

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

APRIL 2021



Prezs Corner – Mark Chomyn

If the plants in my yard are any indication, spring has sprung. It's too bad that the flowers on those plants won't be staying around all year. So, I'll do my best to enjoy them while they're here. On that same vein, this month's edition of AMA's Model Aviation has an article about that hints on that same subject. The article, "The Toledo Show Bids Farwell" is about the decision to end that annual model expo show. That article also mentions the termination of the WRAMS Show in New York and the AMA Expo which had venues in Pasadena, Ontario and Pomona California. The demise of these shows was attributed to the 2007 recession, dwindling attendance and the COVID pandemic.

My first visit to a model expo was in Pasadena. At that time there were still some free flight vendors like T&A Hobbies, Smith Brothers Hobby Shop and Aerodyne at the show. I remember seeing a booth that had the complete line of Golden Age Reproductions kits and some built examples. One of the built ups was a P-47 Thunderbolt and it was immaculate. I could not believe someone could build that precisely. I've heard from others who were at that event that the display models were likely built by Bob Schlosberg, a familiar name in free flight at the time. My favorite part of the expo was the swap shop with many "treasures" from attics, garages etc. I usually shelled out more cash at the swap meet than at the vendor booths. When the AMA Expo moved to Ontario I continued to attend. But when the expo moved to Pomona, I stopped attending. The event had become largely R/C, foam, composites and electric and even the swap shop items had lost their magic. But I am still happy that I was able to attend them for several years.

But, let's not dwell on what we can't attend and instead talk about what we can attend. The next Orbiteer outdoor monthly contest will be on April 18th and is a contest that I really enjoy, the Oldenkamp P-30 Memorial. Time to take out the Oldenkamp Hotbox and give it a workout. If you don't have a Hotbox (and you really should) you can bring along your favorite P-30 and still fly. But if the contest is like other years, I recall us Hotbox fliers may be eligible for some added prize offerings. April is a busy month and in addition to the Orbiteers event the NFFS calendar lists the San Valeers Annual and the SCAMPS & SCIFS Texaco April 10-11 at Lost Hills, Arizona F1E Championships April 12 at Lost Hills, the Southwest Challenge April 13 at Lost Hills, the Round Valley Indoor April 17-18 in Eager AZ and the Nor Cal Championships April 30-May 2 in Rancho Cordova. That's a whole lotta flying being offered.

As the saying goes, the best laid plans of mice and men often go awry. If you remember, in last month's column I predicted that I would complete my Scientific Model Company "Yellow Bird" and show up in Perris for the March monthly with a big grin on my face. Well, the grin turned into egg on the face instead. As it does too often life got in the way of my building program and I did not complete the "Yellow Bird" or make the March contest. A well-deserved lesson in humility. Never promise what you can't deliver. But I can promise that the "Yellow Bird" will be ready for the next Old Time/Nostalgia event. Covering the airframes with Asuka yellow tissue has begun and should be complete in about two weeks. The Asuka tissue was purchased from Volare Model Products and is their covering tissue option to Esaki which is getting very hard to find. Will let you know how that tissue performs on the "Yellow Bird" in next month's column. Until next month hope you and your families stay healthy and looking forward to seeing you in Perris for the Oldenkamp P-30 Memorial.

Mark

"Preparation, I have often said, is rightly two-thirds of any venture" - Amelia Earhart

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ORBITEERS MEMBERSHIP DUES

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

Submit Dues to Club Treasurer:

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THE FINE PRINT THE FINE PRINT

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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Carlsbad CA – Flower Fields

THREE NITE P-30 Laser-Cut Short Kit by Volare Products

By Mike Jester



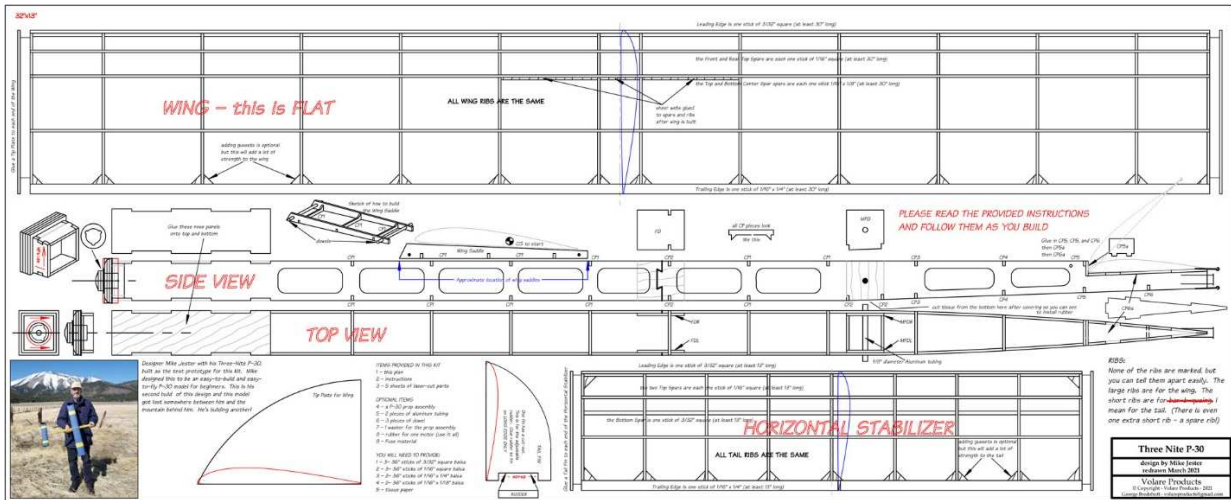
Previously two articles were published in this newsletter in which I wrote about my development and test flights of a beginner's P-30. It has a flat wing with tip plates and a stab with twin tail fins. It is easier to build than any other entry level P-30, such as the ONE NITE 28 and Square Eagle models, and it flies just as well. My original prototype was able to easily achieve a two-minute max when I conducted test flights last fall. The original prototype displayed no instability issues (as suggested by naysayers) that might have been attributable to its lack of wing dihedral. As many of you know, tip plates effectively provide wing dihedral.

