

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

JANUARY 2021



Prezs Corner – Mark Chomyn

Happy New Year 2021! Hope your holidays were as happy as possible given these trying times. If your holidays were anything like my family's you probably celebrated in a smaller fashion, though not any less reflective. We've all been through a lot last year and hopefully we'll see a better future in 2021.

We will attempt to plod along with our outdoor contest flying schedule. Our first outdoor contest of the year will be on January 24. Events will be P-30, power and glider. All attending should continue to adhere to the COVID protocols as adopted by USFF. Simply put they are appropriate social distancing, mask wearing, hand sanitation and avoiding attendance when experiencing feeling ill or exhibiting any of the typical COVID symptoms (fever, chills, cough, fatigue etc.)

Our outdoor venue is not your only opportunity to get in some flying. The NFFS calendar lists the S.W. Regionals on Jan. 16-18. And the SCAMPS will be flying at Perris on Jan. 13. So, get on out there and fly if your schedule permits.

I started losing my sense of taste and smell on Jan 1. That was followed by constant cold extremities (hands, feet), fatigue, muscle aches and a sporadic cough. I sent a message to my primary MD regarding the symptoms and he put in an order for a COVID test. Got that test done Jan. 3 and on Jan 5. received a notice that my test was positive. So, I've been sitting here and keeping my distance from my wife. My older son who I visited over the holidays was more fortunate as his two tests came back negative. Bottom line, I probably will refrain from non-essential gatherings (small or large) or errands and appointments until my wife and I get the vaccine. Some say that you get some immunity after recovering from COVID symptoms. But I'm not going to take any unnecessary risks as some also report that you can be re-infected. And, I would not want to be responsible for exposing anyone to what I've had or may have lingering until I'm immunized.

But, enough of my self-proselytizing don't let my situation prevent you from enjoying our great hobby. In fact, despite my diagnosis I've been hitting the garage building area to pass the time. In the spirit of the "let's build something different" mantra, I pulled out an old E-bay purchase and got to work. Remember those Guillows profile series models that sold for a whopping \$0.25 in the 1950's? They were the predecessors of today's better performing No-Cals. I remember getting crash flights of about 2-3 seconds as a kid. Hoping I can do better with the Stormovik (pictured).



Seems we free flighters are still in the AMA's field of vision. If you got a copy of the January 2021 edition of Model Aviation you were pleased to see the article on the Dosalas rubber power, sport free flight by Pat Tritle. With a 21-inch wingspan, the

plane has a sorta-kinda hyper-bipe look and appears very easy to build. Looks like a great candidate for a one design fun fly competition. I'm putting it on my "to build list. No more to say but stay healthy. Keep building and keep flying.

Mark

"Scale modeling has been around a lot longer than many of us may realize. Models have been found in the tombs of Egyptian Pharaohs and those of Chinese Emperors, Leonardo Da Vinci built scale models of many of his inventions just as engineers and architects do today for testing purposes."
- Steve Wilson, Central Arkansas Scale Modelers

BOARD OF TRUSTEES



Chairman

Mark Chomyn(760) 753-7164
chomyn@roadrunner.com

Vice Chairman

John Hutchison.....(619) 303-0785
johnhutchison1@cox.net

Secretary

John Merrill(619) 449-4047
johnmerrill@yahoo.com

Treasurer (Trustee at Large)

Howard Haupt(858) 272-5656
hlhaupt1033@att.net

Don Bartick (760) 789-3773
dbartick@4-warddesign.com

Mike Jester(775) 831-8303
michaelhjester@gmail.com

Mike Pykelny(858) 748-6235
MPykelny@dslextreme.com

Open Position.....(xxx) xxx-xxxx
yourname@volunteer

ORBITEER TASK LEADERS

Competition Director and Score Keeper

Mike Pykelny.....(858) 748-6235
MPykelny@dslextreme.com

Banquet and Social Activity Coordinator

Linda Piazza.....(858) 748-6235
MPykelny@dslextreme.com

Safety Officer & Field Marshall

Open Position(xxx) xxx-xxxx
yourname@volunteer

Web Master

Kathy McLaughlin.....(619) 303-0785
kamclaughlin1@cox.net

Newsletter Editor / Membership Cordinator

Howard Haupt(858) 272-5656
hlhaupt1033@att.net

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:

Howard Haupt
3860 Ecochee Avenue
San Diego, CA 92117-4622

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.

