had:

"Hello, Frank?"  
"Yess" - "who's dis?"  
"Russ Seley" - (long pause)  
"Who?"  
"Russ Seley - from San Diego." - (longer pause)  
"Oh - dot Orbiteer news guy?"  
"Ya - dot's rite Frank. Now about the New Year Book, Frank - what's...."  
"I'm waiting for some more plans from England und Germany - und some more dollars - und then vee print."  
"How soon will that be Fra..."  
"About three veeks if vee get enough money to guarantee the printers."  
"Need more advanced orders 'eh?"  
"Ya, vee got about 161 now and only need a few more. Think I better send out another ad mailing."  
"Frank, could you make this an annual publication now? How many would you have to sell to make this possible?"  
"Well - if vee could sell 2,000 at \$5.00 I'll put it out every year." It takes me six month full time to put it together."  
"Send me about 75 of the ads Frank, and I'll attach them to our Newsletter mailing. How about it?"  
"Dot's a good idea, I'll mail them tomorrow. Say, Sonny, dis is your nickle isn't it?"

Right you are Frank! There is nothing in this sport of ours to equal the great series of Yearbooks as edited by Frank Zaic. Every Orbiteer should rip off the attached ad and shoot in your check before you fly again. Someday, this 1965 issue will be as valuable as his first issue. Unless you go through it so many times you wear it out. We'll bet you do just that. And - Frank - forgive the bad attempt at quoting your German accent.

Speaking of Ads, I mentioned to a few Orbiteers that maybe we should run a "Classified Ad" Section. Anything you wanted to sell or buy - advertized for a quarter. Les Hill thought this might be a good idea and said to put him down as follows:

Wanted: At any price, a 3 minute Nordic!

Gene Larson: Collect two bitts from Les.  
If for nothing else, for daydreaming.

Last month, we failed to thank Tom Hutchinson of the San Valeers for providing us with all the Free Flight results from the Cal-Western: Late, but never forgotten, Tom. Our thanks is whole-hearted.



Last month, Larry Simpson suggested that we should run a regular column about  
a "Candid Column" with various items on various subjects. Thought it over for  
several days and then found the perfect solution in incorporating such series:  
Have it written by our Juniors and Seniors! Sheer genius on my part. Besides,  
just that much load off my back. (That's the genius part) Larry has agreed to  
"spearhead" this venture if the other Jr's and Sr's will cooperate. From experience,  
we know this won't be a problem. So, if you're asked a question by one, help 'em  
out. "Candid Column" will be listening to you. P.S. - I doubt they'll call it  
that!

---

Have you seen that hot power man Gene Bach, flying his rubber powered Sparkie?  
wound it backwards the first time!

---

Brian Donn's new unlimited looks great. Made 2 out of 3 Maxes while test  
gliding!

---

Russ Merrill has a new Pethermalizer that looks like an R/C antenna-----what's  
with these rubber types?

---

On the boards and building department:

Nat Antonielli - a 3½ Minute Nordic (Still air)  
Bob Ferguson - a 150 MPH FAI Power job (going down?)  
Donnie Davis - Also FAI power - with an abstract paint job yet.  
Harry Stinmetz - A banana that looks like a Nordic.  
Norm Davison - An indoor scale rocket - needs to break his lease.  
Larry Simpson - A chip glass towline - You're not going to take another record  
away, Tom.  
Larry Boyer & Bill Thompson - An oldtime Standuster, with ignition of course.  
Fudo Takagi & Shimano Haruto:- A scratch built - Scale model - Honda chase cycle  
(rubber powered, of course)  
Howard Harvey - An .01 powered FAI job - complete with built-in automatic camera.  
(When it gets lost all "Harv" figures he'll have to do is develop  
the picture to find the model)  
Walt Mooney - A scale 1/2 Nordic - And that may be no joke!

---

In conclusion - if you sometimes wonder about the value of belonging to a club,  
consider the past two contests (the June monthly & the Second FAI Trials). No  
less than 9 models were lost! However, because at least 15 members spent several  
hours of searching, all were recovered!

#### AERO BIOGRAPHY

By: Bob Ferguson

As I reflect back, model building and flying has been more than a hobby. It has  
been a way of life. Visualize a 4 foot boy getting a 7 foot gas job to a model  
contest (in one piece) using the New York subway and trolley car. We flew in  
parks surrounded by skyscrapers. If you think chasing is bad here, try following  
a thermal flight through downtown Manhattan. (We hadn't invented D/F yet.) The  
"Heros" to us kids were "Shulman", "Tabi", and the "Hot-Shot Club" was the Sky-  
scrapers.

