

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

FEBRUARY 2021



Prez's Corner – Mark Chomyn

It's that time of year when football fans suffer post-Super Bowl depression. For most, when your favorite sport goes off season you may feel a little down in the dumps and wish for next season. Or, spend a lot of time watching last season's highlights replayed on ESPN or other sports channels. But we free flight enthusiasts who live in southern California are lucky to have a season that allows us to pursue our sport/hobby year-round.

In a sense, our hobby is not only a sport but is also an activity that provides us a form of physical and mental therapeutic benefit. Ever notice how you seem to lose some tension when you go out to the field to fly? Doesn't that chase after a max flight seem like a pleasant stroll (especially with the plow-in of the mulch piles)? And doesn't it pick up the pulse rate a little when you come to the field with a new build and watch it fly rock steady right off-the-board? I can't imagine having to live without the ability to build and fly free flight model planes.

So, if you are looking for an excuse to go out and fly and experience the great benefits of our hobby/sport, don't pass up the Orbiteers February outdoor monthly on February 21st. Events will be coupe, glider and power. For those who like a good road trip there's also the Presidents Cup in Eloy AZ. Unfortunately, per the NFFS calendar, it's on the same day (Feb 21st) as the Orbiteers monthly so for some of us we'll need to decide which event we want to attend.

For myself, after having a mild bout with COVID-19, I can't wait to get out and fly. I got my first round of the vaccine on February 10th and will get my second round on March 3rd. After completing the vaccinations I'll be good to go and back out on the field in March. I'm going to try and get a new old time/nostalgia plane done for the March contest. The Miss Canada Sr. I usually fly is looking a little tired and I need a reason to get that increased pulse rate feeling I mentioned above. In the spirit of building something different I've got a Scientific Yellow Bird kit that I can copy the plan and parts from and avoid cutting up the original kit. See you in March.

Last month I mentioned that I was building an old Guillows profile model (Stormavik) and included a picture of the project in progress. Well, I finished the build as shown and I have to admit that: 1.) It looks a lot smaller than it did when I was 10 years old in 1959, 2.) It looks a lot better than the plane I built in 1959 and 3.) it will get flights of 10-15 seconds (about 10-15 seconds more than I got in 1959) on 300-400 hand winds of the six-inch long 3/32" Tan Super Sport rubber. Substituting a gray 4-3/4" Peck Polymers for the red Guillows prop really helps. Of course, knowing what a CG is and what it means in balancing a plane (didn't know that in 1959) also doesn't hurt. It was a lot of fun to get that nostalgic feeling with this simple build.

Oh, by the way, it is February and that means Valentine's Day. So, don't forget your significant other.



(Prez's Column from previous page) Especially if they accompany you to the field for moral support and know how to handle a stopwatch.

Stay Healthy
Mark

Flight Reservation Systems decide whether or not you exist. If your information isn't in their database, then you simply don't get to go anywhere. - **Arthur Miller**

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kamclaughlin1@cox.net

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ORBITEERS MEMBERSHIP DUES

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

Submit Dues to Club Treasurer:

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.

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www.SanDiegoOrbiteers.com

Webmaster: Kathy McLaughlin



Building with Permanent Magnets on a Metal Building Board

By Mike Jester

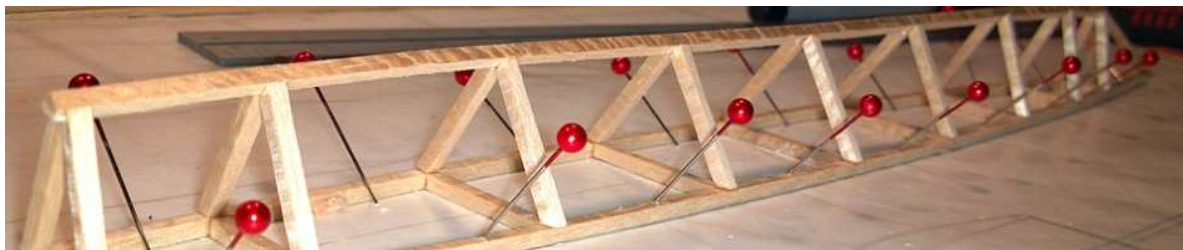


Building balsa wood frames for model airplanes using magnets is an old idea. I remember Jerry Sullivan of the Scale Staffel FAC club in San Diego singing its praises to me many years ago. A rectangular piece of sheet metal serves as the building board. The plan for the model airplane is laid over the top of the sheet metal. Then the plan is covered with translucent non-stick parchment paper. This paper has sufficient transparency to allow you to see the lines on the plan. The balsa sticks, ribs, formers, etc. are held in position over the plan using magnets. Glue can be applied to these pieces before they are secured to the metal sheet with magnets, or after they have been aligned on top of the plan. This method of building balsa wood aircraft frames is much quicker and easier than the traditional technique of using a foam board and inserting pins to hold the balsa wood pieces.



Coupe (F1G) Fuselage Side Under Construction on Metal Building Board Using Magnets

Pins should never be stuck through balsa parts as this will weaken them. The alternative is to lean the pins against the balsa parts as shown in the photo below. However, this can crease soft balsa and weaken the same. Some people pin balsa scraps against the framework but this is a tedious extra step. Most people use straight pins. Others use pins with specially shaped cylindrical plastic holders. I have a pin phobia. I don't relish being stuck in the finger with a pin.

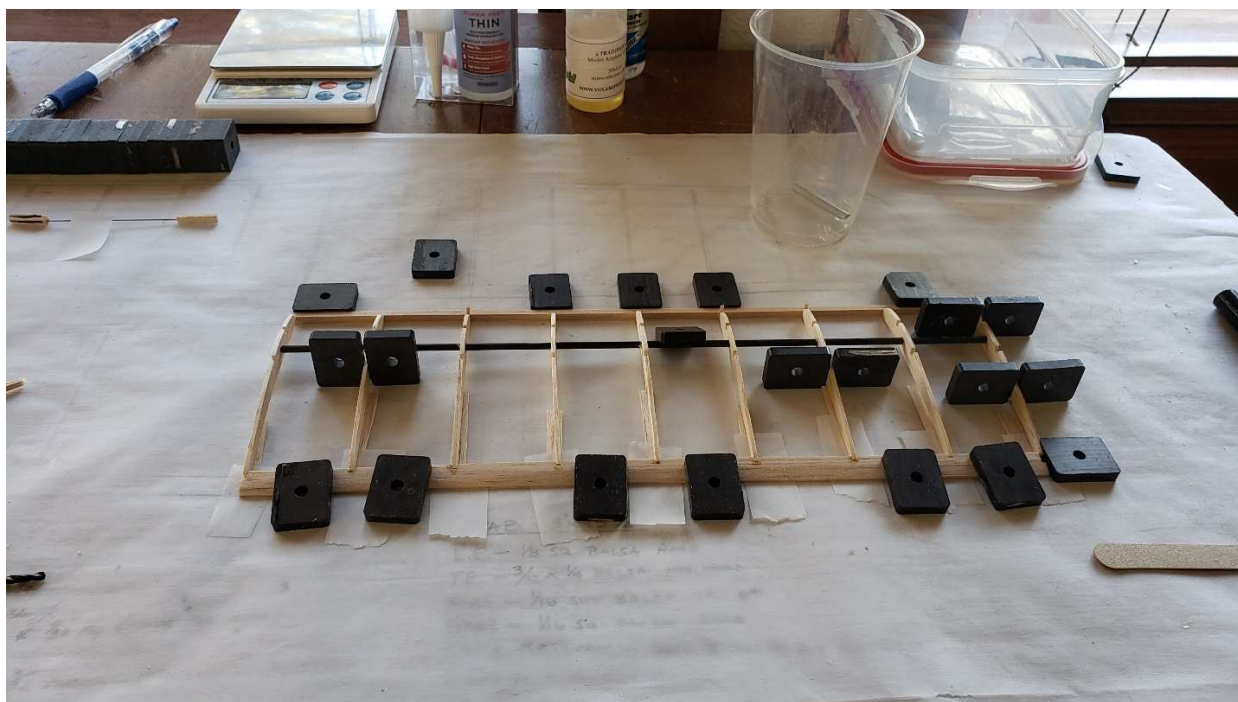


Straight Pins Leaning Against Triangular Stick-Built Balsa Wood Fuselage



You can buy a piece of sheet metal from HOME DEPOT or LOWE'S and cut it to the desired size. However, the sheet metal will end up with very sharp corners that need to be filed smooth. Cutting the sheet metal with tin snips can add curvature to the metal sheet, which then needs to be hammered out. You can also purchase suitable rectangular permanent magnets that measure 1 x 3/4 x 3/16 inches like those pictured below. These magnets are also relatively expensive when purchased from a hardware store.