Volare Products is now offering a laser-cut short kit for my Three Nite P-30. The kit includes a very nice plan drawn up by George Bredehoft based on my sketches along with detailed building instructions and flying tips. You have to supply the standard dimension balsa wood sticks used for the leading edge, trailing edge and spars of the wing and stab. As part of his usual kit development process, George had me build a prototype using his plan and laser-cut parts. Even though the parts were laser-cut from 12# sheet balsa wood my finished Volare prototype pictured below came out at a little over 43 grams, before adding the DT. George told me that the production Three Nite P-30 short kits will use 9 1/2# sheet balsa wood so even beginners should be able to build the model near the 40-gram minimum provided that they use 8-9# sticks. One advantage of laser-cutting is that the slab sides of the fuselage all have large weight-saving oval cut-outs. The Volare short kit has an option to purchase a 9 1/2-inch Gizmo Geezer prop assembly. It is highly recommended because it provides reliable free-wheeling during the glide and enables quick precision thrust line adjustments. It is legal under the P-30 rules.



Three Nite P-30 by Mike Jester





Volare Products Plan for Three Nite P-30

The glide of my Three Nite P-30 is surprisingly good for a stick and tissue P-30 model. It may have something to do with the Neelmeyer airfoil. It could also be due to the fact that tip plates are known to lessen drag inducing wing tip vortices. I am currently building another Three Nite P-30 from a Volare Products short kit. The blue and yellow one in the picture flew OOS in March of this year, and was not found after 2 ½ hours of searching using binoculars. The DT was set and was working perfectly.



Volare Products Full Kit for Three Nite P-30

Volare Products sells a basic short kit for this model that costs \$22. It includes a full-size copy of the plan, five sheets of laser-cut parts, and eight pages of building instructions and flying tips. The full kit includes 9.75 feet of TSS rubber for one motor, a 9 ½-inch Gizmo Geezer prop assembly, a plastic washer for mounting the prop assembly in the nose block, wooden dowels for the wing saddle and rear DT rubber bands, an Aluminum tub motor peg, and a length of fuse for the DT.



FROM THE WORKSHOP - Robert Hodes

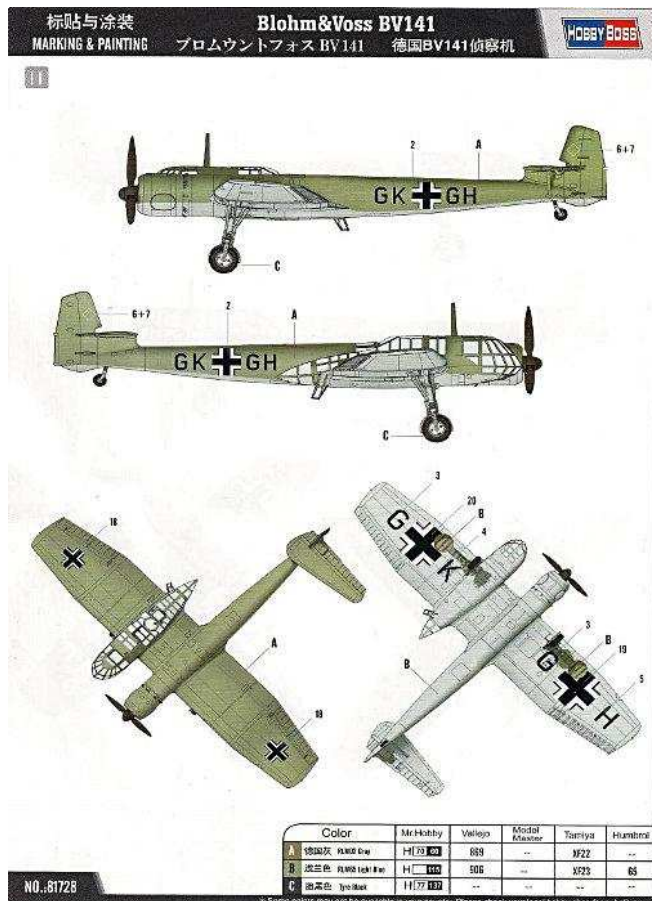
This is a rubber scale model of a German Blohm & Voss BV-141. It is an asymmetrical aircraft, with the crew compartment offset from the fuselage. This was done to give the crew better visibility of the ground. Only a few of these were ever built.

I have had this Al Lidberg kit for a number of years, but never got around to building it - a very challenging model in many ways. I finally got bored enough over the last few months to give it a shot.

Trimming it should be interesting.



Blohm & Voss BV-141

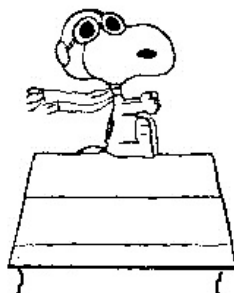


FROM THE WORKSHOP - John Merrill

Greetings! I started this the end of January and it still isn't done yet, but I'm getting there! I finally figured out a color and marking scheme I'd like to employ. I have a friend that served on the U.S.S. San Jacinto during WWII, and I'd like to make it to resemble something he would have seen on deck. He's now in his late 90's, and I think he'd be pretty happy with the thought.

This is a Walnut scale F6F-5 Hellcat from Dumas, with an 18" wingspan. I'll be somewhat thrilled if it gets over 30 seconds or so, but it's been a fun and educational build. Frankly, I have almost as much fun doing the research for scale subjects as I do the building or flying of them. The more I learn, the more I realize I have so much more to learn!