The war found me in the engineering branch of the Navy. My pre-war flying companion  
Harold Schmidt, was lost in the Normandy invasion. I think that this contributed  
to my flying inactivity after the war. I joined Convair when I was discharged  
from the Navy. I directed the flight controls design group for a while. I  
found my modeling experience to be a great asset. I am now a design specialist.



I drove by Kearny Mesa several years ago and noticed several fellows flying strange looking models. Like an alcoholic passing a brewery, I knew that I should have kept going, but I didn't. Watching the Orbiters fly sent me back to the workbench.

The fellows in the club have been bringing me up to date on the latest flying techniques. I would like to thank them at this time. Everyone in the club has helped me at one time or another.

Recently, I have been attending many contests, and I am having a ball. The sportsmanship and comradeship in this hobby is unsurpassed.

### "XYLOBIRD"

#### A Model Looking for a Builder

Sometime late last fall, a group of us were "Bench-flying" at Oscars after a club meeting. Someone suggested it would be a great idea to create a good A/2 as a club design.

After hours of kicking around theories and setting standards, we all went home with glazed eyes and figuring we'd heard the last of it. Not so - . About six weeks later, Nat popped up with the layout and with details yet.

The ship has never been built, and it's a shame. Les Hill and Nat Antoniolli, who produced the design are highly competent in A-2 design. It should be a very easy model to build and should be an ideal plane. For our site and general flying conditions.

To build, it requires a wing form. Les has it and we'll bet he'd be happy to lend it to anyone wanting to tackle the project. Anyone making their first attempt in FAI couldn't go wrong with the "Xylobird" - besides, they'd get all the help they wanted in building and trimming it out.

Now - step right up, first one in the air gets his name etched in Orbi-teer history. By the way, "Xylobird" means 'wooden bird'.

#### PLAN OF THE MONTH

EASY B CANARD - - - - - By: Walt Mooney

The Easy B Canard is an attempt to get an efficient tissue covered model for use under low ceilings and in confined spaces. Because no tail boom is required the model is shorter than most and can still have a longer than average motor base.

The advantages of the initial model appear to be as follows: It is capable of circling in a very small diameter circle, added power (bigger motors) moves the center of gravity forward and keeps the model from stalling, and the aft mounted propeller makes the model less prone to hanging up.

Except for a small amount of clay on the extreme nose for balance with small motors the original model required no trim for flight. It is quite apparent that as the model slows down, the turn tightens up. If the center of gravity is moved aft, the circle will get smaller. Because the motor stick will bow under the tension of the larger motors, the initial power burst is usually quite flat and the model goes about where you point it for a couple of seconds



and then commences to turn in very tightening circles. This tends to keep the model in the center of the room and I don't believe I have had it hit a wall yet. Under a low ceiling, you can launch it in a down direction and the power burst will be spent before it starts to climb.