ORBITEER WEB SITE

www.SanDiegoOrbiteers.com

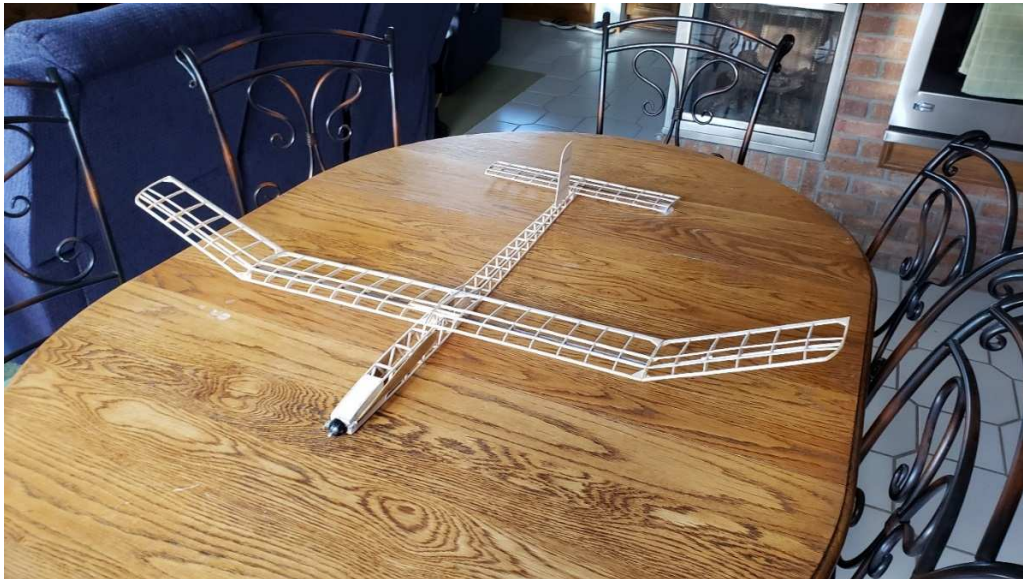
Webmaster: Kathy McLaughlin

Majestyk Coupe - Build Report

By Mike Jester



Last month's edition of this newsletter contained an article I wrote about building this Coupe d'Hiver (F1G) from scratch using a 1991 plan provided to me by Clint Brooks of the SCAMPS club. From now on, I am going to give more serious thought to only building laser-cut kits, unless there is some irresistible scale model like the Mike Midkiff Judy Japanese dive bomber. Cutting, sanding, notching, and aligning all the under-camber ribs for the Majestyk coupe made the build tedious and slow. Have you ever built-in washout when the wing has under-camber ribs? I doubled down on complexity by swapping in a 3 mm OD tubular carbon fiber composite (CF) main spar for the hard balsa wood main spar indicated on the plan. This allowed me to make the high aspect ratio wing (40 1/2-inch span) in two sections for ease of transport and storage. The wing sections of my Majestyk coupe are readily joinable for flight with a 2 1/2-inch-long segment of 2 mm OD CF tube that slides inside the 3mm OD tubular CF main spar. I had to eliminate the dihedral between the two inner wing panels in order to accommodate the wing joiner mechanics. The outer wing sections have the same 3 1/2 inches of dihedral as the wing of my Candy G coupe which has very similar proportions. I hope my scratch-built coupe has enough dihedral.



Bones of Majestyk Coupe Built by Mike Jester

The weight of the finished model as shown on the next page is 58 grams which is not bad given the 70-gram minimum set forth in the F1G rules. I used very hard balsa wood in the motor section of the fuselage since a highly wound 12 x 1/8 coupe rubber motor can generate some significant loads. I eliminated the tapered LE of the stab as suggested by Clint Brooks for ease of construction. The fuselage is covered in Polyspan tissue because it is much more durable than Japanese tissue. The wing and stab are covered with Microlite plastic film to save weight, help resist moisture, and hopefully minimize unintended warps. The fuselage was sprayed with Design Master floral spray paint which is very lightweight.



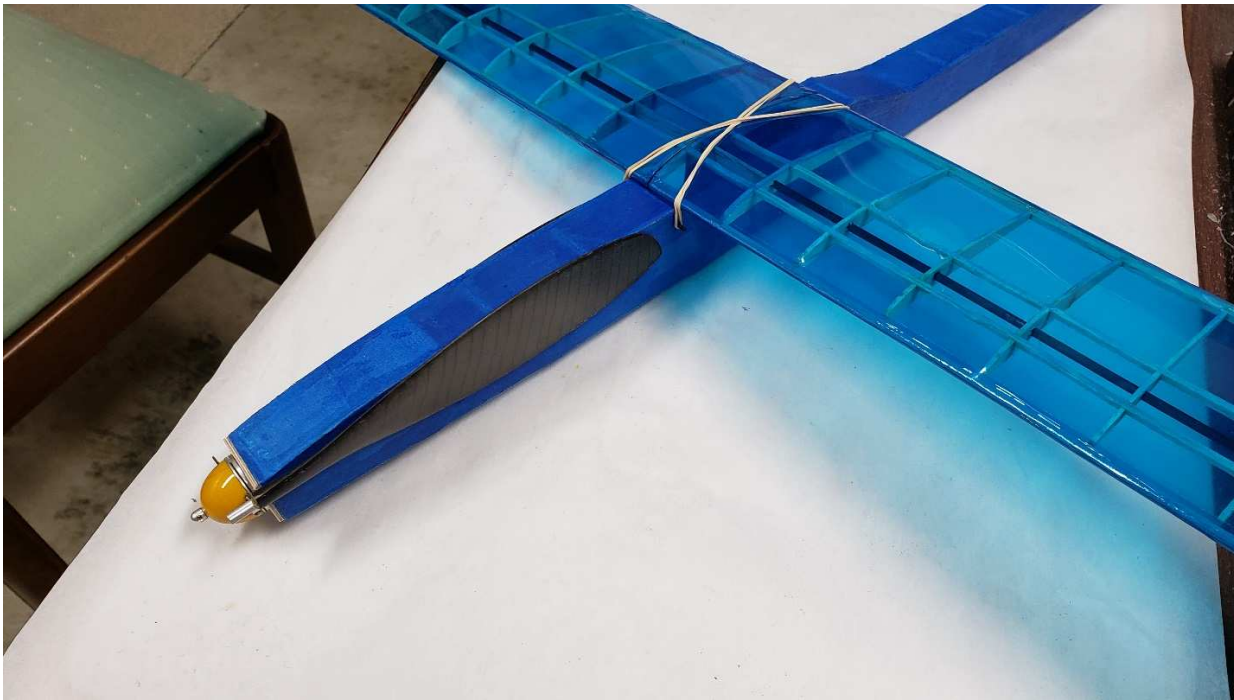


Nearly Finished Majestyk Coupe Built by Mike Jester

I had planned to build a folding prop for my Majestyk coupe using a prop kit from a Retro RC. However, I was concerned that there would be insufficient room inside the nose of the box fuselage to accommodate the dog on the motor hook and the screw stop that it engages. Fortunately, I had an unused 17-inch FIG prop assembly in my inventory that I purchased a few years ago from Starlink-Flitotech. It must have some sort of Montreal stop. No prop assembly I could ever make would be as reliable and efficient as this eastern European masterpiece. I sanded the front end of the fuselage so that the face plate I subsequently glued on to receive the prop assembly will yield nominal down and right thrust. I will need to add shims during the trimming process to adjust the thrust lines in order to achieve the desired power pattern.

I ran into an unanticipated problem. The blade of the 17-inch prop on the left side of the fuselage folded against the leading edge of the wing. I pondered numerous solutions with the input of John Hutchison: 1) change out the plywood face plate on the nose to rotate hub about 10 degrees clockwise (viewed from the front); 2) cut down each of the prop blades by one-half inch; 3) extend the nose; 4) move the wing rearward; 5) mount the wing on a pylon. The hub of the prop assembly has a radially extending set screw that needs to fit into a key slot in the face plate. Changing the rotational alignment of the prop hub of the 17-inch prop assembly in the face plate of the fuselage to lower the position of the blade and clear the wing was unacceptable. This is because the blades would then not fold flat against the sides of the fuselage. Each of the other solutions listed had drawbacks. I finally applied the KISS principal. I made a new plywood face plate that would accept the hub of the 16-inch prop assembly from my Candy G coupe. I can still use this same prop assembly with that model as well.