I sure hope you are doing well, and staying healthy. Until next month, what's on your workbench?





FROM THE FUN DEPARTMENT

- John Merrill

It finally happened; on March 21st I attended my first monthly contest since the club moved to Perris, CA from the Otay field site several years ago. I had forgotten how much fun it was to attend a contest, and how much I enjoyed the camaraderie. Was it because of being cooped up so long with the Pandemic? I don't think so.

The contest was switched to P-30 that week, and luckily I had recently finished up a Hotbox that was started for a contest maybe 4 years ago or so. Hate to rush into anything, as after all, I am the world's slowest builder. I had no idea if it would fly; I hadn't even had the chance to give it a test glide at home. I put in just a few winds and gave it a gentle toss....it flew! Not very far, but it certainly showed potential. I put in a few more winds and asked that, even though this was just a test, it be timed. My fear was that it might catch a thermal and since I hadn't yet rigged a DT, it might be lost on any given flight. Luckily that fear was all for naught.

That first test flight was 50 seconds, the next 53 seconds. I was pretty much elated with those flights, but then got a little bolder and wound her up a bit more. A max! Sure didn't see that coming! I then wished I hadn't recorded those first two flights, but it didn't really matter. I saw what I had hoped for, to see her fly well. I hadn't flown anything for several years, so I can't tell you what a treat that was. As for the contest, I think there were maybe 7 or 8 entries, and I'm pretty sure I came in 10th place. Again, it didn't matter; I was thoroughly enjoying the day.

Another treat for me was introducing myself to Mr. Wade, a recently-joined member who had been a club member many years ago. I don't think I had seen him since the early 1970's. That was great seeing him again, and I hope I can meet more of our members soon at more of our contests. I also had a nice conversation with Bill Booth, whom I hadn't seen for at least 3 years or so. I appreciated getting caught up with him, and several of our mutual friends.

My thanks to all who attended. Unfortunately I don't know everyone's name yet, but I'll try harder to make the rounds and introduce myself next time I'm there. I hope you all had as much fun as I did.

One big takeaway I had was the feeling I've had before, that the free-flight community is a great one. How many sports have opposing contestants help each other, and give each other advice and moral support? My guess is not too many.

Sure am looking forward to attending future contests once again.

Respectfully submitted,
John R. Merrill, Secretary
San Diego Orbiteers



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 ***

SATURDAY ONLY 7 AM – NOON, 1 - 5 PM LUNCH BREAK W/ ICE CREAM SOCIAL	EITHER DAY MUST FINISH EVENT THE SAME DAY		SUNDAY ONLY 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/A/B 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

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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.



Bill Booth



Carl Redlin



Clint Brooks



David Wade



Jim Luken →



Don Bartick →





John Merrill



David Wade



Mike Pykelny



Migratory water fowl, Species to be determined



← Don Bartick



Tim Batiuk →

Outdoor Flying - March 21, 2021 - Results by Mike Pykelny

Since we canceled the January and February contests due to weather,
We flew P-30, March 21ST

Rubber P-30

- 1st Don Bartick
- 2nd John Merrill
- 3rd Mike Pykelny

Catapult Glider

- 1st Tim Batiuk
- 2nd Mike Pykelny

Hand Launch Glider

- 1st Tim Batiuk
- 2nd John Merrill

Power

No Entrants



Don Bartick and David Wade

Next Contest: April 18TH Coupe, Glider, Power



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



By JOHN OLDENKAMP . . . Are you ready for the 1977 Nats free flight competition? Not until you put together a couple of P-30 Class models and come out to join the unofficial fun!

WHAT'S HAPPENING - APRIL 2021

Local Events:

SDO will be flying Sunday April 18TH Perris CA, 8:00 am to Noon.

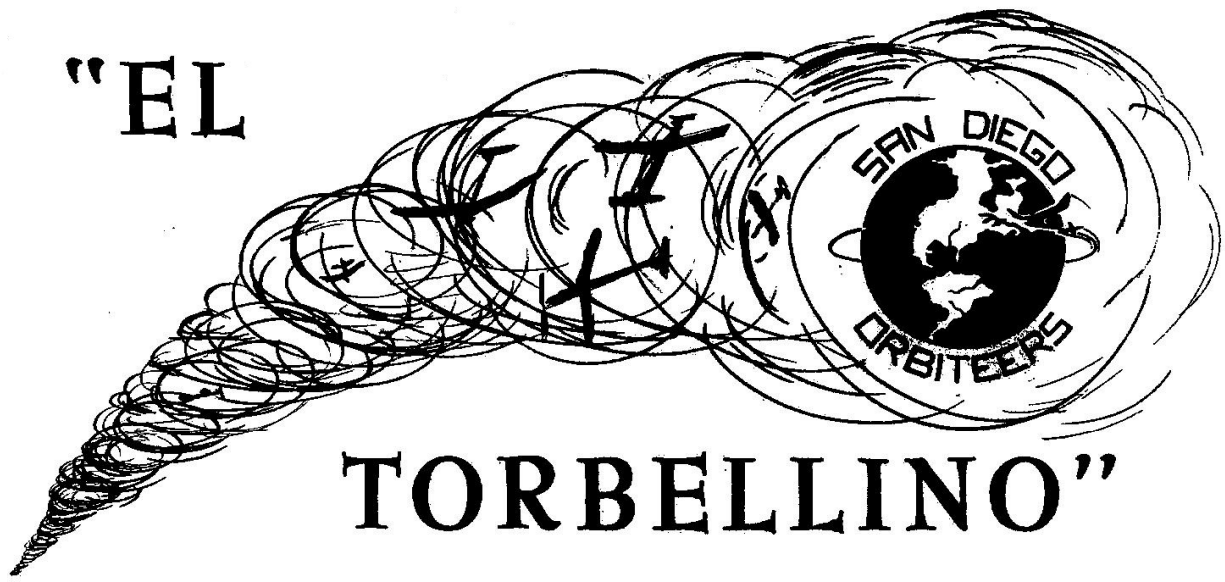
P-30 Oldenkamp Memorial / Hot Box Competition
P-30 Monthly Competition all makes and models
Glider (Hand Launch, Catapult, Towline)
Power



2 minute max, Glider 90 seconds

See you at Perris CA - - - - - → April 18TH , 2021.