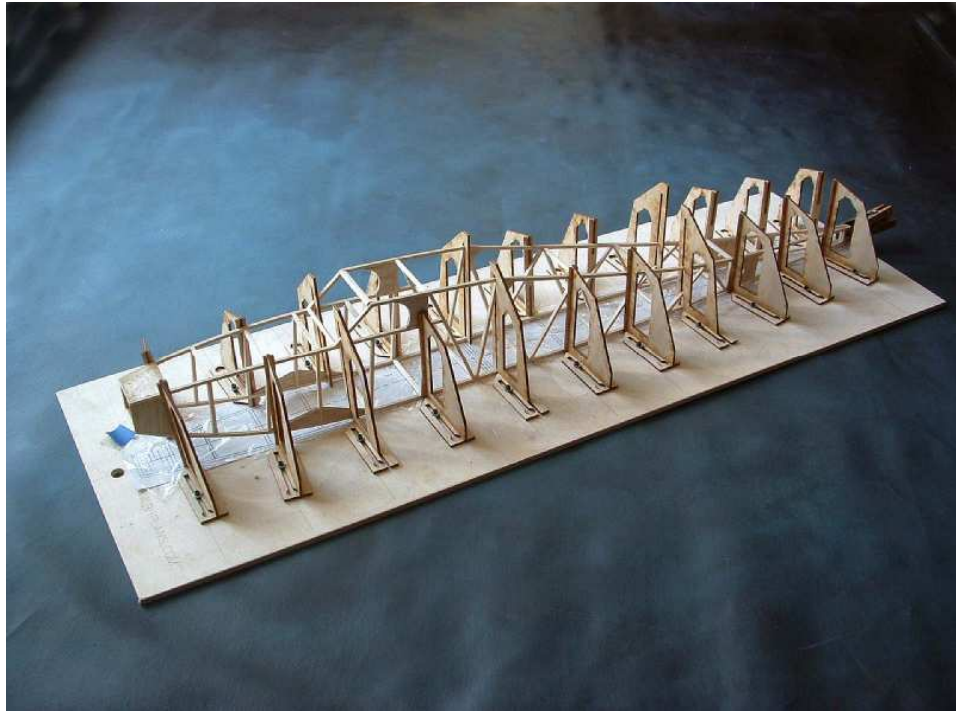
You can save time and money by purchasing the Magna- Board™ system from Easy Built Models. I recommend the larger size sheet metal board that measures 13 1/2 inches x 32 inches. The sheet metal board is very flat and comes with nice beveled corners and smooth edges. Since the rectangular piece of sheet metal is flexible, you need to support it on a rigid flat surface. A thick piece of particle board will typically be very flat and can be used if your work bench or building table has a sagging curved surface. An added benefit of building with rectangular magnets is that you can stand them on their edges and they will hold fuselage sides, ribs, etc. perfectly vertical as shown in the picture below.



Rectangular Magnets Holding Wing Ribs Vertical

Don't cover the plan with clear plastic wrap as cyanoacrylate (CA) glue will strongly adhere to the same. Parchment paper has a Teflon coating or similar material that greatly lessens the ability of CA, Duco cement, Ambroid cement, white glue, etc. to stick to the same.

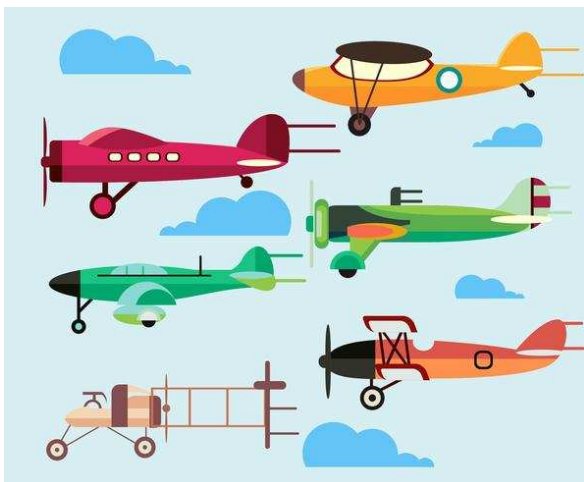
If you want to avoid the dreaded "banana boat" when building a mid-size or large box fuselage you may want to use some laser-cut plywood jigs. The picture below shows jigs of this type sold by Bob Holman being used to build a fuselage that is straight and square. While the jigs in this picture are bolted to a thick non-metallic building board, similar jigs are available from Retro RC Models that are configured to receive permanent magnets that hold the jigs on a metal building board.



Plywood Jigs Being Used to Build a Straight and Square Box Fuselage

Building a fuselage with a round or oval cross-section, such as the fuselage of a scale WWII fighter, is a more complicated process. There are various methods for doing this, such as the keel method. Techniques for building non-square fuselages are beyond the scope of this article.

If you try building your balsa wood model airplanes with magnets on a piece of sheet metal, you will surely give up building your models using pins and a foam building board.

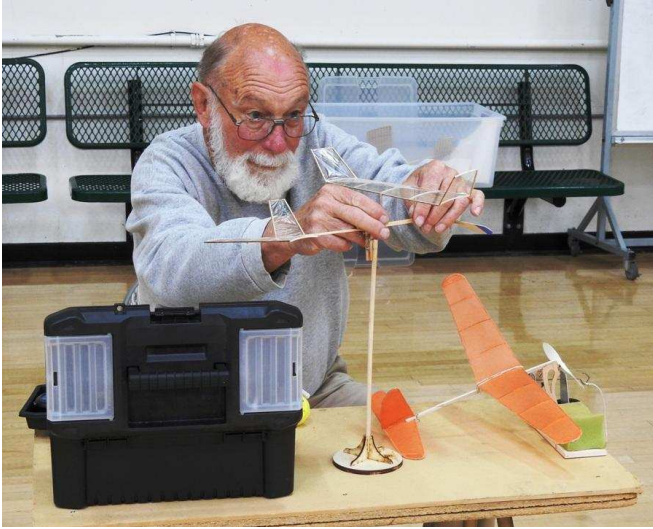


- In Memorial -

Don Brent

1941 - 2021

Born, October 15, 1941; attended Helix High School and San Diego State University.



SAN VALEERS 72st ANNUAL & 38th ANNUAL 7 ROUNDER
April 10th & 11th, 2021 - LOST HILLS, CA.

A NFFS NATIONAL CUP, AMERICAS CUP & AMA AA SANCTIONED CONTEST
(SCAMPS/SCIFS contest same weekend with SCAMP CD Dan Heinrich aeronutd@cs.com)

AMA CAT II & NOSTALGIA CAT II (WEATHER PERMITTING)**

SATURDAY 8 TO 5
1/2A GAS
B GAS
C GAS
1/2A Nostalgia**
E-36

SUNDAY 8 TO 3
A GAS
D GAS
ABC Nostalgia**

BOTH DAYS
P-30, HL & Catapult Glider
1/2A Golden Age
Nostalgia Rubber
(all flights same day for each entry)

F1A NORDIC - FIB WAKEFIELD - F1C/F1P POWER- F1Q SATURDAY 8 AM TO 3 PM (7 rounds)
1st Round at 8am, F1A, B, C, P, Q 240 secs. All other rounds 180 secs. Flyoff begins at 4:00pm

F1G - F1H - F1S - F1J SUNDAY 8 AM TO 11:45 Tie breaker flyoff to the ground 7:30 to 8:00 am.
Standard (5 rounds 45 minutes long starting at 8:00 am, 120 sec maxes) 2 FO flights starting at 1:00 pm. If tied after 5 flights and 2 FO flights than tie breaker flight determines winner.

VINTAGE FAI

SATURDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

HUNTER MEMORIAL SUNDAY MORNING(weather permitting)-Sponsored by Mike Thompson
RULES: Any gas free flight airplane. 15 second VTO, 12 second H.L. Highest single flight time (no max) Starts Sunday at sunrise with 1 hr window (start time announced). Entry fee (\$1.00 per flight)

****NOSTALGIA** per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1st 3 flights, 7 & 9 secs on all flyoff flights. Classes scored separately for National cup but awards given for 1/2A Nostalgia and ABC Nostalgia combined.

1/2A GOLDEN AGE 1/2 A Models from 1957 to 1969 Engines: TD OR HH .049/.051, motor runs same as Nostalgia

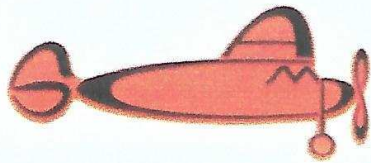
MERCHANDISE AWARDS (engines, kits, fuel, wood, \$\$\$, etc)

Hornet .051 donated by T. Thorkildsen (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)***

AMA/NOST CD: Terry Kerger (626)260-6292 email: Terry@civiltec.com
FAI CD: Mike Thompson (805) 404-6173

AMA & Nostalgia: 1ST event: \$10.00, Additional events: \$5.00 per event or \$35 unlimited entry, JRS FREE, FAI events: 1st event \$20 and additional events \$10.