16-inch Prop Assembly with Blade Folded Against the Left Side of the Fuselage

I will install a viscous timer DT that includes a mouse trap actuator to prevent stab creep. I will also install a little balsa wood box in the fuselage, under the wing, which will hold one of my Walston RF transmitters. Hopefully my Walston retrieval system will allow recovery of this model even if it gets caught in a boomer thermal. Adding all the fiddly bits will probably bring the weight up to the 70-gram minimum. I can always add a little ballast.

If you would like to build a coupe there are many published plans available on the Internet. There are very few commercially produced kits for building coupes. Beginners may want to look into the KIWI-KOOP from BMJR Models and the Souper Coupe from Retro RC. A kit for the Champion Coupe was sold by George Schroedter for many years and you might be able to find one on eBay. You can buy the ribs and plan for Burdov's Candy G coupe from Bob Holman Plans. That same source also sells the ribs and plans for the Winterhawk V coupe. Hummingbird Model Products sells a short kit for the Etienvre which is a 1954 vintage coupe.

If you intend to enter high level FIG contests, none of the models previously mentioned can compete with the RTF and ARF multi-function high-tech coupes made in Russia and eastern Europe that are available from Starlink-Flitotech. They literally climb straight up by keeping the stab incidence at zero during the power burst. They also use delayed prop release, variable prop pitch, "wing wiggler" and auto-rudder functions. I understand that these high-tech coupes are capable of four-minute flights in dead air. Some serious FIG fliers use sophisticated electronic thermal detectors. Keep in mind that any coupe can achieve a two-minute max if it catches a thermal. String together a few maxes and you can win the Orbiteers coupe event.



From the Workbench - John Merrill

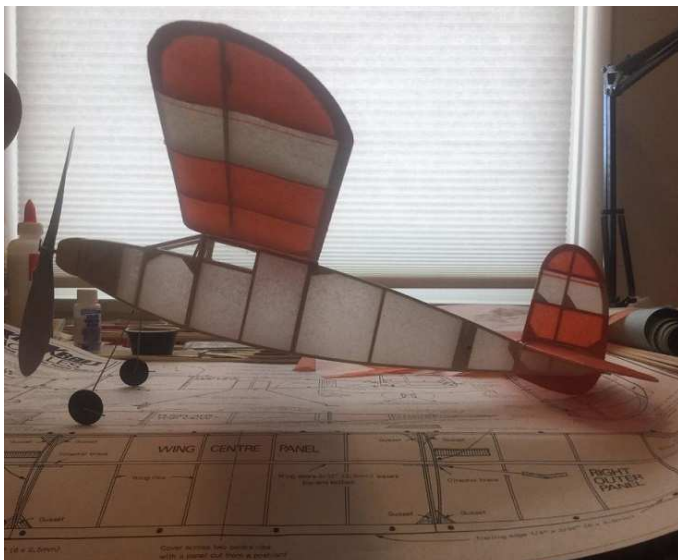
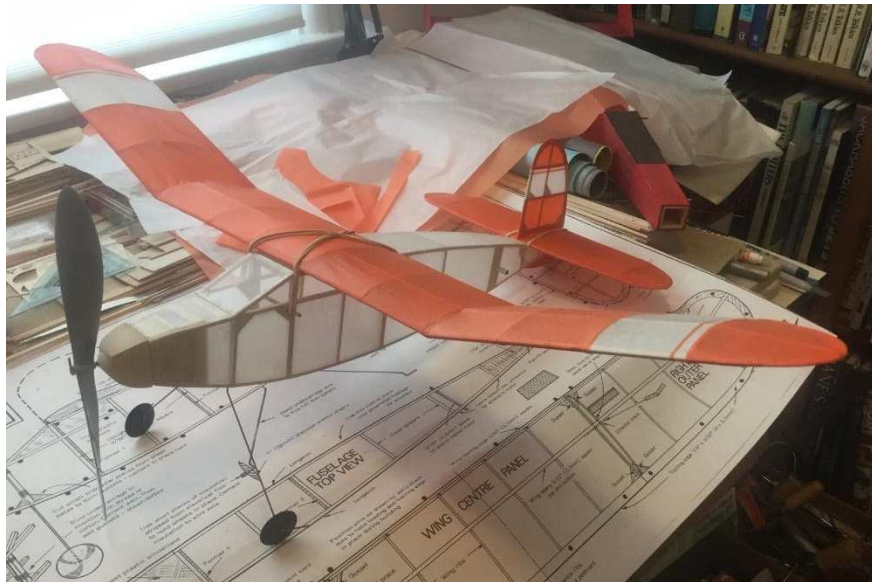


Happy New Year to all my modeling friends!

Last month I submitted a bare-bones model that I started shortly after Thanksgiving, and I actually finished it before the New Year. May not be a big deal to most, but to the world's slowest builder, it seemed like an accomplishment.

This is the KeilKraft 'Achilles', finally done on December 29th. I think she'll qualify for 3 different events: old-timer/nostalgia rubber, 2-bit+1, and small rubber cabin. I don't expect it to be overly competitive in any of those, but hopefully she'll fly a bit anyway.

During these stay at home orders, I hope you are finding some entertainment in building and getting ready for a new year of competition. Given that, what's on your workbench?



Off the Building Board - Don Bartick

I needed to replace my Cyclone .049 powered Super Pearl that I lost at the San Valeers Annual contest at Lost Hills. This was a substantial loss for me. It appears the plane was stolen, in that I had a strong signal from the locator transmitter. Unfortunately, I reached a hill in front of Holloway Road during the retrieval that I couldn't traverse. By the time, I got turned around and rerouted to get back on the line of the plane the signal had disappeared. I suspect that the plane DT'd and landed on or near the road. Leaving it vulnerable for the taking. A prolonged search in the area by me and other flyers came up empty. So lost is lost.

The San Valeers provide merchandize for awards. Since I had won the P-30 event, I had an opportunity to choose a kit from the kit pile. As such, I selected a Satellite 320 kit by Bill Hunter of Satellite City. A beautiful kit with laser cut components from excellent balsa selected for maximum strength to weight ratio. It was a pleasant build. The power source is a new Cyclone .049. The overall flying weight is 7.5 oz. It is sure to be a rocket ship. I can't wait to start the trimming process. Pictures follow.



Three Nite P-30 - Test Flights

By Mike Jester

In an article published in the August 2020 edition of this newsletter I described a simple P-30 model that I designed for beginners that I named the Three Nite P-30. It has a slab-sided fuselage, a flat wing with tip plates, and twin fins on the stab.