"EL



TORBELLINO"

VOLUME II - No. 4

APR - MAY - JUNE - '66

EDITOR: ROSS SELEY 3821 PADUCAH DR. SAN DIEGO

*So you gave up — never
expected to see this again!
(you were almost right) H.*

MEETINGS

FRI. JUNE 10 — 7³⁰ PM — No. CLAIRMONT COMM. GR.

SPECIAL MOVIES

FRI. JULY 8 — SAME PLACE & TIME

GIANT INDOOR SCALE MEET

GREAT CONTEST

1ST ANNUAL (?) ORBITEER OLD TIMEIZ MEET
JUNE 26TH LAKE ELSINORE

SEEN & HEARD

by Russ Soley

Good News Department - While at the All FAI, we had a nice chat with Frank Zaic. I asked him how his 1965 Yearbook sales finally came out. "Over 2,000!" That's great, because that was the break-even point for Frank. The next question was how about the next issue. "Sure - but I'm now working full time for Walt Disney, so it may take a while." We're all happy to hear about the sales, I'm sure, but we'll have to find some way to get Frank out of Disneyland if the next issue is to move along.

While on the subject of the All FAI, we can recall reading accounts of the 1965 World Championship, wherein the Russians, Swedes, etc. were able to spot thermals by watching cloud patterns. I had the opportunity to time two of Sandy Norton's flights and observed Al Vela closely as he coached his prodigy as to when to launch. What looked & felt like nice thermals to me, came and went, but Al said nothing to Sandy. The sun was out all this time. Finally clouds moved in to obscure the sun, and Al signalled Sandy to start his engine. A moment later, Al said "go!". He was never wrong. On the other hand, Sandy said, "I'm not looking for thermals, I just don't want any downers."

For all of you who have been knocking Tatone's timers, question "Fergie" about Sig Fuse. And while you're about it, ask the same of: George Howard, Gene Larson, Don Sloan, Howard Harvey, Roger Jensen, and "Fudo".

It was great to see Rodger Taylor back, maxing as usual. And, did you notice the cap he picked up in Japan!

Quote from April 8 issue of Time magazine: "Alberto also took a ride in Orville Wright's plane in Paris in 1908 and thus became the first Italian to fly." That Alberto is "Mr. Gum Band" - Alberto Pirelli.

Said of Ed Dolby after maxing out in Wakefield at the All FAI - "Yankee go Home!"

What in the name of reason is happening to the Orbiteers? Traditionally, strong power men are now flying Wakefields; Wakefield men are priming Glow Flue in 1/2A's; Indoor buffs are pulling up Nordics! Could it possibly be they're getting ready now for the 1967 California Nationals? Could be!

In case anyone had any doubts, a 40 gram Wakefield motor still packs enough punch to completely obliterate a well built, sheet sided and reinforced fuselage. SCAT man Dick Gilderalieve showed us how. Perhaps the Pirelli group are putting in those extra ten turns these days?

While no one has made an exact count, because no one can count that high, we'll nominate Gene Bach as the man with the most. Most 1/2A's, A's, B's, C's, FAI-Power, Nordic, Wakefields, A-1's, A-2's, HIG's, Radio Control, FF Scale, Old Timers, Uke's and some we haven't seen. All are in flying trim, too! For some unknown reason, we've never seen Gene touch indoor. How come?

It is hard to understand John Pond's motive for his article in the May issue of Model Airplane News. It would appear he wants us all to become a group of sport flyers. Somewhat like 90% of the radio control fellows! Without the stimulation of high performance, what we do is, as Bill Hortil puts it, "an exercise in frivolity." If we follow his suggestions, then, we are truly building toys. For an occasional fun and beer session, his proposals would be welcome. However, Mr. V. P. of the A.M.A., if you want to eliminate the adults from the sport, then eliminate the hot engines and designs to which you so vigorously object.

May the "Bird of Paradise" lay a thermal under your wings.

PRESIDENT'S CORNER

by Clarence Mather

An activity that our club might well undertake is an annual banquet. The banquet could take the place of one winter meeting and involve a good meal, the presentation of annual awards, and perhaps a light program. The warmth of such an occasion might raise even further the high club morale and good will. Wives could be invited and perhaps wifey-model airplane relationships would be improved and who knows what else? The banquet could be a dressy affair and thus provide a rare opportunity to scrutinize one another minus the balsa dust, sand, castor oil, mud, Honda grease, whiskers, rubber lube, bumble scratches, and other encrustments that go with free-flying!

Our treasury seems to be growing steadily, and since our club's purpose is not to build a large cash reserve, perhaps part of the banquet cost could be borne by the treasury.

Bob Beecroft has been home from N.O.T.S., China Lake, recently, and I spoke to him regarding our club's history. I have most of the details, but Bob indicated that he would write them up for us soon. As a preview, Bob and a 'Jimmy Peterson' conceived the idea of a free flight club in early 1959, while officially members of the Clairmont "Clear Dopes" Control-line Club. The first name proposed was the "Orbiters". Bob indicated that he soon will attend a Navy school in San Diego. Since we have a number of members who joined the club in the last year or so while Bob has been away, I will mention that Bob is a fine builder and gung-ho competitor! He has won events in national contests and has held national records.