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"



SCAMPS & SCIFS Texaco

April 10th & 11th 2021 – Lost Hills, CA - A.M.A. Sanctioned Contest
—Run in Conjunction with the San Valeers Club Annual—

Saturday: 7:30 AM to 4:00 PM. Sunday: 7:30 AM to 3:00 PM.

****** Any event can be flown on either day, do not have to finish same day! ******

1/2 A Texaco

(3cc fuel, best one of three official flights, 7:30 AM to 10:30 AM any glow IC engine .051 or smaller)

Gas Scale

O.T. Small Rubber Fuselage

(3-minute max)

O.T. Large Rubber Stick

(5-minute max)

.020 Replica

(Engine run is 12 sec. HL, 15 sec. ROG, 3 minute max)

Pee Wee Antique

(2.2cc fuel, best of three official flights, any .024 or smaller IC engine)

**** 1/4 A Nostalgia**

Dawn Patrol Texaco

(7:30 AM to 10:30 AM, best of 2 official flights 1/4 ounce of fuel per pound of model)

30 Second Antique

O.T. Small Rubber Stick

(3-minute max)

O.T. Large Rubber Fuselage

(5-minute max)

*** A/B/C Fuselage**

*** A/B/C Pylon**

***** Old Time HL/CL Glider**

Twin Pusher Mass Launch (Sunday 8:30)

**** Electric Nostalgia**

*****OT HL/CL Glider can be launched overhand, discuss or catapult. No modifications can be made the plan form other than a hook added for catapult launch. Modifications for DT okay as long as plan form is adhered to. No Scaling. For Catapult launch, a 9" loop of 1/4" rubber may be used on a 6" stick (two 9" loops of 1/8" rubber may be used). Up to 9 launches for 3 two minute maxes. If you have 3 maxes, fly till you drop a flight.**

****All Nostalgia Events, (10 Second Hand Launch, 13 Second VTO or ROG, then 7&9 seconds), 3 minute Max**

***SAM Power events to be flown using SAM Rules. 20 Second engine run hand-launch, 25 seconds R.O.G. 5 Minute maxes (weather permitting). Rubber ties will be broken by increasing Max times (weather permitting)**

\$5 entry per event. Cash prizes 1st through 3rd, \$5 for each person you beat in the event.

CD - SCAMPS, Dan Heinrich (909) 593-5789 AeronutD@CS.com

From: Roy Smith <aeronut@kos.net>
Date: Feb 17, 2021 5:02 AM
Subject: A Postal P30 Contest
To:
Cc:



Hi everyone,

A friend of many of us, Jim Moseley, is suggesting that - if there is enough interest - he will run a postal contest for P30s in 2021/2022. here is what he has suggested so far:-

P30 Postal, anyone ?

With the widespread popularity of P30s I am wondering if there is interest and likely support for a Postal event for such and I ask your thoughts and opinions.

*Balsa airframes, commercially available f/w props, no auto surfaces, 10g motor, etc. 2:00 Maximum, if three such achieved then ongoing 2:30 flyoff flights until that time not achieved.
Models to be flown any time within a given period, not necessarily all on same day. Entries can be made with as many models as you have. Some national rules specify 50g minimum weight, do those flying P30s to this loading find much performance difference to the 40g's? Any need for a "K Factor" to even things up?*

Flying period ... example, May 1st. to April 30th allows flyers in both hemispheres to fly in summer conditions – but is a year too much to maintain interest? Suggestions ? Any flyers south of the Equator? Scores, photos, anecdotes emailed to organiser (me!). Prizes ... just the accolade of fellow enthusiasts, unless a sponsor appeared upon the scene.

Am seeking opinions and suggestions pertaining to above details; please email me by month end at jjmoseley@look.ca

I have suggested that the period could be August 1st 2021 to February 1st 2022. That way those in the Northern climes would have late Summer and Fall - into Winter, and those in Southern climes would have late Winter and Spring - into Summer. Both would get about 2 months of flying weather, maybe more if they were lucky. Those close to the equator probably don't care what time of year it is. What about multiple entries with the same model? How about similar events for other models?

Even if you personally don't have an interest, would you pass this on to as many as you can, in as many far flung parts of the world as you can. Let's see what interest there is - Jim's email address is in the quoted section above. Even if this misses Jim's deadline I'm sure he would appreciate all the input he gets.

Thermals Roy



From the Workbench - John Merrill

I'm still a bit amazed what can be done when you are under Stay At Home Orders. I still maintain I'm a very slow builder, but I've finished up another plane. This one is an older Gallows' kit, the DHC-1 Chipmunk, which took a couple of weeks to complete. Most builders would have had it done in a couple of evenings. I'm not positive, but I think I may have picked it up at one of our Annual Banquet raffles a few years ago or so.

Unfortunately, I built it to match the picture on the box, and with the all gray tissue I don't think it's all that attractive. I had a lot of problems with the included decals, but overall it went together pretty easily with just a few modifications. I had to look up the registration that the decals depict, turns out VT is the registration of India.

I've been informed this week that I return to work in a few weeks, or at least pick up a few more hours, so my building may get even slower. In the meantime, I'll work on figuring out my next project.

So, what's on your workbench?



From the Workbench - Roger Willis

Howdy Squadron... I just finished my MISS WORLDS FAIR. It came out a bit heavy at 39g and will be powered by 4s X 1/8 X 30". The graphics are in RAMOS font that Callie designed for Fernando. CG flights to come at my small park soon.... Many Maxes r



DUAL-CLUBS FREE FLIGHT BONANZA

A National Cup & America's Cup Points Event

**SAN DIEGO ORBITEERS 62nd ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF AMA & FAI EVENTS**

*

**FRESNO GAS MODEL CLUB 81st ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF NOSTALGIA, TEXACO & OLD TIME EVENTS**

*** MAY 15th & 16th, 2021 ***
*** LOST HILLS, CA ***

<i>SATURDAY ONLY</i> 7 AM - NOON, 1 - 5 PM LUNCH BREAK W/ ICE CREAM SOCIAL	<i>EITHER DAY</i> MUST FINISH EVENT THE SAME DAY		<i>SUNDAY ONLY</i> 7 AM - 3 PM
F1A F1B FIC 1/2A GAS(1) C/D GAS E-36 P-30 (1) VINTAGE FAI POWER CATAPULT GLIDER (1) 1/2 A TEXACO DAWN P-30 MASS LAUNCH NIGHT GAS (COMBINED) TWIN PUSHER MASS LAUNCH	SMALL OT RUBBER STICK SMALL OT RUBBER CABIN LARGE OT RUBBER STICK LARGE OT RUBBER CABIN 1/4 A NOSTALGIA 1/2 A NOSTALGIA A NOSTALGIA B NOSTALGIA C NOSTALGIA EARLY 1/2 A NOSTALGIA	.020 REPLICA A PYLON B-C PYLON A FUSELAGE B-C FUSELAGE RUB/WAKEFIELD NOS CLASSIC TOWLINE 1/2 A CLASSIC POWER 1/2 A GOLDEN AGE	FIG F1H F1J F1S A GAS B GAS F1Q/AB ELECTRIC (COMB) HAND LAUNCH GLIDER (1) FULL SIZE TEXACO MULVIHILL DAWN MULVIHILL GOLLYWOCK MASS LAUNCH

(1) Junior & Senior/Open Event

See Special Instructions on backside

**** AN ORBITEER TRADITION LIVES ON ****

JOIN US FOR SATURDAY ICE CREAM SUNDAE SOCIAL ON US (NOON - 1 PM)
also

SATURDAY NIGHT FOOD FEST POTLUCK ORGANIZED BY DAN HEINRICH (6:00 -7:00 PM) *(Main course provided)(Bring a side dish or dessert)(Let Dan know what you're bringing at aronutd@cs.com)*

CASH AWARD FOR 1st PLACE with 3 or more entries. PLACARDS awarded to 1st, 2nd & 3rd place

Ceremonies at: 3:15 PM Sunday

\$20 REGISTRATION Sr. & Open / \$2 Jr

**\$5 per Event Sr. & Open / \$1 Junior -
Optional: \$40 for Registration & Unlimited Events**

For Information Contact:

CD: Don Bartick, - San Diego Orbiteers
(858)774-2941
dbartick@4-warddesign.com

FAI: Bill Booth, San Diego Orbiteers
(760) 889 -3201
ffitarch@gmail.com

Nos,OT,: Doss Porter, Fresno GMC
559-251-0787
Steve93612@comcast.net

SPECIAL INSTRUCTIONS

(LOST HILLS FF MODEL AIRFIELD ASSOCIATION CARD REQUIRED (\$25 AT FIELD TO JOIN))

SATURDAY NOON to 1 PM LUNCH BREAK & SUNDAE SOCIAL

The contest will be suspended for 1 hour for lunch and the San Diego Orbiters famous ice cream social. This is a great time to relax, cool off, have lunch and enjoy the ice cream sundaes. We will provide ice cream, & sundae fixings, napkins, plates and plastic ware.