I was finally able to put in some higher power trim flights with my Three Nite P-30 at a beautiful free flight field in northern Nevada last October. It is about one square mile of flat grass land with no trees. This flying site is located west of Washoe Lake roughly halfway between Reno and Carson City. It is a landing zone for hang gliders that take off at nearby Slide Mountain (9,000+ feet at its peak). I can fly model airplanes there seven days a week and it is only a 45-minute drive from my home. There are no cattle on the site - indeed the area is not properly fenced to keep them from wandering away. My guess is that the land is owned by the State of Nevada or Washoe County. So hopefully it will not be developed into housing in the future. Reno and Carson City have been growing at a very rapid rate over the past few years.



Three Nite P-30 After Landing at Washoe Lake flying field - October 2020

I gradually ramped up the torque during the trim flights and added down and right thrust as appropriate. It was relatively easy to achieve a 2-minute max with my Three Nite P-30 even though I was flying at an altitude of approximately 5,000 feet. Flights would be longer at sea level due to the increased air density. The performance of my Three Nite P-30 exceeded my expectations. The model has no apparent roll instability issues as some might have thought with no wing dihedral. Here is a link to a video (that you can copy and paste into your browser) of the latter part of one of the flights:

<https://www.youtube.com/watch?v=hxxdQG2ohJ8>

Sorry for the lack of visibility of the model in the video. It was taken with a cell phone camera. This video shows some of the glide phase of the flight. I think it catches some down air during a segment of this video because overall the glide of this model was quite good for a 45 gram "stick and tissue" P-30.

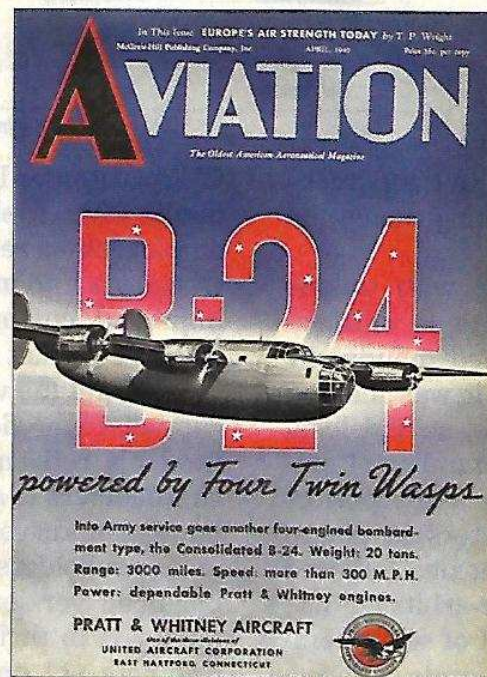
I am pleased that I achieved my goal of designing P-30 that would be relatively easy for a novice to construct and still provide reasonably good performance. I am even happier to discover a really good CAT III outdoor flying site that is close by my home and unlikely to be made unavailable for free flight for a number of years. I was the only flier at the site and probably that will be the case most of the time. In fact, I believe I am probably the first person to ever fly a rubber powered free flight airplane at this site. It is apparently rarely used for flying RC gliders.

There are several P-30 kits already available for beginners. These include the Square Eagle from Volare Products, the Kiwi from BMJR Models, and the Souper from Retro RC. The One Nite 28 has been renamed the Almost P-30 by Wind-It-Up Enterprises, but it is usually out of stock.

I have sketched plans for my Three Nite P-30 design but need to have a professional- grade plan drawn up.

80 YEARS AGO IN AVIATION WEEK

The new B-24 bomber graced the cover of our April 1, 1940, edition as part of an advertisement for Pratt & Whitney, which supplied the aircraft's four Twin Wasp engines. Developed by Consolidated Aircraft of San Diego, the B-24 was conceived as a faster, longer-range cousin to the B-17, designed to fly up to 290 mph and carry a 5,000-lb. (2,268-kg.) bomb for 1,700 mi. Dubbed the "Liberator," the B-24 was mass-produced during World War II and deployed by the U.S. and UK to every theater, bombing Axis targets, protecting maritime convoys, scouting and destroying U-boats and softening German defenses during the D-Day invasion of France. A total of 18,482 B-24s were built before production ended in 1945, making it the most produced bomber of all time.



Read every issue of *Aviation Week*
back to 1916 at:

archive.aviationweek.com

AviationWeek.com/AWST

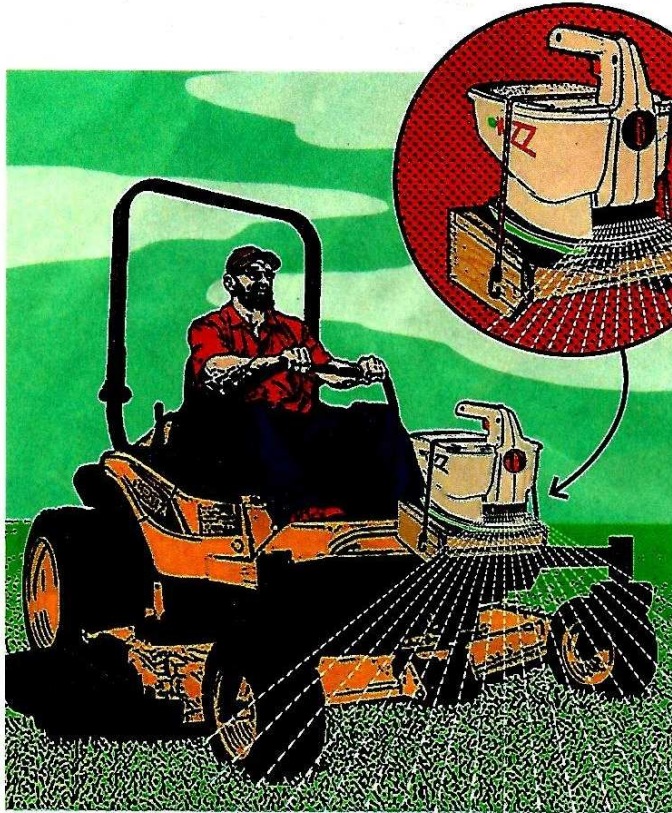
AVIATION WEEK & SPACE

DECEMBER 2020 – PERRIS CA – Photos by Arline Bartick



SHOP NOTES

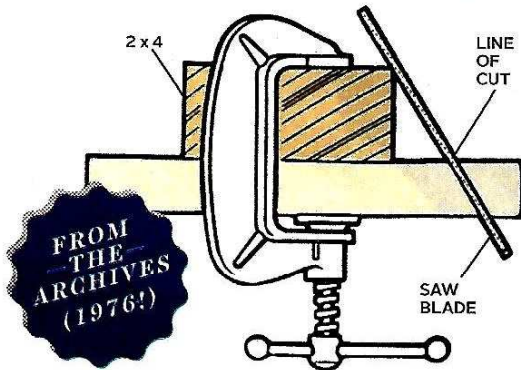
**EASY WAYS
TO DO
HARD THINGS**



READER NOTE

Make a Better Spreader

Reader and Shop Notes devotee Ray Williams of Simonton, Texas, has a large yard and a bad leg. That makes all the walking required to spread fertilizer untenable. So he got the Scotts Wizz electronic spreader and custom-made a mount out of scrap wood to fix the spreader to the front of his zero-turn mower. With the mount holding the spreader front and center on his mower, Ray can monitor the distribution as he drives. Plus, using the ride-on has another advantage over walking the spreader around his yard: He's able to bring the fertilizer bag with him, for refills.