THE SAN DIEGO ORBITEERS 2nd ANNUAL ALL F. A. I. By ROD SELEY

As last year and next year, and the next, it began with a lot of work. As last year and next year, and the next, it ended with a lot of work. WORK, and lots of it, is an essential part of any well organized contest. But, when you speak of the All FAI, toss in a little extra. The biggest share falls naturally on the C. I.; but, don't forget the committee, the timers, the equipment crew, the judges, and above all, those two wonderful gals. Our hearty thanks to all of them for a job very well done.

Before we go on, let's also thank all the contestants; without their participation an event of this caliber could not be held. They too put in a great deal of work to make it go - witness the effort put forth by the Phoenix group to be here, and the effort by SCAT to turn out 'en-masse. We hope the 2nd Annual lived up to their expectations.

Already, we're looking forward to next year's bash. Thought and plans are now formulating which will make the 3rd annual All F.A.I. an event of National importance. As a clue, here is a few of the thoughts we've heard: A two day meet; a banquet on Saturday night; making this an annual western Free Flight Event. As the invitational at Tulare last November; adding a Wakefield or Power team challenge; and several others. It all sounds great!

To try to describe everything that happened would be impossible. With 44 contestants, three individual events and two team challenges, all this multiplied by five rounds - that's a big day! So, all that can be done is an attempt at some highlights.

WAKEFIELD

40 Grams of motor was designed to make it very hard to max, but 57% of all the flights were maxes! Ed Dolby appeared so casual about the whole thing, you got the feeling you were watching him in practice. As a matter of fact, Ed even apologized for breaking John Lenderman's record by a measley 6 seconds!

Fudo Takagi stayed right with Ed through three rounds, but, an old pro still can learn things about this sport. Fudo was leaning his Wake against the tent side in-between rounds - all was fine until he flew late in the 4th. By this time, the sun had come out and was beating down on the canvas - you guessed it, the stab warped him into a bad stall.

Gene Larson, flying his first ever gum-band, gave an excellent account of himself, and even had everyone give him a big cheer as he launched with 5 seconds remaining in the 4th round. Gene wanted to fly early in the 4th, but the motor snapped while winding and broke his prop! With Howard Harvey's help, a Fiberglas brew was made with a large amount of catalyst - it set-up just in time!

While Wakefield was the least contested in numbers, the quality always is impressive. Gene Wright, as always, had his "Max-maker" in the grove. Some obviously bad luck was experienced by the SCAT group. For the second year, if we would have had a Wakefield Challenge Cup, the Orbiteers would have won going away. Last year, we were 1-2-3; this year 2-3-4: How long will it take to get some smarts?

NORDIC

Always the big one - this year a great one! The 22 contestants flew 56% maxes; 3 men going all the way, and 6 others putting in 4 out of 5. When flying A/2's, you better be right on every launch, or you just are not in the running these days! By that, I don't mean that the three minute Nordic has been developed, but, the art of finding lift HAS!

Bob Van Nest, Pierre Brun, and Larry Simpson reeled off a "full house" just as if it were pre-destined - well, maybe not quite. We can remember Larry saying he wasn't going to screw-up this year - and then sweating the 10 minute limit in the 5th. And how about that gasp by Pierre's pretty little wife when he stumbled while towing in the 4th. But Bob Van Nest really played the part of Mr. Cool. Bob waited out a full 10 minutes in the 5th round while sniffing for lift conditions. This, under our rules gave him an attempt. Undaunted, he signed in again, strung out, and waited another 8 minutes! Finally, it came - and up he went to make the fly-off triad.

While several others flew very well, a second less than perfect was no good. Les Hill, Bill Hartill, Steve Houlihan, Russ Seley, Bill Roseberry & Bob Wiehle - all had times that a year ago would have placed them in the top 3 - Not in 1966!

Some interesting new models showed their wings - but Bill Hartill's latest had everyone "bug-eyed". You just can't describe the intricacies of the front end assembly - timer, controls, weight movement, and auto devices all completely enclosed and peering out at you through a crystal clear plastic enclosure! If this isn't the optimum, it's at least as close as Marquard Aviation's Engineering staff can make it. (Would you believe part of their staff?)

Meanwhile, back at the fly-off, the big three were strung out - all launching within a few seconds. Pierre & Larry were very close and in the same thermal. Bob wasn't too far away. Bob & Pierre climbed rapidly, but Larry's model just loafed around. Something happened to Pierre, because he hit a corner at about 300 feet and came down in 120 seconds. Bob's ship somehow avoided it and went on for the 4 minute max. Larry still kept cruising around low and grasped for whatever air there was - but for about 3 more feet of altitude, just enough for four more seconds. It wasn't to be and it touched down at 236 seconds.

Bob gave it a good try for the 5 minute mark, but it was very cold by now, and the lift spotty at best. His last flight was 212 seconds - A 1352 total.

POWER

In Wakefield it was 40 grams - where they got it and how long it's been hoarded is their secret. In Power, it's standard fuel - but we provided it, and we know there wasn't a sniff of Nitro around. To Sandy Norton all it meant was a cheaper way to fly! Almost everyone agreed he was getting within 10 feet of his winning climb at Tulare! Cheaper? Perhaps not - that H -O -T K & E he was using was said to be culled from 10 that he and Al Vela were testing.

Chuck Klivans, Bob Ferguson & Bob Wiehle chased Sandy right wall - any slight downer and it would have been anyone's first place trophy. If we were a betting man, or if Las Vegas were involved, the odds would be made mighty short on Sandy

for this summer's finals at Bong. We don't want to put the hex on him, but, wow! Sandy put up an easy 4 minute 6th flight, but an overrun killed the 5 minute attempt. (It came down in approximately 7 minutes, however.)