PRIZE DRAWING

The Fresno GMC once again has collected an enormous amount of model stuff for their drawing. For up to 3 events entered that are sponsored by them, the contestant will receive a drawing ticket. Drawing to be held right after Sunday's award ceremony.

BILL BOOTH, SR. MEMORIAL

High time in Old Time Gas. Includes 020 Replica, but not Texaco. Winner will receive a special award from the Fresno GMC.

HAND LAUNCH GLIDER & CATAPULT GLIDER

Hand Launch Glider & Catapult Glider will to be launched from an established glider pen on the field. Max's are 120 seconds and all flights count.

NIGHT GAS FLYING

All engine classes combined. Event window between 6:30 pm – 9pm. Engine runs in accordance with aircraft classification; i.e., AMA or Nostalgia.

FAI EVENTS

F1A, F1B, F1C: 8am start time. Seven (7) one hour rounds. 240 second first round, 180 seconds, rounds 2-7. Round 5 starts at 1pm due to lunch break/ice cream social. Fly-offs starts no earlier than 4:30pm.

F1G, F1H, F1J, F1S: 8am Tiebreaker, no max. 15 min window. Not a regular round flight. 8:30 am start of regular rounds. Five (5) 1 hour rounds, 2 minute max. Fly-offs start at 1:30pm. Two (2) fly-offs, 3min & 4 min. If no winner, revert to morning tiebreaker flight.

VINTAGE FAI POWER

For rules, please go to this website: <https://freeflight.org/wp-content/uploads/2020/12/NFFS-Competition-Rules-2021-2022-Release-3.pdf> A copy of the rules will be available at the CD's table. *First five (5) flights must be flown from the established line between 7:00 – 12:00 AM.*

DAWN P-30

Saturday morning 7:30 AM sharp. Mass launch from glider pen; 1 flight, no max.

DAWN MULVIHILL (Timer can ride with contestant)

Sunday morning 7:30 – 7:50 AM launch window, 1 flight, no max.

TWIN PUSHER MASS LAUNCH

Saturday morning 8:30 sharp. Mass launch from glider pen; 1 flight, no max.

GOLLYWOCK MASS LAUNCH

Sunday morning at 8:00 sharp. Mass launch from glider pen; 1 flight, no max.

TEXACO (Timer can ride with contestant)

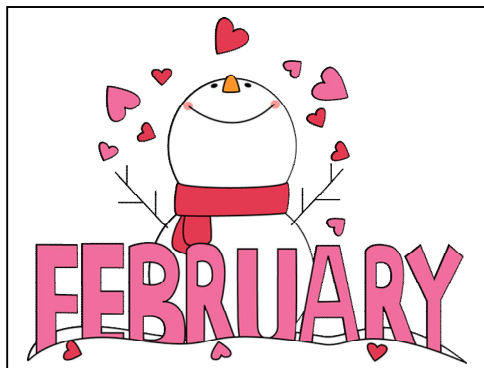
1/2A Texaco: Saturday 7:00-10:00 AM launch window, 8cc fuel; Full Size Texaco: Sunday 7:00-10:00 AM launch window, ¼ oz per pound – max 1.75 oz fuel.

1/2A GOLDEN AGE

Open to any free flight design that had plans published or dated from 01/01/1957 thru 12/31/1969. Engines are restricted to Holland Hornet

.049/.051 and Cox T.D..049/.051. Although an electric version is included in the provisional rules, electric is excluded from this event. No V.I.T., auto surfaces or auto rudders allowed even if on the original plan. Engine runs are: Cat II) Hand launch 12 sec/VTO 15 sec for first 3 official flights; fly-off flights are 8 seconds. Flight maximum is 180 sec.

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



WHAT'S HAPPENING - FEBRUARY 2021

Local Events:

SDO will be flying **Sunday February 21ST** Perris CA, 8:00 am to Noon.

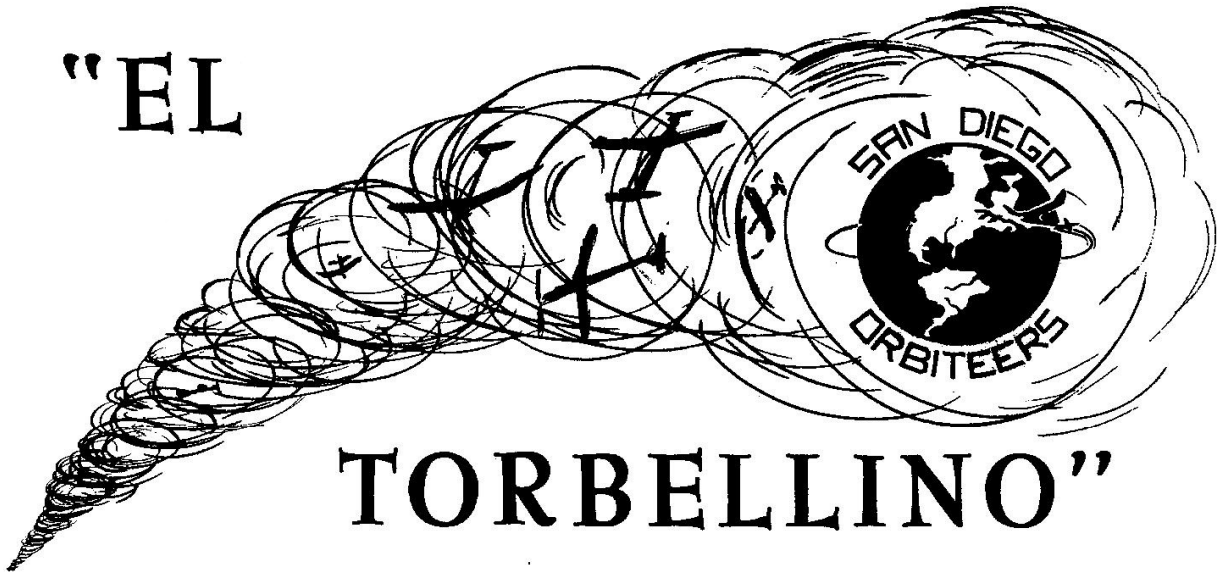
Coupe
Glider (Hand Launch, Catapult, Towline)
Power



2 minute max, Glider 90 seconds

See you at Perris CA - - - - - → **February 21ST, 2021.**

"EL



TORBELLINO"

VOLUME II, NO. 2

February, 1966

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

MEETING DATES

- Friday, Feb. 12 - North Clairmont Community Center - 7:30 PM
Friday, Mar. 11 - North Clairmont Community Center - 7:30 PM

CONTEST SCHEDULE

- Sun. Feb. 13 - San Valeros Monthly - Taft
A, A, (BC) (A1-A2)
- Sat & Sun Feb. 19 & 20 - 16th Annual Southwestern - Buckeye, Ariz.
AAA, Saturday Night Dinner
@ Buckeye.
- Sun. Feb. 20 27 - Orbiteers Monthly - Kearny Mesa
- Sun. Mar. 6 - SHOC Monthly - Lake Elsinore
- Sun. Mar. 20 - Thunder Bugs Monthly - Taft
- Sun. Mar. 27 - San Diego Orbiteers - Lake Elsinore
2nd. Annual ALL FAI &
Team Challenge

PRESIDENT'S CORNER

By Clarence Mather

Thanks to Russ for creating this spot so that your president can get in a few licks. Even though 1966 is well underway, I took a backward glance at the Orbiters 1965. What I saw looked mighty fine. There was a lot of building, flying, and contesting in about every phase of free flight. The club grew and maintained a healthy treasury. Every member played a part and each deserves credit. I would like to extend special thanks to Les Hill and Gene Larson, our outgoing president and treasurer, for jobs well done!

1966 has started with club members active as usual, so model-wise, things are going great. However, we have a knotty problem in deciding what course of action is best for the club regarding AMA chartering and liability protection. Preliminary checks with lawyers indicate that we should obtain a copy of the AMA policy and find out precisely what protection is offered. Since this is a serious matter and we don't yet have all the facts, I suggest we hold off trying to decide what is best for us. We are requesting a policy for study. It might be mentioned that many clubs, including all or most of the L. A. clubs, are becoming chartered.

As a final word, our treasury has been healthy. Let's keep it that way! Fudo will be glad to accept dues from 7:30 to 8:00 each meeting night.