Bevel with a Handsaw

Cutting a bevel the length of a board with a handsaw is not easy—but without a table saw, you may have no choice. Here's a way to ensure a uniform cut: After penciling in your cut line, clamp a 2 x 4 to the workpiece, located such that when the saw blade is rested against the 2 x 4 and aligned with the cut line, it meets the board at the angle of the bevel. Then, hold the saw against the 2 x 4 as you cut.

MAKE YOUR HAMMER MAGNETIC

You can make a hammer more useful—hard to imagine, we know—by adding a magnet to the handle to assist in picking up the (hopefully) occasional fallen fastener. Get a cylindrical rare-earth magnet with a small diameter (at most hardware or craft stores) and drill a hole in the center of the bottom of the handle to accommodate it. Add a dab of glue to the hole before inserting the magnet. Use a plug cutter for the initial hole and you can enclose the magnet for a clean, invisible install.

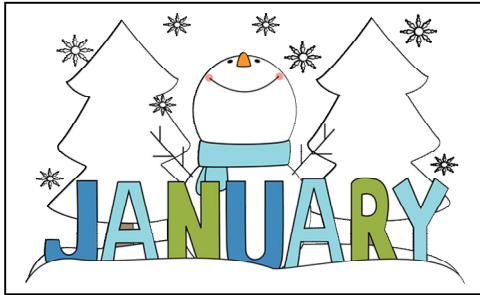


CONSIDER THE CHALK BAG

To keep close small tools or a random scattering of hardware, consider following the lead of Northeast New Jersey's International Alliance of Theatrical Stage Employees, Local 632, by employing a rock climber's chalk bag, which is the right size, designed to hang from a belt, cinches shut, and runs only about \$20.

SPREADER: ILLUSTRATION BY MORNING BREATH

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



WHAT'S HAPPENING - JANUARY 2021

Local Events:

SDO will be flying Sunday January 24TH , Perris CA, 8:00 am to Noon.

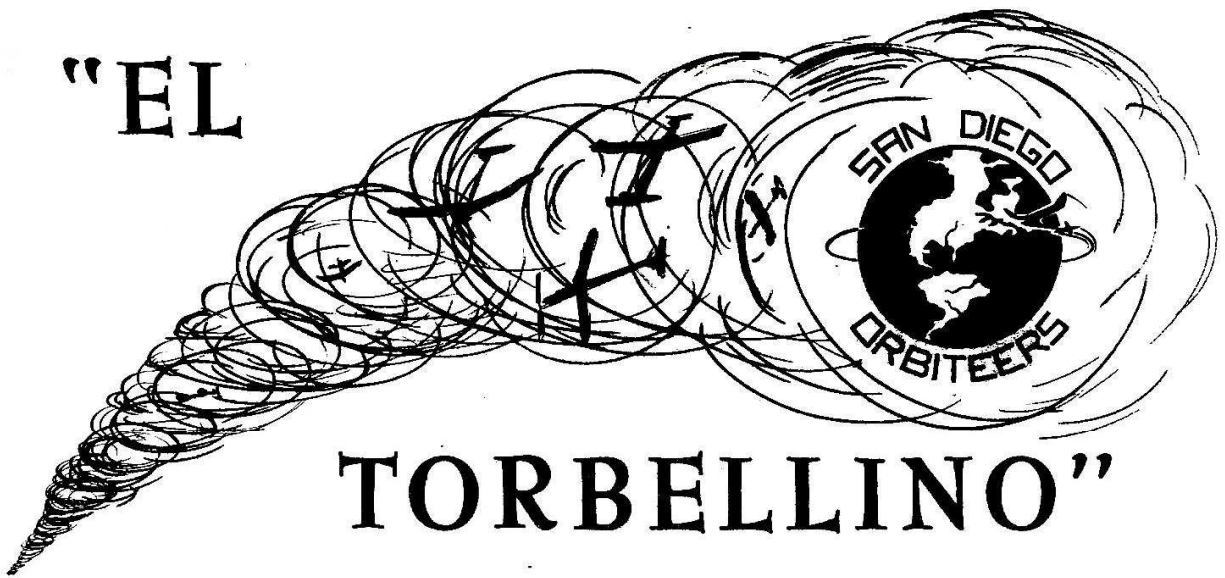
P-30
Glider (Hand Launch, Catapult, Towline)
Power



2 minute max, Glider 90 seconds

See you at Perris CA - - - - - → January 24TH , 2021.

"EL



TORBELLINO"

VOLUME 11, No. 3

March, 1966

Editor: Russ Seley, 3621 Fadsush Drive, San Diego, 92117

MEETING DATES

Tuesday, April 8 -- North Clairmont Community Center -- 7:30 PM
Tuesday, May 13 -- North Clairmont Community Center -- 7:30 PM

CONTEST SCHEDULE

Sunday, March 27 -- San Diego Orbiteers -- Lake Elsinore
Processing starts at 7:00 AM 2nd Annual All FAI, Nordic Team Challenge, & Mc'lange Cup 1 1/2 hour rounds

Sunday, April 3 -- Max Men Monthly -- Lake Elsinore

Sunday, April 17 -- Thunderbugs Old Timer -- Sepulveda Basin

Sunday, April 24 -- San Valcers Monthly -- Lake Elsinore
FA, (AB) C, FAI Power

Sat & Sunday April 30, May 1 -- SBOC ANNUAL -- Taft
(The 1st FEMAASC Team Meet)

May 21 and 22 -- Cal. Western AAA -- Sepulveda Basin
(Everything except Rocket)

Note: Check C.D.'s and at April meeting for date of the Orbiteers April contest.