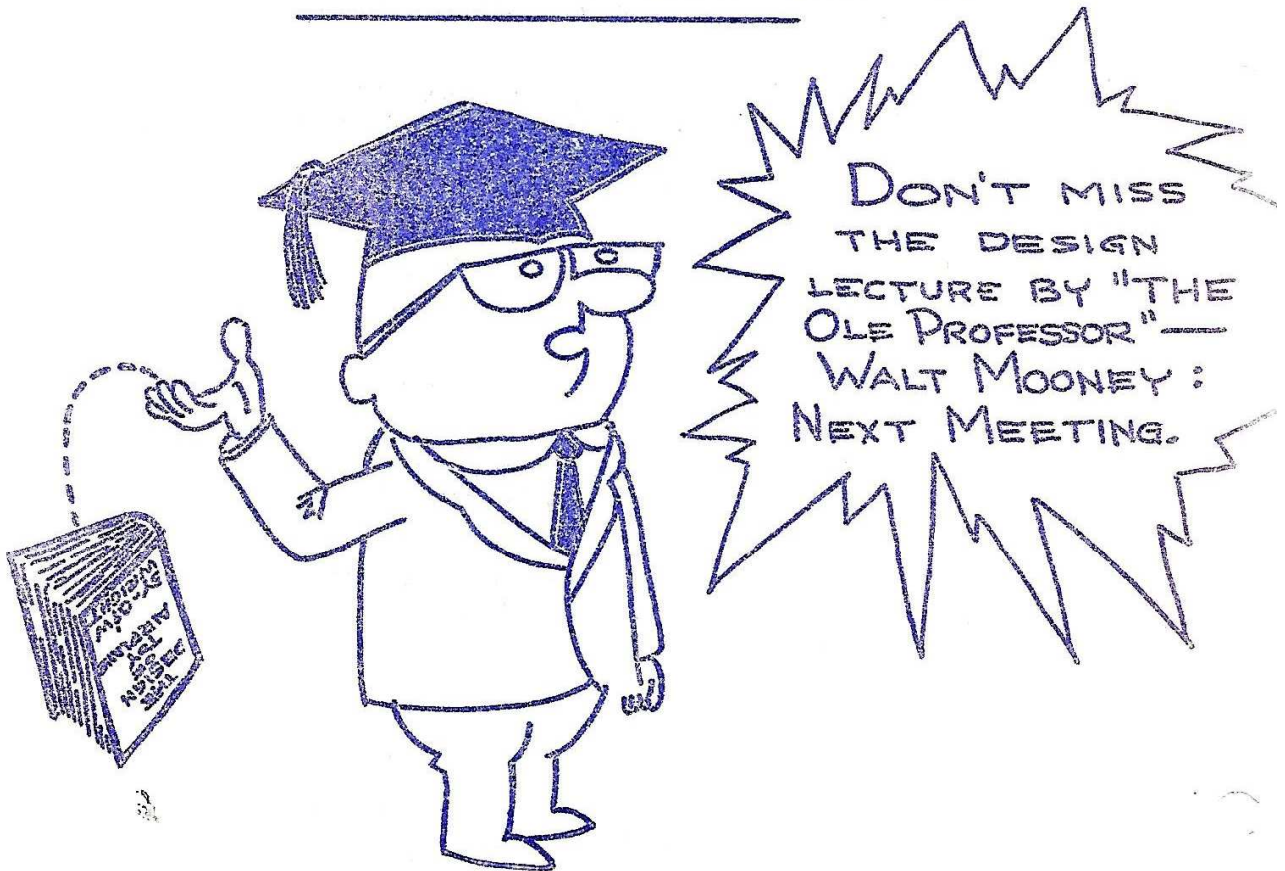
Try to get a smooth covering job. Wrinkles are probably the biggest decrease of aerodynamic efficiency on this model. Keep the propeller light, it's way behind the center of gravity. Cover the wing pylon, in the case of this canard, it's known as a fin.

I tried a 1/32 square stick mounted pointing up and aft from the nose as a ceiling bumper, hoping to make ceiling bumping a pleasurable pastime. Mine was about 6 inches long and I have had mixed results. (it also makes a good hanging hook. Maybe a longer one would work better.)

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#### FLASH

Just learned that Clarence Mather qualified in Wakefield with his "Flapjack." His time was 13:28. Apparently, he drove from Purdue University to Bong Field for their trials. He said also that there were 9 or 10 other Wake's and someone would have maxed out, but short fused his last flight so as to not lose the model. Reported 4 or 5 qualified here.