RULES PROPOSAL FOR FREE FLIGHT GAS

By Ralph Frey

In the current AMA rules governing model activities, it is noted that certain events are permitted to have more than one model. Section 1.20 of these rules lists the exceptions where more than one model is permitted. These exceptions have become increasingly more significant to the free flight gas events. The free flight gas events permit only one model, but consider the following:

1. Free flight sites are becoming fewer and smaller. Housing developments are taking over many sites, causing the free flyer to travel greater distances in order to find a place to fly.
2. The latest rules change calling for progressive flyoffs results in more flights being required in each event, increasing the likelihood of lost models. Frequent flyoffs going to 5, 6, and 7 minutes flyoffs flight are common; the Open Class $\frac{1}{2}$ A, B, and C records are over 50 minutes total, which required making at least a 9 min. max.
3. The free flyer is often plagued with poor weather, hostile terrain, unreliable timers and dethermalizers, leading to stolen, crashed or lost models.

The fact remains that flying is the most important commodity to the modeler. To keep the modeler flying is the lifeblood of the model aviation industry, and AMA. Therefore, any steps, large or small, that result in encouraging the modeler to fly are of prime concern to everyone.

In view of the above facts, the following change to Section 1.20 of the AMA rules is respectfully submitted:

"Add the free flight gas model categories (Classes $\frac{1}{2}$ A, A, B, and C) to the exceptions that permit a contestant to enter more than one model."

Also add a new section to the rules in Section 5, Gas Models, Free Flight, to read:

5.17 Number of Models. Each contestant shall be allowed two models in each event. He may use any or all to complete his flights. The two models used may be of different design. (If an event is announced as a combined category with specific size classes, such as B and C combined, the two models may be of different size classes.) He may use parts of either model to complete the required number of flights.

The above is from the San Valeers, who have officially submitted the Proposal to District X officials for action.

SEEN & HEARD

A couple of weeks ago, Don Sloan watched as Art Gunnatt put up the first test flight of his new Coupe 'd Hiver. It was, to say the least, a perfect 'go' all the way - including a nice soft D.T. Don stood there shaking his head. "Poor guy," he said, "How's he ever going to learn to adjust."

You won't believe it, or at least you won't want to believe it, but John Tatons's newest product will be a controller for the slot car field! Next thing you know, Perilli will start producing "super balls."

AMA President Howard Johnson, is out of the hospital and doing just fine. Howard had a complete overhaul. Sure glad he's back in action.

Chuck Klevins, editor of the "T-Bugs News" had this nice note in the January issue: "The San Diego Orbiters Club is really coming on strong. We attended their Annual last year and were quite impressed. " Thank you, Chuck; now if you and the T-Bugs will just leave some of the trophies for the rest of us to take home - - - ."

FLASH! Just heard from Tom Hutchinson, Editor of the Satellite, that the AMA has dropped "A Gas" from the '66 "Nats" at Chicago! The Navy requested a general cut back in the program due to man power shortages plaguing them because of Viet Nam. Reasoning was simply that this, the most popular event, would free-up the greatest number of timers and hurt the fewest number of flyers. This is probably true, since most just switch engines from " $\frac{1}{2}$ A" of from "B". Also dropped were Proto Speed and AMA team racing. All radio controlled events were cut back to a maximum of 5 flights. These cuts will mean the start of the event will be on Tuesday - cutting off all Monday activities.

OUTLOOK

1966 F.A.I. FREE FLIGHT COMMENTARY

By

Natko Antonioli

Part One

Well, the new F.A.I. rules certainly have caused comment, elation, disgust, screams of joy, or screams of anguish! Usually the latter. One thing for sure, the challenge is greater than ever! F.A.I. power has probably caused the wildest opinions of all, as would be expected. But then, we're getting ahead of ourselves.

The following comment will be our own opinions on the coming F.A.I. design and flying season. Each event will be discussed individually, in a general and overall sense.

F.A.I. Power - (Screams of anguish!)

The power picture, at first glance, looks very grim, with the "straight fuel" rule, but it may not be so bad as it seems. True, we look to see the "super" engine as employed by the U/C Speed Buffs (Wisnewski's "Wart"). Naturally, there will be only a few modelers who can, or will, spend the kind of money necessary for several engines just to compete for one season. We estimate anywhere from fifty to seventy-five dollars each for these jewels! If this sounds wild to some, then consider the Ad in a recent model mag by a well-known engine manufacturer, for a new R/C engine costing seventy-five dollars! (Good Grief, Charlie Brown!)

As mentioned above, the picture looks fairly grim, but there just may be an out to all this nonsense, for those of us who don't have bottomless pocket-books, or belong to the little "in-crowd". This comes in the form of a diesel, remember? Three modern day engines come to mind, the Super Tigre (sic), ETA and Oliver Tiger. These engines have done well in F.A.I. Class Team Racing, turning good speeds. Furthermore, these engines have several good points, which are listed below.

Diesel Features

1. No fuel restrictions.
2. Relatively high R.P.M. on 8-4 Prop. (Note Diesels will even turn a 9-4 prop well.)
3. Much better torque curve than glow engine.
4. Wider (though lower) peak power range.
5. "Happier" under load.
6. Longer life span than glow types.

Even with the features listed above, the diesel was not competitive, under the old rules in F.A.I. power, where the glow engine had a higher R.P.M. and Power output, due mainly to "Kickapoo Joy Juice" fuel mixtures and also a certain amount of engine rework.

However, under the new rules, the diesel may be more nearly competitive, even against the "super" engine. This statement can be completely true, if a more efficient model is utilized.

Model Design

It seems logical, with the statements above, that the model must be of the "cleanest" possible design. Reduced frontal area, thinner airfoil, higher aspect-ratio wings, longer tail moments, etc., we feel will be more important with the new scheme of things. In other words, more attention will have to be paid to the glide phase. With the old rules, models climbed so high, that it seemed they could fall out of the sky and still do three minutes! This may still be true, to an extent, with the small "in crowd" and their "super-wart" engines. The majority of us, however, will have to use a more scientific approach to overcome the F.A.I.'s latest perfidy.

Auto-Rudder & Stabilizers - or: Gadgets, gimmicks and things that go WHIRRRRR in the night.

With engine power down, a more efficient use of the available power will have to be made. This means low decalage for climb & relatively high decalage for optimum glide. Efficiency robbing engine downthrust cannot be tolerated under these conditions.

A fair percentage of modelers are already using auto-devices, of course. Reliability is still somewhat a problem with these gadgets, as we have witnessed on some occasions. Many a sure max has been nullified due to an auto rudder/stabilizer triggering too soon or too late. It seems more work is necessary in this area to refine out the "bugs".

Another alternative is to go to a high thrust line configuration. Our own experience, coupled with our observations of other modelers indicates this type of model can be trimmed for a maximum "vector type" climb and still obtain a good transition into glide without a stall and without having to resort to gadgetry. One can see that you're not going to have trouble with a gadget that isn't there!

Conclusion

The new F.A.I. power rules will see the "Super engine." Also, we might see the diesel "come-back" into the picture.

Much more attention will have to be paid to "clean" low frontal area model designs. Experiments in obtaining minimum sink in the glide, i.e. higher aspect ratio wings, etc. are inevitable.

The state-of-the-art in power flying, will have to come up to even greater heights, if we are to see three minute maxes again. Most serious flyers will clear this even higher hurdle the F.A.I. has raised.

Next Month

The new 40 Gram Wakefield rule, or. "Umgh, that broken motor smarts!

IN, OUT, & ETC.

By Fud

The Editor being a generous buck passer, asked if I would head a column about the so-called orphan events as far as the Orbiteers are concerned like the following, Indoor, Scale, Coupe d' hiver, H. L. glider, and what have you.

So, iffen you want some event championed, here's the place to do it. Just make your wants known.

At the December 22 indoor flying session, NIMAS AWARD certificates were to be issued for the first time. However, no one broke or equalled the arbitrary times set up by Clarence and I. 25 Sec. for glider and 5 Min. for "Easy B". This was for the Community Center as there was no word on the Madison gym. Also, people who have made or busted said times are not eligible.

Tom Ottiwell, Clarence, and Russ Selay came close in glider with 23 Seconds. No one came close in "Easy B" but Clarence and he doesn't count. The turn-out was gratifying and the spectators were numerous.

Gained a couple of new members, Lou Vargo and Lou Jr. Lou was an old time Aeronut of the Chicago Variety with whom I was able to renew acquaintances. He made the comment that he didn't realize he had been away so long from indoors till he threw his glider and found he needed forty feet more of altitude to add to the existing 22. Weight is a problem?