MARCH 27 * ALL FAI DAY * LAKE ELSINORE

PRESIDENT'S CORNER

by Clarence Mather

Russ Seley suggested that one thing our club could do to publicize our fine hobby would be to put on indoor flying exhibitions to youth groups. Boy's Clubs, Scouts, and Recreation Centers could be included. There are many youngsters (and oldsters) who don't realize there are simple models that can turn in good flights. Hand launch gliders, FZB's and scale models are suitable for demonstration flights in small gyms and auditoriums.

From past experience, I know that such programs are "hits" with the kids. Much more so than static displays and/or talks. Often parents accompany the kids and all go home with a good impression of the hobby. Occasionally someone with enough gumption gets 'bitten by the bug' right then and we have gained a modeler! I plan to organize such demonstrations as soon as our immediate contests are completed.

Speaking of contests, our ALL-FAI Invitational is upon us, March 27, at Lake Elsinore. I hope that you all attend as either fliers, timers, or both! You are needed to make the contest a success, but I believe you'll have a good time in the process. Soooo, see you there!

JOIN THE NFPS

SEEN & HEARD

What's this big thing going on between Russ Merrill & Don Sican? Both claim the other is the world's easiest to time; or the fastest.

Recently, "Fudo" was testing his Wakefield, and having some power trouble. It swooped dangerously low, climbed, and then started to swoop again. Ed Simpson, Clarence Mather, Brian Donn and Fudo ran full tilt to try and catch it before it splattered balsa and tissue across the Mesa. Ed, made a brilliant Willic-Mays-type of one-handed-grab about two feet off the ground, and received the cheers of one and all! Howard Harvey, watching all this from the shade of his Honda, yelled: "Hey, do that again Fudo, I like to see those guys run."

H-E-L-P! We urgently need Titto Paper to print this. Over the past year and a quarter, we have only had to buy two reams, thanks to Gene Bach, McDonald Aircraft and Fiberglass. We're out now and need HELP. For your information, we use about 1 1/2 reams per issue. H-E-L-P!

While sittin' and chompin' at the pizza house following the February meeting, we were all doing what comes naturally to free flieters: Maxing every flight and cussing C.D.'s. All this came to a screeching halt though when Bob Ferguson came up with this: "My Strato Streak is soooo good, it's almost unfair to fly it in Old Timer events!" Perhaps it is - he hasn't done worse than first yet!

Tom Hutchinsca, do you still believe 'they never could fly and can't now'?

Publishing this thing every month (or thereabouts) is really tough some-times. But when your ditto machine breaks down, is repaired, runs out of 'bug juice', breaks down again, and then you run out of paper, man then it really gets ruff. Your February issue still wouldn't be out if Gene Bach hadn't taken the last 5 pages to the McDonald Branch Office and cranked 'em out. Then he and Gene Larson assembled, folded, and stapled the works together. Thanks a lot. RS

The National Free Flight Society, is all but a reality right now! In our opinion, this could be the greatest new development since the AMA itself. It will work within the framework of the AMA and even has John Worth as Senior Advisor.

Several truly dedicated free flight people have worked very long and hard for the past year getting the NFFS set up and rolling. They have written countless letters, worked many, many hours and spent several dollars of their own funds to help start something for all of us to enjoy.

As of now, memberships are being accepted as follows: Charter membership, \$5.00, Regular membership to AMA members, \$3.50 and Regular membership to non-AMA members, \$4.50. Send your money to: Hardy Brodersen, 4729 Walnut Lake Road, Birmingham, Michigan, 48101. Send the mailing tab from your latest Model Aviation as proof of AMA membership.

We know of at least 4 Orbitears who are now charter members. This is a chance for you to get in on the "ground floor", too. Charter memberships will no longer be offered after June, 1966.

"Windlight", the society's publication, is scheduled for it's first issue in July. Decals, membership cards, NFFS scroll, and many other things are also coming along.

LET'S ALL GET BEHIND THE NFFS

CUTLOOK, 1966 F.A.I. Free Flight Commentary. Part II
THE NEW 40 GRAM WAKEFIELD RULE OR: UNNGH, THAT BROKEN MOTOR SMARTS!

by Nat Antonioli

To continue our little treatise, we see the 20% reduction in power for the Wakefield Class will have it's telling effects, just as the power class.

The Motor: Observations of local Wakefield flyers has, more or less, confirmed our early thoughts on the changes in design and flying under the new rules. First of all, it seems best to retain the typical sixteen strand motor set-up. This means the motors will have to be shortened, usually around four inches, or so. The motor tube section can also be shortened by the same amount. Also ten grams taken from the motor can well be spent in beefing up the fuselage. (Overall flying weight of model does not change). Fuselages will have to be stronger, if the next logical step is taken. Yes, you guessed it! Pack in more turns on that motor! Naturally the sound of exploding motors (& tempers?) will fill the air, even more than ever!

Propeller: The next modification or refinement will no doubt be in the propeller. After all, the prop is the very heart of a rubber model. We look to see experiments in flaring and feathering type props, to gain that last ounce of thrust and maximum efficiency over the entire prop run.

This brings to mind the length of the motor run. The people using runs of 40 seconds or less, will probably be hurt less by the new rules. Those using runs of 50 seconds or more may be hurt badly. With a 40 gram motor, the model simply will not have enough 'punch' (we are reluctant to say 'penetration' for fear of being 'called' on its correct definition by the 'experts') in the climb. This will be especially true in windy conditions. A model still has to gain maximum altitude when given limited power or engine/motor run.

Model Design: The next area of refinement under the new rules is parallel to F.A.I. power, that is; a "cleaner" model. Overall drag, both under power and glide should be reduced wherever possible. Most contemporary Wakefields are already quite clean. However, in the area of parasitic drag, there seems to be room for improvement, i.e. attention to better prop folding. Perhaps even going to "outrigger" folding props to keep away from the fuselage. Higher aspect ratiowings and more investigation into high lift airfoil sections may be necessary, in the interest of overall improvement in performance. Talking about Wakefield front ends will always bring up the "Exotic" ball bearing types. We honestly feel that the small increase (2-5%) in efficiency, under power, that these systems may give are cancelled out when overall reliability is concerned. Most of us fly in conditions ~~where the model is over dirt, grit, etc. There is probably nothing~~ more disheartening to a Wakefielder than having that small 2 to 5% advantage cancelled out by getting dirt, sand and grit into a beautiful ball bearing front end.