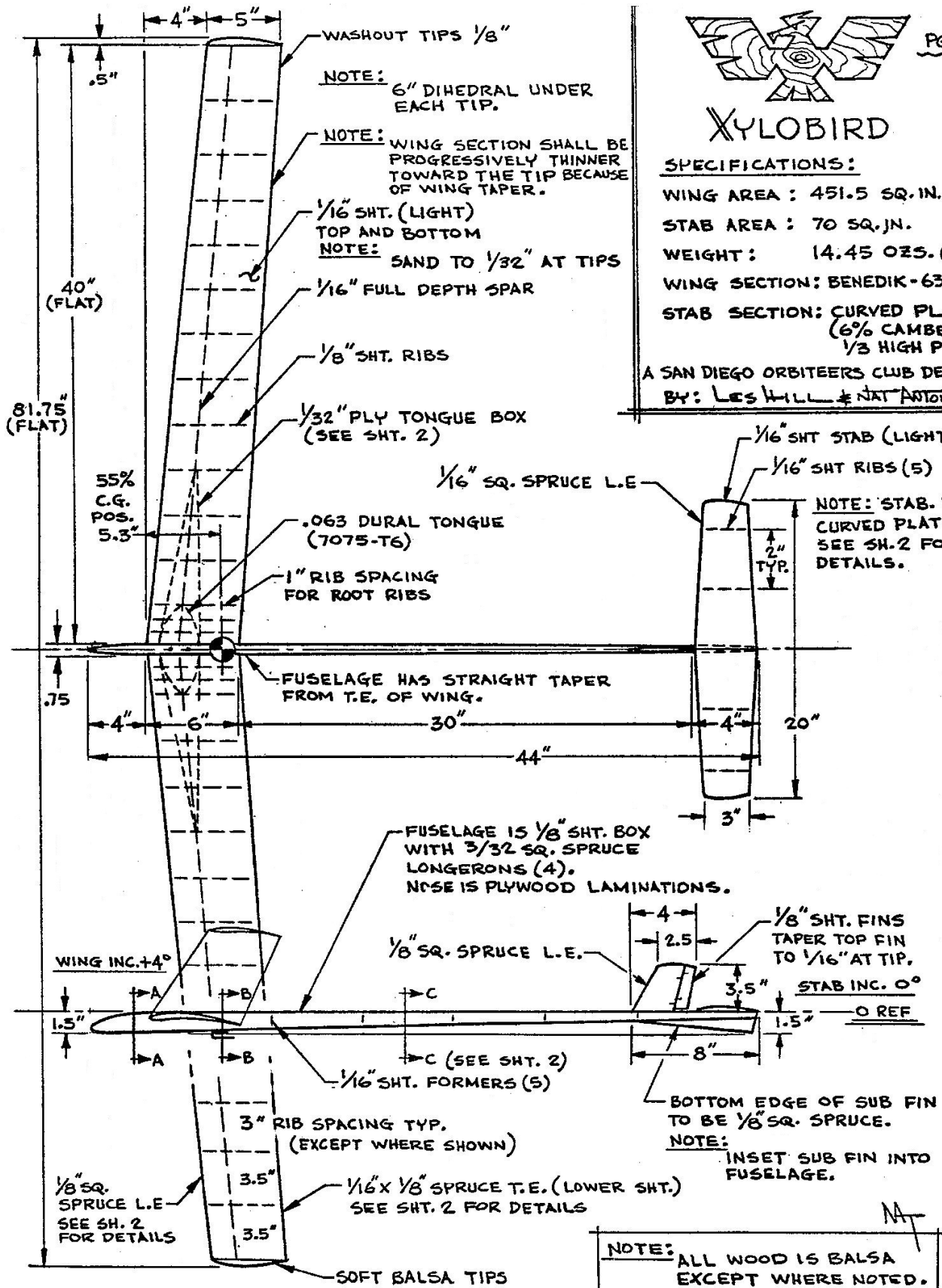


# XYLOBIRD

## SPECIFICATIONS:

- WING AREA : 451.5 SQ. IN. (FLAT)
- STAB AREA : 70 SQ. IN.
- WEIGHT : 14.45 OZS. (MIN.)
- WING SECTION : BENEDIK-6356 B
- STAB SECTION : CURVED PLATE (6% CAMBER AT 1/3 HIGH PT.)