The January 21 Indoor session found us waging a postal battle with the Kokomo Indiana group. Clarence pushed 7 Min. Fudo broke 6 Min. Tom Ottiwell did 23.8 Sec. We gained a new member, Jim Taft. Don Sloan showed up as we were being ushered out. (Because of a dance)

A trial indoor session was held at Madison, courtesy of Clarence and Harry's school model club, with invites to indoor type Orbiteers. Our new member, Jim Taft, did over 5 Min. in "Easy B" which makes him the first to win a NIMAS AWARD. Congrats, Jim! Clarence did 9 plus but he doesn't count except as a postal warrior against the Ann Arbor Airfoilers. The glider people, Nat, Tom, and Don did over 25 Sec. but in Madison, they will have to better 29 to get an award.

Speaking of H. L. gliders, Larry Simpson has the club's outdoor record with 8 Min. Also, don't let his dad fly your gliders unless it has a Nat type DT with the fuse lit. Ed jeopardized my antique reputation by losing my brand new HL glider. Had lots of fun.

Hey, you Coupe builders, get them done as I have entry blanks for the Aero Modeler's Postal hold in conjunction with the big Meet in France on February 27.

Hear that Mike's Hobby and Walt Mooney are cooking up an outdoor rubber scale event.

AMA DOINGS

By Gene Lanson &
Gene Each

Now that the new year of 1966 is well underway, it is evident that many changes are and will be made as the year wears on. The long rumored changes to F.A.I. has been finally confirmed. Whether they are good or not, only time will tell. For the most part, we're sure that the use of F.A.I. standard fuels will be in the best interest of the majority of modelers, but look for a big switch to diesel motors in the future.

As for the new 40 gram Wakefield motors, we personally can't comment at this time, primarily due to the fact that we aren't "Gum Band" flyers. "However - - !!!" Don't forget that as of January 1, 1966, all Wakefield records are up for grabs. Need we say more?

After reading the January issue of Model Aviation, we feel sure that the AMA Executive Council seems to have the right idea in mind with reference to Contest Directors, but feel that they mis-spelled the word "Quality". The word they meant was "Quantity" and would seem more appropriate. In essence, we agree that a C. D. should officiate in at least one contest per year, but of more importance in being able to retain this rating, he or she should be required to vote on each and every matter when asked to do so. This will enable the AMA to take a course of action which will benefit all of the members.

As prime example, was the recent voting by C. D.'s on the new By Laws for "CUR" organization. This showed the quality of the majority of present Leader Members by the extremely poor response. The next example was in the poor showing the L. M. gave in voting for new officers for "CUR" organization, the AMA.

To sum it up for you Leader Members, let's strive this year for "QUALITY" in our performance both in the field and administratively, because only with quality can come quantity which in the long run will let AMA grow into the kind of organization that we're sure all of us want.

Also new for 1966 is the big insurance bombshell that was dropped on the members. Locally, I'm sure that we in our fine club have many and widely varied viewpoints which everyone should so express, themselves. Whether you are for or against this insurance at least be courteous enough to listen to what the other guy is saying and "why" he feels as he does. Could be that YOU can learn something from his viewpoint.

Personally, we feel that the AMA chartered club/insurance deal was extremely ill presented to the entire AMA membership and will be the big factor in determining which way they feel and act. To see if we were "way out", we did a little simple addition, using last years Model Aviation as a reference. Sanctions listed so far for the first six months of the year, 1966, total a measly nine (9), while in the first six months of 1965, a big fat total of 140 sanctioned contests! A breakdown of contests for 1965 goes like this: January 4, February 6, March 6, April 10, May 40, and June 74.

We realize that not all 1965 contests were listed which would swell the total even more. So our conclusion is that all of the clubs in the nation are engrossed with the matter of "Do we, or do we not want to become an AMA chartered club and if so, how will it affect our own club." Not having access to the master policy, how can one assess it's actual value? Certainly, we can't, can you???

For you professionals or competition type flyers, we call your attention to the proposed "Payload and Cargo Events" as outlined on pages 14 and 15 of the January issue of Model Aviation. Study them carefully, then send your comments to our area F.F. contest board director, so that he can have proper guidance in voting 'yea' or 'nea' on the important new proposal. In case you don't know to whom and where, here it is: Mr. J. Lenderman, 664 Marshall Court, Santa Clara, California. Personally, we feel that this is a most challenging and rewarding event for the serious modeler.

One last item for you to mull over. Of approximately 75,000 to 100,000 R.C.'ers in this country, less than 10% are AMA members. But this 10% has the edge on the rest of the AMA membership only because they care enough to express their views and 'toot' their horn more. So, rather than knock the RC people, think of what and how you, as free flight modelers, could further your cause. Nuff said for now.

BONUS PLAN

E-Z-B TISSUE

By Clarence Mather

The March meeting will have as a special event, an "EZE" Contest. Clarence produced the plan on Page 12.

In addition to this, we want to develop a whole covey of "B's" for the March Long National "EZE" Postal Contest being sponsored by the National Indoor Model Airplane Society. Clarence & "Fud" are willing to offer their help and advice and even provide rubber to all who ask.

Let's all take a shot at this. You get more flying time per hour of board time from a "B" than anything we know.

BUILD FAST —
FLY SLOW —
JOIN N.I.M.A.S. NEWS ^c
VIEWS PUBLICATION: \$2⁰⁰/YEAR,
DUES \$1⁰⁰/YEAR ADDITIONAL.
SEND TO: BUD TENNY,
BOX 545
RICHARDSON, TEXAS

GOONEYBIRD A/2 NORDIC

By Russ Seley

While hundreds of people have been urging me to publish three views of the "Gooneybird", I have been extremely reluctant to do so, feeling that the model is "simply too good to give up to all and sundry." (Thank you, Mr. John O'Donnel). If Gene Bach can find a way to keep those MacDonald Aerosol bombs from running into each other, perhaps we'll have the plans of the "Twist" next month that originally were scheduled for the February issue.

"Gooney", is one of those highly sophisticated, scientific type designs, taking almost one full year from the original sketches to first flight tests. After all, it takes a long time to check every plan in the Zaic Yearbooks. And that "Circular Air Flow", WOW! The original drawings were then followed only as far as the wing & stab are the same. About the time these were completed, I began to notice how nice those low Pylons looked - so, out went the simple straight-forward stick-of-a-fuselage previously planned.

Two further events gave "Gooney" it's final configuration: Ted Orr was telling me about his many archery adventures over a "business lunch". Of course, to satisfy the government, business entertainment declaration practices, the discussions had to be put to practical application. Therefore, the Eason Arrow Boom! The final change came about when Hugh Langevin sent me a drawing of his famous "Osprey." The movable ballast system used on the "Osprey" was immediately usurped, and became the "Gooney Gravity Centering System". And so, another "original" design was ready for test flights.

I'll never forget the first day of test hops - it actually flew! Les Hill, of "Suskin" fame, assisted a little and really didn't laugh too much. Over coffee later, he told me that I should change the glide from left to right because he thought it would spin in some day if I didn't. Of course, I told him I wasn't going to do anything of the kind, because everyone knows, in North America, most thermals circle left; and most birds too; and so does the water in the "john".

After getting through one club contest, "Gooney" was ready to show the world at the Cal-Western. First flight, Sam Belcher timing, 180 seconds was a snap, 300 feet up when Sam said, "you got the first one in, son." Then it came to pass - Hill the prophet, son of Jerry Ritz, was right! Did you ever see a seven foot Nordic do the hundred yard dash faster than Jessy Owens? I did!

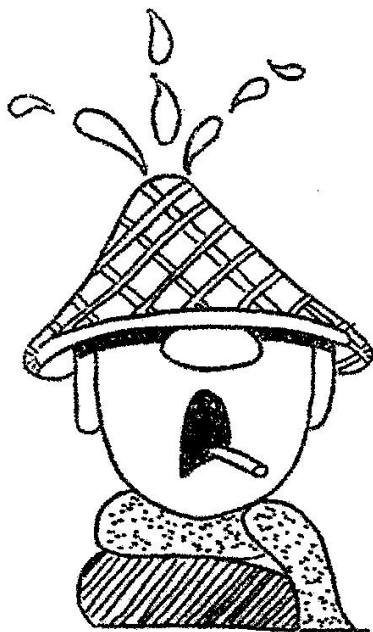
The pieces went back together in time for the summer qualifications - including a new rudder for right turn! The reason for the spin-in was because the left wing is set at $3\frac{1}{2}^{\circ}$ and the right wing at 4° - a design feature incorporated because of the poor union labor employed at the time.

"Gooneybird" is only an attempt to build a Nordic of average moments, aspect ratio, and airfoils, to perform under all contest conditions. It is also built to take almost any blow without damage, but not to come in from 300 feet in 9 seconds flat! To this end, I can't say enough for the Eason

Target Arrow Shaft used for the Boom. It only weighs 6/10 of an ounce for it's 3/4" length, and has never suffered any damage.