Auto devices: Obtaining optimum power and glide profiles thru the use of auto-rudder/stabilizer and possibly variable camber wings bear investigation, providing one is inclined towards gadgetry.

Conclusion: The 40 gram rule will see shorter motors, but retaining the same number of strands. Short motor runs probably will give the best power/climb profile. Much experimentation with prop design offers another solution to the reduced power. Refinement in model design, i.e. reduction of parasitic and profile drag, plus further investigation with airfoils, seem more than likely. Auto-devices may come more into play, as in F.A.I. power.

The serious modeler will overcome the new hurdle just as the power flyers will overcome theirs.

Next Month: The A/2 Glider picture, or: "Keep your model on the line as long as you can, but don't run out of sight!

JOIN THE NEWS!

AMA DOINGS

by Gene Bach &
Gene Larson

This month we devote our column to a letter from John Worth, AMA Executive Secretary. There is nothing for us to add except a hearty 'Amen!'

THE MEANING OF MEMBERSHIP

The value of AMA membership is what we make it. Unfortunately, some AMA members dilute the value of their own membership by making it easy for freeloaders. More frequently than you might think, Headquarters has to reject record applications or FAI team qualifications because the individuals are not AMA members! Too often it comes to our attention that someone paid for membership after qualifying, breaking a record, winning a trophy, etc.

Most frequently, however, the Contest Director's report (Form 10) comes to HQ without any AMA numbers being listed next to contestant's names. Random checks reveal that many entrants are not members. In fact, it's constantly noticed that, of groups of fliers known to be buddies, many are not members. At Headquarters it's no longer surprising to learn that some of our best known contest people - many of whom you would bet are current members - have not as yet paid their dues.

The time for checking AMA membership is before an entrant flies! It is important that an AMA sanctioned contest require AMA membership of all contestants. The reason is simple - it's your protection that all fliers are covered by insurance.

~~When the AMA members at a contest have the right to expect that all other fliers are also members - and thus insured. Fliers from out of town benefit from your AMA sanction by knowing that the contest is supposed to be run by national standards; by knowing that, although fliers may have come from all directions, they all have the same basic knowledge of safety practices as provided by the AMA rule book.~~

Your sanction is valuable in that it provides protection from competing meets on the same date and in the same general area. It provides advertising by listing in the official contest calendar. It provides prestige and acceptance by all fliers.

Checking for and selling AMA memberships at a meet may seem like a chore, but it is the best way to build a better AMA, with more activity and more services. You have a dues investment in AMA which should not be compromised by having others get the same benefits from meet participation without having to pay their share. Why put in all the effort to run a meet and award prizes to someone who is content to let others pay his way?

Be wary of the flier who does not have his AMA license number on his model. At least, check to see that he is a current AMA member. If he is, insist that his number be displayed so that others may be comfortable in the knowledge of insurance protection that is provided. But a number on the model is not enough - it may be last year's! The only way to be sure is to check the license. In every case, a current AMA license - either previously obtained or paid for at your meet, is your only guarantee of protection.

JOIN THE N.F.F.S.

IN & OUT

by Fud

FLASH!!! Results of Coupe d'hiver French International Meet at Chavenay, France, February 27, 1966:

1st - Emmann, West Germany
2nd - John O'Donnell, Great Britain
Best US Entry - 8th - Frank Monts (Proxy O'D.)
Orbiteers placed 58th, 91st and ?. Complete results will be available when I get them from Dave Lindstrum. (LATE NEWS: MAKE THAT 59th - 92nd + ? !)

The Winter International Postal Meet run by the Orbiteers in January found us in second place in A/1 due to a last minute effort by Les Hill. Otherwise, we'd have been way down. With the help of Walt Mooney and his Found FE2C, which met Coupe specifications, we managed to get into 4th place.

In H. L. Glider, Larry Simpson maxed out with his unlimited fourth flight over 5 minutes, easily gave us first place. Times put in by Clarence and Fudo was just icing on the cake. Apparently, this glider of Larry's is a good one because he has lost three to date all on maxes, of which two were at Phoenix (Buckeye). This gave him high time over all at the Meet. His club record time now stands at 10 Min. plus which makes him harder to catch. He has promised plans and information.

Eight teams entered mostly from England. However, we did have an entry from Czech in A/1.

Our President turned the February meeting over to the Vice President. Jimmy [unclear] and took care to the [unclear] indoor record [unclear] and manager to [unclear] the nails in the roof to hang up his miko job. Not only that, he lost a lot of sleep.

Saturday evening of the same week-end, I talked him into going up that night to the Indoor Scale meet at the blimp hangers, held on Sunday February 13. This bit of strategy paid off because after an excellent breakfast at the Eaxters and a leisurely trip over to the hangers, his PT-19 took second and had high time of the day, with 2.18. In all, the Orbiteers did quite well with the Mooney's taking two thirds. Brian had fifth and Gene Wright took the best crack-up trophy.

March 4 was indoor time at Madison and another postal battle. We had a good turn out of flyers. Clarence just missed ten minutes with his Easy-B. Nat turned in a 29 in H. L. to lead the group. The way to get to fly at Madison is to have an Easy B or an indoor H. L. One has to compete, no speculators.

Hey, what happened to all of you Coupe builders on February 27 for the Aero modeler postal? Brian had 303 secs. Art Gunnett, 225 secs., then came tail-end Fud, with 132 Sec. All is not lost, 'cause we have an invite to participate in an April postal meet for A/1 and Coupe by the Croydon M.A.C.

Incidentally, Coupes is a bigger event than most people realize, judging by the more than 200 entries at the French International. Also, the Oakland Cloud Dusters are planning to have a Coupe event at Taft in a co-sponsored meet with an L. A. club. So lets get with it. The rules are simple and they are lots of fun. Join the Free Flight Society, I have applications.

THE OLD TIMERS

by Bill Thompson

True Southern California weather was the order of the day for the SCAMPS Old Timer Scale Contest. The date was February 27th, and the place was Mile Square. The rules were simple. The model had to be built from magazine or kit plans published prior to 1943. The plans could be enlarged or reduced, but you had to show your working drawings plus the original ones. The model had to R.O.G. There was no engine run limit. Any type of power could be used. A fellow could fly all day, but his one flight with the highest time was the one that counted. Three beautiful trophies were presented to the following:

1st Place	Johnny Johnson	Heath Parasol	9:23
2nd Place	Kit McNorgan	Corben Super Ace	7:12
3rd Place	walt Ahlefeld	Aeronca K	7:05

Contest Notes: Young McNorgan's flight was made at 1 PM, so you can see what kind of a day it was. Although there were only 6 official entries, there were many more scale jobs being test flown all over the field. As usual, some folks were having engine trouble or scale crack-up trouble. Since 2nd and 3rd place trophies went to fellows who probably were not even born when glow plugs first came out, this would seem to be the type of contest where the youngster has a chance. Walt Mooney has known this for a long time. As evidence, look at some of the contests that Walt has advocated or promoted. There will be another contest of this type at Thermal, California, sometime in May. Johnny Johnson will be the sponsor.