Auto stabs are "in" and from what we saw, small props, Cox 15's, and "air picking" are also "in". Out - as they always have been - are bad timers, balky engines, and flexing wing panels.

Power was an interesting show - as it always is. While some people have speculated about Sandy Kolfax in HLG - what could he do with the Javlin Launch used in power?

THE NORDIC CHALLENGE CUP

Although no club put their top men on the right team - SCAT put the same three together that won last year. That did it. SCAT #3 team of: Hartill, Wiehle, and Trego, flying 72% maxes, gave them 2320 seconds and the responsibility of tender loving care of the silver until next year. And God help us if they win it next time; three in a row, and they keep it forever!

The Orbiteer #1 team of Harvey, Ottiwell & Seley tried, but lacked 42 seconds of coming close. Next year, they swear no one will fall during tow, tow through thermals, or run out of gas while "hunting" on top of the line for lift. You can ask the individuals involved who did what. One consolation - we had the same max percentage as they had. (But try and find that on the victory plate)

Congratulations fellows - wait till next year.

THE ME'LANGE CUP

The Me'lange (mixed) event was new and it turned out to be not only the most popular, but the most fiercely fought. The Orbiteer #4 team of Bach, Harvey and Larson maxed across the first round to grab the lead. In Round 2, Orbiteer #2 team of Ferguson, Hill & Wright, flew into a narrow lead. Only 17 seconds separated the 4 teams directly behind them! They made it stand up however, and won with 2485 seconds: A scant 62 seconds ahead of a maverick group made up of Norton, Houlihan & Orndorff.

Ten teams entered this one, and we're happy not only for the turn out, but for the honor of the Orbiteers that was maintained.

RESULTS

WAKEFIELD

1st	Ed Dolby	Phoenix International Team	17:30*
2nd	Fudo Takagi	San Diego Orbiteers	13:40
3rd	Gene Wright	San Diego Orbiteers	13:38

NORDIC A/2

1st	Bob Van Nest	Southern California Aero Team	22:32
2nd	Larry Simpson	San Diego Orbiteers	18:56*
3rd	Pierre Braun	Southern California Aero Team	17:00

POWER

1st	Sandy Norton	Independent	19:00*
2nd	Chuck Klivens	S. H. O. C.	14:30
3rd	Bob Ferguson	San Diego Orbiters	14:17

NORDIC TEAM CHALLENGE CUP

Southern California Aero Team - Team #3
 Bill Hartill)
 Bob Wiehle) 2320 Seconds
 Jim Trego)

ME'LANGE CUP - TEAM CHALLENGE

San Diego Orbiters - Team #2
 Bob Ferguson (P)
 Les Hill (N) 2485 Seconds
 Gene wright (W)

* New National Records (Larry Simpson & Sandy Norton = Senior Records)

GENERAL INFORMATION

Orbiters Point Standings as of May, 1966.

Sr. - Open

	1. Howard Harvey	117		1. Billy Harvey	32
	2. Les Hill	102		2. Jimmy Larson	16
	3. Gene Larson	96		3. Gary Bradley	10
	(4. Tom Sloan	72		(4. Paul Ferguson	3
tie	(4. Clarence Mather	72	tie	(4. Lou Vargo, Jr.	3
	5. Bob Ferguson	69			
	6. Russ Seley	66			
	7. Brian Donn	47			
	(8. Gene Bach	46			
tie	(8. George Howard	46			
	9. Larry Simpson	44 (Sr.)			
	10. Bill Thompson	41			

Results - Indoor H. L. Glider - Fri. May 13 (Meeting)

20 foot ceiling (North Clairmont C.C.)

Times - Best 2 out of 9 flights.

	1. Nat Antonioli	47.9
	2. Clarence Mather	46.0
	3. Tom Ottiwell	44.5 (Sr.)
	4. Rudo Takagi	40.5
	5. Russ Seley	38.2
1.	Lou Vargo Jr.	16.4 (Jr. Winner)

Results - Monthly Meet - Sunday, May 29, 1966

POWER

NON-POWER

Place

- 1. Gene Larson 1/2A Twist 18:10
- 2. T. Adamsen A Viking 13:58
- 3. Nat Antonioli 1/2A Orbitneer 13:14
- 4. Bob Ferguson P.A.I. Orig. 10:28
- 5. Harvey 1/2A Twist 10:12

- 1. Clarence Mather A/2 Red Lady 14:26
- 2. Billy Harvey A/1 Topkick(Jr.) 11:58
- 3. Don Sloan A/1 Ego 10:57
- 4. George Howard Unlim Rub. Orig. 10:36
- 5. Howard Harvey A/2 Parigo 9:51

THE OLD TIMERS

by Bill Thompson

The Thunderbugs Old Timer Contest was held on April 17, 1966. The place was Sepulveda Basin. The day was rather windy, and there was lift only between about eleven and twelve thirty. Wind at Sepulveda Basin makes things a little rough these days, even with three minute maxes. Now they have built a large drainage ditch parallel to the entrance road. On each side of the ditch, which had water in it, is a five foot high chain link fence. The field north of the road which leads to the U/C area is a quagmire in spots, due to crop irrigation. Without good friend Gene Wright, we could have lost a plane! While this writer drove the convertible, Gene kept his eyes on the plane. Must also thank the wife whose "line" helped us find one even after Gene had lost sight of it. This writer managed to retrieve one from the quagmire and one from beyond the new ditch, after the plane had hit the fence. However, when one flight went off the field and landed on a house, it was Big Gene who saved the day! We checked and there was no one at home and the family next door had no ladder. So Gene stood on my shoulders, grabbed the shingle roof and pulled himself up. Not bad for a "soon to become a grandfather". Try it sometime!!! This writer, although younger, would never have tried this, since we have had an irreparable hernia for years. After all this work, the results looked like this:

Glow (15 Sec. Run
3 Min. Max)

- | | | | |
|------------------|-------|---------------|----------------|
| 1. Les Deline | 11.31 | Ranger | Super Tiger 15 |
| 2. Bill Thompson | 11.03 | Strato Streak | TD, 051 |
| 3. Larry Boyer | 8.54 | Strato Streak | TD, 049 |

Ignition (15 Sec. Run
3 Min. Max)

- | | | | |
|--------------------|------|-----------------|-------------|
| 1. John Frouillard | 6.50 | Thermal Thumber | Arden 19 |
| 2. Forrest Allen | 6.37 | Wasp | O&R 23 |
| 3. Bob Owen | 3.17 | Comet Clipper | Bunch Tiger |

Beauty

Bill Thompson

Strato Streak

CONTEST NOTES

San Diego did very well at this contest. In all, we brought back, 4 out of 7 trophies. Note the clean sweep for San Diego in the Glow event.

Since Mile Square has been temporarily ruined for free flighters, the SCAMPS contest of April 24 was moved to Lake Elsinore. Seems that the unpaved area at Mile Square suddenly sprouted tomato stakes. Ugh!!! The 24th was a nice day at Elsinore. It wasn't too hot and the wind didn't come up until around 2 o'clock. However, the drift kept changing all day and thermal activity was pretty spotty. When it was all over the results looked like this:

Pro 1939 Ignition (30 Sec. Run - 5 Min. Max)

1. Les Deline	10.23	Luccanser	Brown Jr.
2. Larry Boyer	9.18	Clipper	Bunch Tiger
3. Johnny Johnson	8.42	Flying Phantom Jr.	Arden .099

Pre 1943 Ignition (20 Sec. Run - 5 Min. Max)

1. Sal Taibi	12.47	Brooklyn Lodger	Forster 29
2. Forrest Allen	12.09	Wasp	O&R 23
3. Bill Thompson	10.50	Interceptor	O&R 23

Pre 1943 Glow (20 Sec. Run - 5 Min. Max)

1. Howard Harvey	11.26	Strato Streak	TD .049
2. Bill Thompson	9.23	Strato Streak	TD .051
3. Harry Lowe	6.30	Wasp	Fox 15

Beauty

Johnny Johnson Flying Phantom Jr.

Again San Diego did very well. Five out of ten trophies isn't a bad day's work! This should be the first Old Timer trophy for San Diego's own Howard Harvey.

Parade Magazine reports that due to the Vietnam war, there is a shortage of methanol, among other things. If the shortage continues, will emergency controls be imposed? Will contests at some future date be flown with good old 3 & 1 mix? Could this cause a return to ignition engine use? Could the war cause postponement of the Nats or other future contests? Something to think about!!!!

May Old Timer contests will be: The Cal-Western on the 22, and the Fresno Annual the following Sunday.

THE OLD TIMERS

by Bill Thompson

The SCIF's twice rescheduled Old Timer contest finally got off the ground on March 27. The rules were given briefly in last month's column. It was truly a beautiful day, as everyone had hoped it would be. Art Swift, of the SCIF's said, "After having the contest postponed twice, I must have said about a dozen rosaries that for today we would have perfect flying weather." It was quite a "rich" contest with beautiful trophies and much merchandise. The results looked like this:

GLOW (15 Sec. Engine Run - 3 Min. Max)

1. Mike Taibi	Strato Streak	8:48	TD.049
2. Harry Lowe	Wasp	7:55	Fox 15
3. Bill Thompson	Strato Streak	7:06	TD.051

IGNITION (15 Sec. Engine Run - 3 Min. Max)

1. Larry Boyer	Ranger	9:00	Arden 19
2. Bud McMorgan	Phoenix	6:52	Arden 19
3. Bill Thompson	Interceptor	6:45	O & R 23

PRECISION EVENT

1. Jim Adams	Super Buccaneer	335 Points	O & R 60
2. Les Deline	Ranger	331 Points	Super Tiger 15
3. Les Holland	Baty Playboy	314 Points	Pee Wee

Contest notes: The contest ending was a real thriller! Awards were due to be handed out at 3 o'clock. However, at 10 minutes until three, the outcome of the ignition event and the owner of the high time award was still undetermined. Since about 8:15 AM, Mike Taibi had been in first place in the Glow event and in line for the high time award. At 10 minutes until three, Larry Boyer raced back on the field from his second max in the ignition event. Everyone watches as Larry hurries for another flight. Larry fires off the trusty Arden and released the Ranger. A cross wind catches it and the resulting ground loop breaks the prop. Tension mounts! Larry changes the prop and tries again. At about 5 minutes until three, Larry has his last chance. The Ranger gets off this time! The climb is fast and almost straight up. After the engine cuts and the ship starts to glide, anyone on the field could have told you, another max. So, Larry pulls it out of the fire and has a trophy and ignition O & R 23 to show for his efforts.

Young Mike Taibi is to be commended for his great showing among the many Old Timers. He seems to be following in his dad's footsteps in getting the flights in early. For his effort he ended up with a trophy and a Banahoe kit. The kit was for second highest time of the day. Who says the juniors can't compete with the older fellows? Of course, I'm sure that having Sal Taibi for a father would help a bit.

The SCIF's contest was about the largest that this writer has seen south of Sacramento. There were more new faces and planes than we have ever seen around these parts before. Bruce Chandler even had a G.H.Q. powered Robotaire. The engine ran fine and the plane flew rather well. Of course, the Robotaire is not a high performance type of ship. However, it is a good sport flyer or can compete with other ships in the "precision" type events.

San Diego did rather well at this contest. Out of the 9 trophies, 4 now have permanent homes here in town.