The only design element that I really feel strongly about is the movable ballast. If you use one model to fly all conditions, this will really help you a lot. Hugh Langevin, can vary his C.G. from 45% to 100% - although he doesn't say he goes to such extremes in competition. As for the "Gooney", I only work between 50% and 65% - That's enough!

Up until the last Orbiter monthly contest, it had a very good record, having never done worse than 12:40. As for that January contest, all I can say is ~~60%~~! --- One secret I will not reveal is the tubulator design employed. To do this would require a complete dissertation on the techniques of wrinkle tissue covering practices and theory of optimum crack repair procedures.

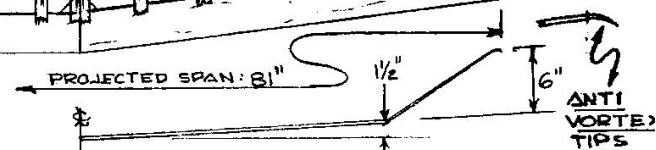
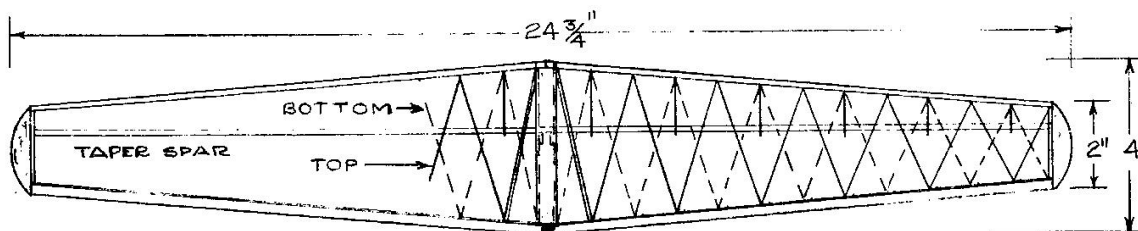
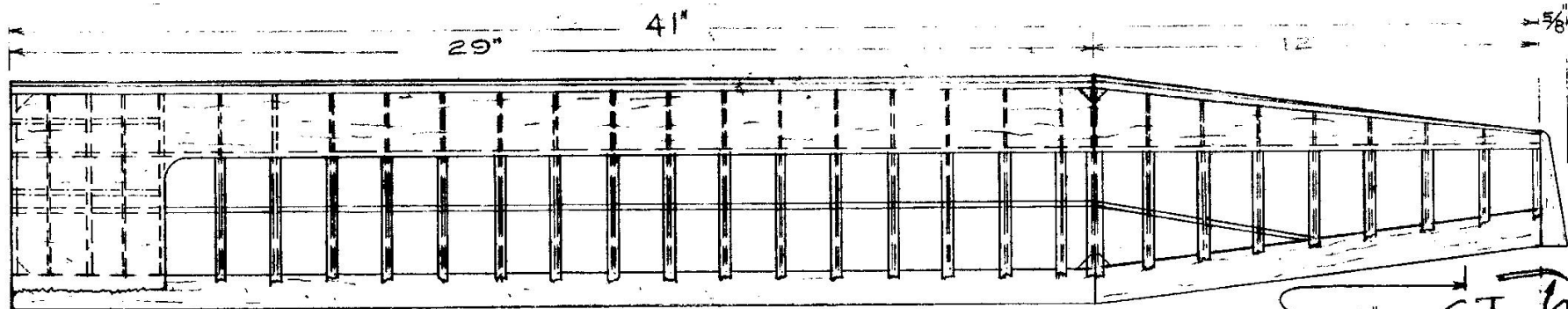


1966
WATER SPECTULAR!
WHOEVER
SET IT UP OVER
DID THINGS A
MITE, 'EH NAT?

IN SPITE OF IMPOSSIBLE CONDITIONS
ON SUNDAY — AND FLYING ON THE
EDGE OF A STORM FRONT ON

SATURDAY, THE FOLLOWING NATIONAL RECORDS
WERE SET:

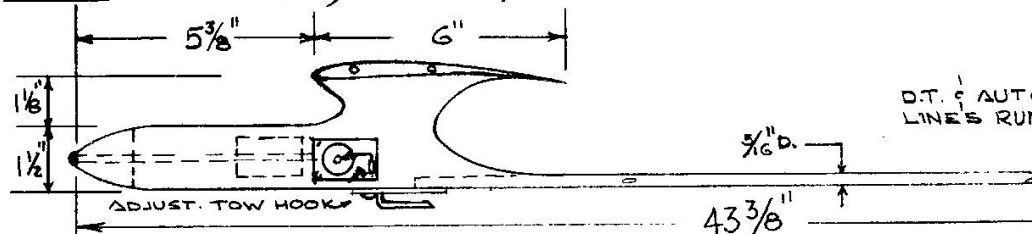
JUNIOR 1/2 Δ GAS — PAUL FERGUSON — 6:22
OPEN Δ GAS — NAT ANTONIOLI — 14:52



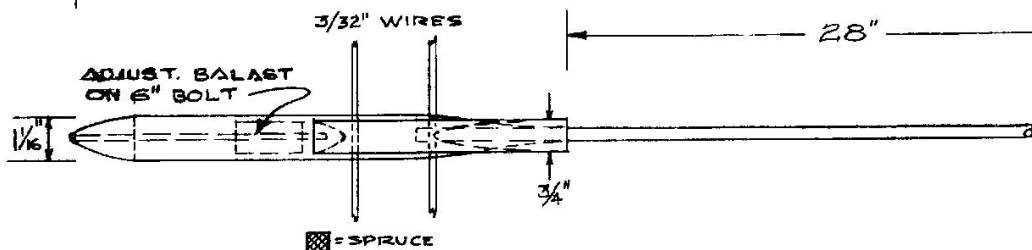
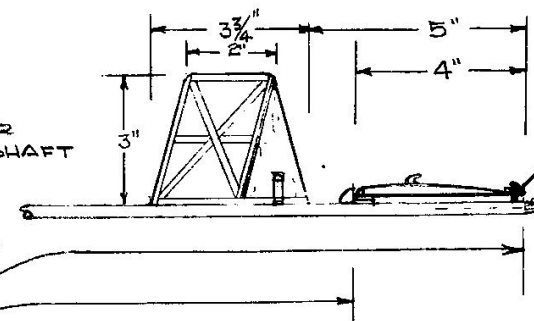
NOTE EXCESSIVE DIHEDRAL! PRODUCES GOOD TOW — LOOKS FUNNY, HENCE THE NAME.

STAB SECTION: 9% "ZIP-ZIP" @ 33%
SLICED RIBS - TAPER SPAR TO FIT.

WINGS: LEFT = +3 1/2°, RIGHT = +4° / TURN RIGHT ONLY



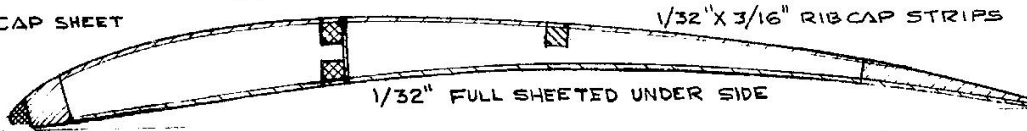
D.T. & AUTO RUDDER
LINES RUN INSIDE SHAFT