The next Old Timer contest in the Los Angeles area will be held March 22nd at Sepulveda Basin. The hosts will be the Southern California Ignition Flyers. The events will be ignition, glow and a precision event. Any nationally published or kitted gas model in which ignition data was shown on the plans and which conforms to the I2/100 cross section rule is eligible. For the ignition and glow events, engine runs will be 15 seconds with a three minute maximum flight time. For the unlimited engine run precision event (Attention Cavaliers, Buccaneers, etc.) the entrant will be trying for a three flight average of two minutes. Points will be deducted for a D-T flight. For the three events, there will be trophies to third and merchandise to fifth. An ignition engine will be given for high total time of the day. Re-entry will only be permitted in the precision event. Results next time!

From Bud McNorgan comes word of a new model magazine. The format will be similar to the old Flying Aces. The editor will be Larry Conover and the sponsor will be Sig. The name will be Sig Air-Modeler Magazine. It will be primarily for the sport flyer and beginner, but may include some Old Timer stuff. It will be a strictly "for fun" type magazine. Both F.F. and C/L will be covered but no contest ships will be allowed. Each issue will have a full size plan included. It will be a magazine for the majority of today's modelers, but club activity will be pushed. Payment for features or plans will be made in Sig Gift Certificates. These should be great since balsa is now worth it's weight in gold. McNorgan says, "It will be a refreshing change of pace to see a model magazine without slot cars, radio, jet propelled broomsticks and flying hatchets". Could the "flying hatchets" be Stardusters, this writer's favorite modern contest ship???? That's all we know about the new magazine at this time. See you next month!

JOIN THE O.T.N.F.F.S.

MODEL OF THE MONTH

The "Grenade" Outdoor H: L.

by Larry Simpson

The "Grenade" is sort of a happy medium between the large hand launch and the smaller types. The first one was slightly larger than most with the main thought being to obtain a good glide and to aid unstable throwing arms. This was accomplished but launch altitude suffered somewhat. This led to the other extreme. A smaller glider was then built to increase the height, but the glide was not as good as the large one. This led to the size now presently flying. An average of the two, with a larger stab for more stability, more dihedral for a better roll-out and thermal stability. Thus far, both features have worked out very well.

The construction of the "Grenade" is standard as far as most hand launched gliders go, and the plans are self-explanatory. A few items to make a successful hand launch should be explained however.

1. The upsweep in the L. E. of the stab is to aid in keeping the glider at a constant angle in the climb and to make for a better rollout. The theory is, it gives a positive angle in the stab without the zeroing in tendencies.
2. Although it is not necessary, a slight amount of positive incidence (+1°) in the wing seems to help the launch and roll out.

The finish in hand launch is usually what the individual prefers. My own process consists of five (5) basic steps after completion of rough sanding.

- ~~(1) Sand with 600 wet or dry until smooth. (Remove all roughness and burrs)~~
- ~~(2) Apply the coat of clear 50-50 and sand 50-50.~~
- (3) Sand again with 600 wet or dry.
- (4) Apply coat of clear 50-50 and sand lightly.
- (5) Apply coat of fuel proofer to seal finish. This also aids in visibility at great distances.

The basic adjustments are quite simple. The launch is to the right with a left glide. I like to use a slight amount of wash-in in the right, outboard panel and left tab for the glide. After the C. G. has been found, make all pitch adjustments with the stab. I have found by banking the model steeply to the right, I obtain the best roll-out and altitude on the launch. One thing to remember is that patience pays off in the final adjusting of the glider.

Although the "Grenade" is still young, it has done well in the two contests entered. An 11:30 was turned in for the postal meet and 10:09 for high time at Buckeye "66".

As a final note, a D.T. should be used to assure it's safe return. (I've lost three already.)

JOIN THE N.E.F.S.

LET'S HAVE 100% TURNOUT FOR THE ALL FAI THIS SUNDAY—
ALL 51 MEMBERS —EVEN IF YOU DON'T FLY, IT'S WORTH IT
JUST TO WATCH, TIME, & ENJOY THE VERY BEST IN ACTION.
WHEN TIMING, RECORD IN TOTAL SECONDS, INITIAL ALL FLIGHTS
& ATTEMPTS, THEN RETURN CARD TO OFFICIAL RECORDER WITH-
OUT DELAY. DORIS CRONKHITE & BARBARA SIMPSON
ARE AGAIN GOING TO PUT IN A FULL DAY AT THE OFFICIAL
TENT — WE MEN SHOULD ALL SHOW UP, AT LEAST.

L.E.

Wing: 18 x 2 1/4

Stab: 7 x 2 3/4 x 1/16

Fir: 2 1/8 x 1 1/2 x 1/16

All Wood Should
be 6-8 lb. Stock

Finger Rest - Either Side 1/8 Sht.

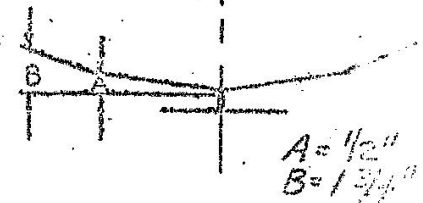
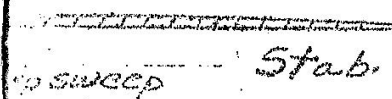
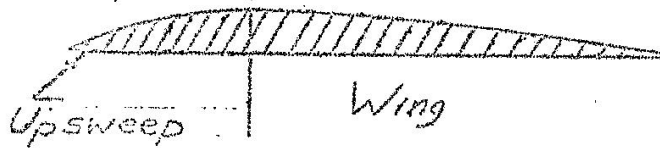


Fuse: 19 x 5/8 x 1/8 Spruce

Clay for
Ball.

35% H.P.

Dihedral



3-17-66

"GRENADE"

DESIGN & DRAWN BY
SAN DIEGO ORDER

SIMPSON, L.E.

SCALE: 1/2 & FULL

MARCH 1966