A SAN DIEGO ORBITERS CLUB DESIGN - BY: LES HILL & NAT ANTONIOLI

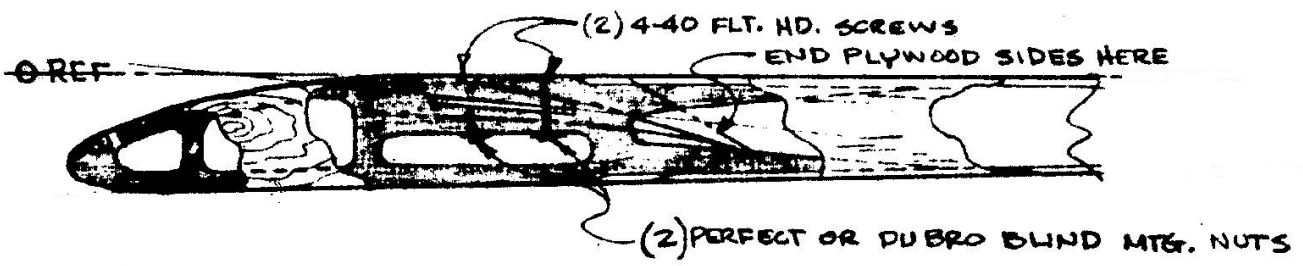
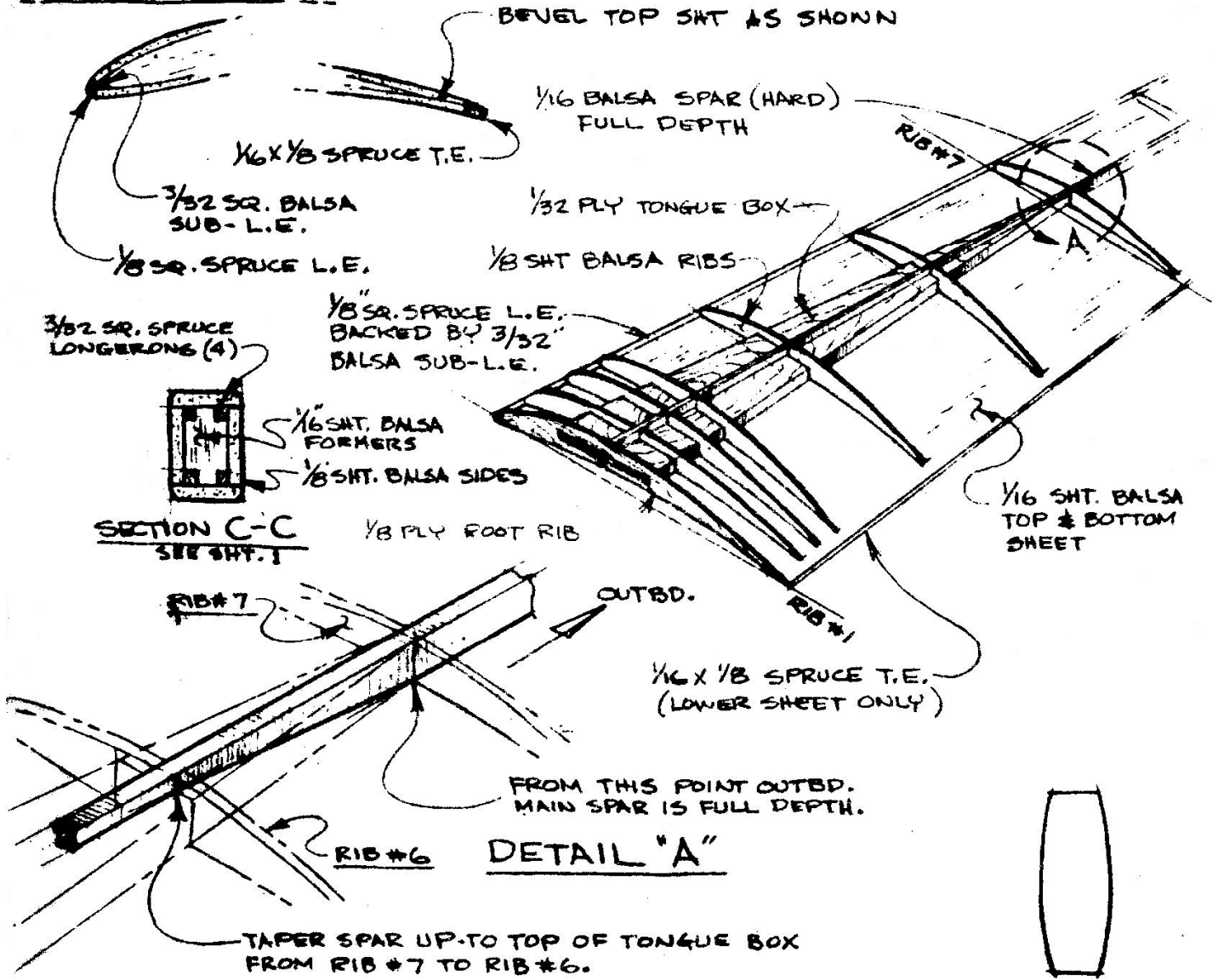


NOTE: ALL WOOD IS BALSAs EXCEPT WHERE NOTED.

# XYLOBIRD - CONSTRUCTION NOTES

FIG. 2

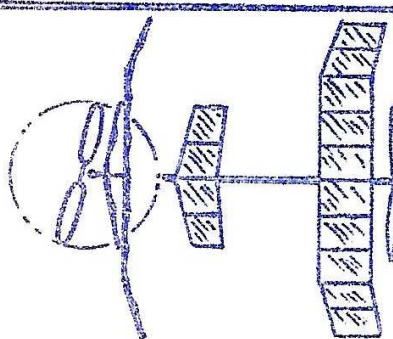
## WING DETAILS





EZB

ALL RIBS  
 $\frac{1}{32}$  SHEET X  $\frac{1}{16}$   
DEEP



$\frac{1}{32}$  X  $\frac{1}{16}$  ON EDGE

$\frac{1}{32}$  X  $\frac{1}{16}$  ON EDGE

$\frac{3}{32}$  X  $\frac{3}{16}$  MOTOR STICK

TRUE LENGTH 14"

$\frac{1}{32}$  X  $\frac{1}{16}$  ON EDGE