☒ = SPRUCE

1/32" CAP SHEET

1/32" X 3/16" RIB CAP STRIPS



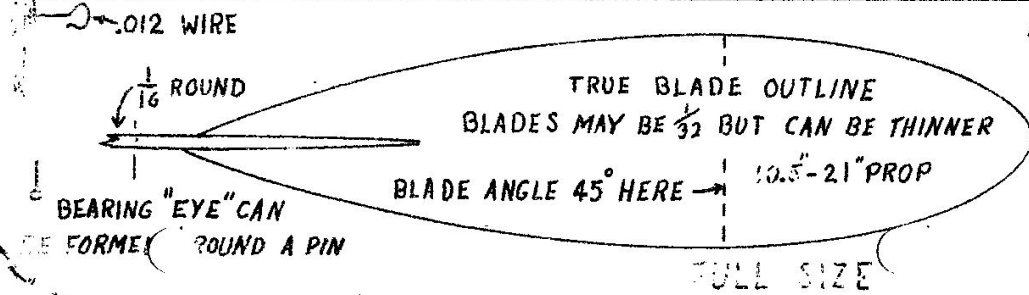
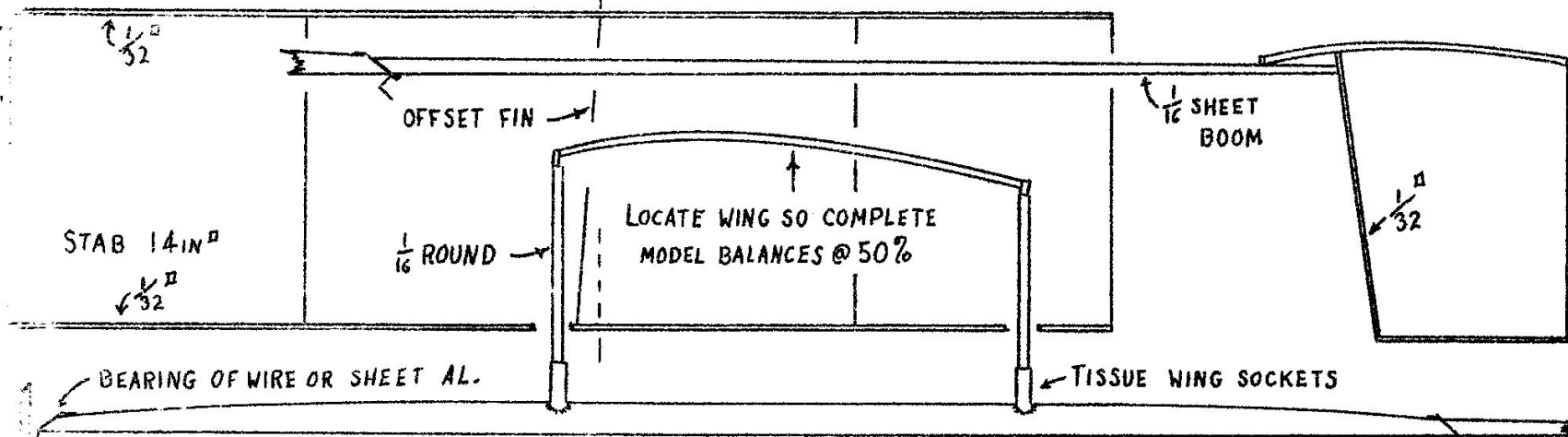
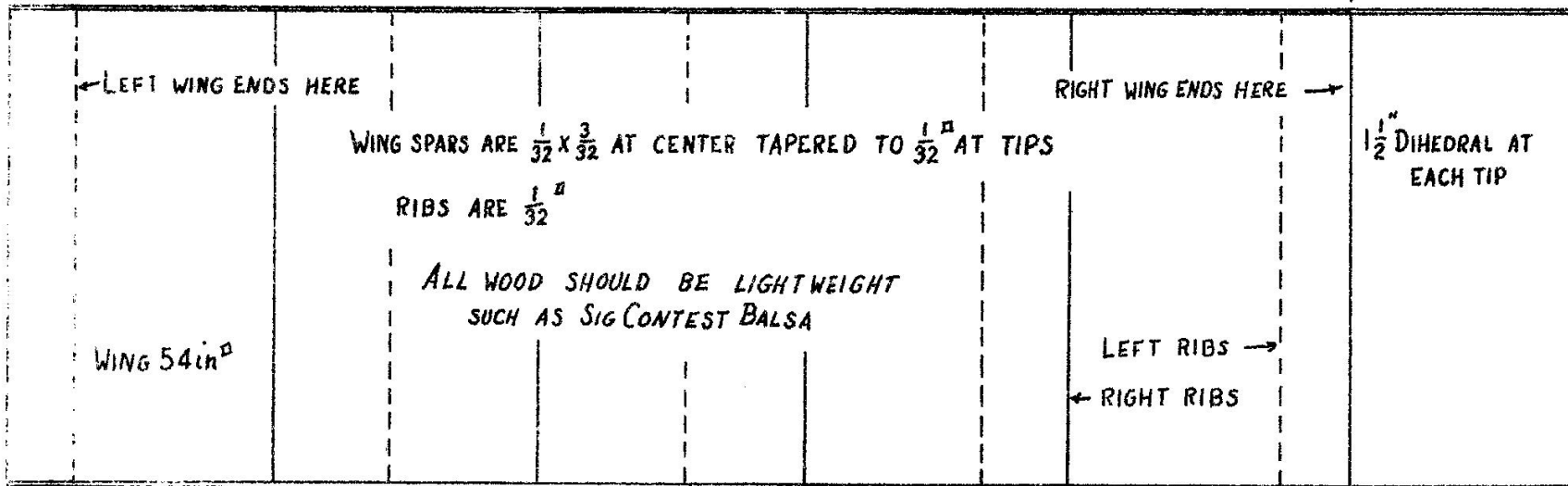
AIRFOIL DESIGNED BY SLOBODAN BABIC, YUGOSLAVIA
WORLD CHAMPION - 1957 - CZECHOSLOVAKIA

GOONEYBIRD - A/2

PROJECTED WING AREA = 453.5 sq
STAB AREA = 73.0 sq
WEIGHT = 14.8 oz.
RUSS SELEY — AMA 5678

SCALE: 1/4" = 1"

SAN DIEGO ORBITER, J — FEB. '66



MOTOR STICK $\frac{1}{8} \times \frac{3}{16}$ ROUNDED
POWER & .040 PIRELLI
BOIL BLADES FOR 10m THEN LASH TO A 3"-4"
DIAMETR CAN OR BOTTLE. SKEW BLADES 12°
SO TIPS HAVE LESS PITCH (ON CAN)

EZB TISSUE
C. Mather 2-

THE OLD TIMERS

By: Bill Thompson

After being cancelled twice by the weather, the Southern California Ignition Flyers have finally decided to drop their January Old Timer contest. However, this club has another meet scheduled for March 27, same time and same place. This writer and family had planned to attend their first meet which was to have been held on January 16th. We drove to Los Angeles on the morning of the 15th. The weather was beautiful and we stopped off at the Orange County Airport to see "Movieland of the Air". An added feature this year was the annual model industry trade show. After seeing many of the great airplanes of yesteryear, and also some of the greats in the modeling world, we drove over to "The Valley" late in the afternoon. While going out for supper, we remarked that it looked as though Sunday would be a perfect day for the contest. However, at about 8:30 PM, the wind started to blow like mad. Later, the lights went out while this writer was in the shower. On Sunday morning, the wind hadn't let up a bit. At the field, the Old Timers were hunched down in their jackets, cussing the weather. Thanks to Harry Lowe, most were later warmed up at his house to the tune of coffee and doughnuts.

Eventually, the contest was rescheduled for January 30. This writer decided to play it safe and drive up early on Sunday morning. We set the alarm clock and went to sleep to a weather report that might have allowed anything for the next day. However, during the night, when the torrential rains started, we just rolled over and shut off the alarm. Can't complain too much about the weather. Sixty degrees with wind or rain is a lot better than they have been having back east, where a lot of us came from. Remember flying in the snow? This writer does! It was so cold we had no trouble sticking out one frozen finger to flick the prop. However, my brother would keep his hand under his arm pit in order to have fingers flexible enough to adjust the needle valve. And all of this on ignition yet! Those were the good old days???

According to Bud McMorgan of the SCAMPS, there will be a minimum of 6 Old Timer contests in the Los Angeles area within the next six months. Also, there is a 2 day Old Timer wing - ding planned for Taft, California on July 9 & 10. It's going to be a big year, so get those Old Timers ready now!!

To help you fellows build an Old Timer, but who like prefabricated kits with all the goodies, a Buzzard Bombshell kit is now available. All you have to do is buy the kit, put it together, cover it, install engine (ignition or glow) and you're ready to fly. The price is \$15.95 and may be obtained from your hobby shop or:

Classic Model Aircraft
P. O. Box 267
Culver City, California, 90231

Ignition engines, such as the Super Cyclone or Anderson Spitfire, are still on the market. Either one would be a fine choice for this great old bird, if ignition flying is your cup of tea.

Before we sign off for this time, must list a few of the planes to be seen at "Movieland of the Air". A scale modeler would go nuts in this place.

1928 Boeing 100	1917 Curtiss Jenny
1928 Curtiss Gulfhawk	1942 Curtiss P-40
1918 Dehavilland D H 4	1914 Forman S-11
1928 Dehavilland Gypsy Moth	1918 Fokker D-7
1930 Dehavilland Tiger Moth	1931 Lockheed Orion
1936 Pitcairn Mailwing	1918 Pfalz D-12
1917 Sopwith Camel	1916 Spad

Along with the above are many other ships, replicas, models and engines. In all, 5 acres of aerial history.

MARCH 27, 1966
LET'S HAVE A 100%
TURNOUT FOR THE ALL F.A.I.
WE NEED HELP: FLYING, TIMING,
PROCESSING, SETTING-UP, TAKING-DOWN, AND
IN HAVING FUN. THIS IS A GREAT EVENT,
AND IT WILL BE BIGGER AND
BETTER THIS YEAR.
MAKE YOUR PLANS
NOW.