Upcoming contests in April: Thunderbugs Annual - April 17th at Sepulveda Basin. SCAMPS Old Timer Meet - April 24th at Mile Square. The SCAMPS will be flying pre 1943 Ignition and Glow. There will also be a Pre-1939 event. That's all the information we have on these 2 contests for now. Call the writer for the "latest."

IN, OUT AND ETC.

by Fud

March was a good month for the Inners, as we were able to get the Madison Gym several times to get our Easy B's adjusted, to take a crack at the Nimas Easy B Postal Meet, which could turn into an annual event.

On the last day of March, the Orbiters went out like the proverbial lion. As usual, Clarence was leading the pack with something like $8 \frac{1}{2}$ minutes. Don Sloan and Fudo with 7:56. If it weren't for the obstacle course with things like trampolines, ropes, and what have you, time could have been a little better. Dan, Bivena, Jr., with his first Easy B, turned in a flight of 3:45. Very good, me 7 links!

Evidently, Don was a mite miffed when told that he stole that indoor scale at the after-meeting Easy B session, cause now I will have to make out a Nimas performance award. Nice going, Don. Perhaps there should be more judicious meddling, if this is the end results.

Well, it looks as if this column goofed when it reported that a flying rubber scale meet was in the offing via Walt & Mike's Hobby. Seems as if Mooney's 3 full scale gliders have him bogged down a bit.

All of you interested in Coupe's take a look at Charlie Sotich's Definitive Dip, presented with his permission. Could be it will give you some ideas.

To quote Charlie, "Not only are all balsa wings and stabs easy to build, but the resulting thin airfoils are the best for slow flying models. Two-Piece wing for compactness when disassembled." Fiberglass lined balsa tube to take breaking motors with no ill effects.

And, as he says, prompted by Oscar Czepa's winning A2 in '51, the late Mr. Roul Hoffman commented at the time that by having the cross-section toward the rear, less of the model will be in the turbulence of the cross-section, so there would be a reduction in the total drag. This is why Charlie put the cross-section of his model so far back. Also, our venerable proxy says that the thick built up rudder is more efficient. Last but not least it does look different. Thanks mucho, Charlie.

While on the subject of Coupes, this would be an ideal event to replace the rocket event which was dropped by AMA. Articles have appeared in various magazines over a period of time so there is an interest. Also, the time and effort put forth by Dave Linstrum to field a US proxy team should not go for naught. To use an old phrase, "strike while the iron is hot!" If all persons who fly rubber

would get behind such a movement, there would soon be another event in which
could hold trials to field the best team to represent the U. S. whether it
by name or in person. Well???

Small note: While talking to Frank Zaic at our all F.A.I., he said that he
still had some EB washers mit der 1/16 hole size which are great for Coupes.
Also, said that he had some superfins. So, if these items fill a need, write
to him at P. O. Box 133, Northridge, California, 91326.

JOIN THE FREE FLIGHT SOCIETY

NOTE: June meeting special: One
complete set of Orbiteer
decals FREE to all
who attend.

Flack

"NATIONAL FREE FLIGHT SOCIETY CHARTER
MEMBERSHIPS HAVE BEEN EXTENDED UNTIL
AUGUST 31. THOSE OF YOU WHO HAVE PUT
OFF JOINING PAST THE JUNE 1ST DEAD-
LINE, NOW HAVE THREE MORE MONTHS
TO PROCRASTINATE."

QUOTED FROM BOB STALIC - EX. SECT.

THE OLD TIMERS

by Bill Thompson

On May 15, Denver, Colorado held their annual Old Timer's contest. Only Larry Boyer made the 286 1/4 mile round trip for the Orbiteers. Larry's efforts really paid off. He brought back the first place trophy in Class II, Cabin. In winning this trophy he maxed-out. This was the highest time ever posted in an Old Timer event in all the years that this contest has been held. Congratulations are out to Larry and his Bunch Tiger powered Clipper.

Bud McNorgan reports that five SCAMPS members made the trip to Denver. From his report it would seem that they made out very well also.

On May 22, the Cal-Western Old Timer's Contest was held at Sepulveda Basin. The Southern California Ignition Fliers were responsible for running this part of the very large Cal-Western. All engine runs were 15 seconds. A maximum flight was 3 minutes. The winners were:

Ignition

1. John Drouillard	Thermal Thumber	Arden 19	9.00
2. Bill Thompson	Interceptor	O & R 23	6.42
3. Bob Ferguson	Wasp	Arden 19	6.28

Glow

1. John Drouillard	Gas Champ	Fox 36X	7.35
2. Les Deline	Ranger	Super Tiger 15	7.23
3. Harry Lowe	Wasp	Fox 15	7.08

Beauty

Johnny Johnson Fearless Panther Mills Diesel

On May 29, Fresno held their Second Annual Old Timer's Contest. Only Les Deline and Larry Boyer made the trip from San Diego for this contest. The following information was provided by Larry Boyer. Engine runs were 20 seconds. A maximum flight was 5 minutes. The results read like this:

Ignition Cabin

1. Larry Boyer	Clipper	Bunch Tiger	7.38
2. Bob Hensler	Marsden's Champ	O.K.60	7.08
3. Bob Owen	Clipper Mk. II	Bunch Tiger	1.09

Ignition Pylon

1. Gerald Oldershaw	Zipper	K & B 32	8.48
2. Bob McBride	Interceptor	O & R 19	8.34
3. Larry Boyer	Ranger	Arden 19	5.15

Glow Cabin

1. Bill Bowen	Rocketeer	Fox 35	Not Available
2. Frank Gallo	Buzzard Bombshell	K & B 35	5.38
3. Frank Gallo	Buzzard Bombshell	K & B 35	5.00

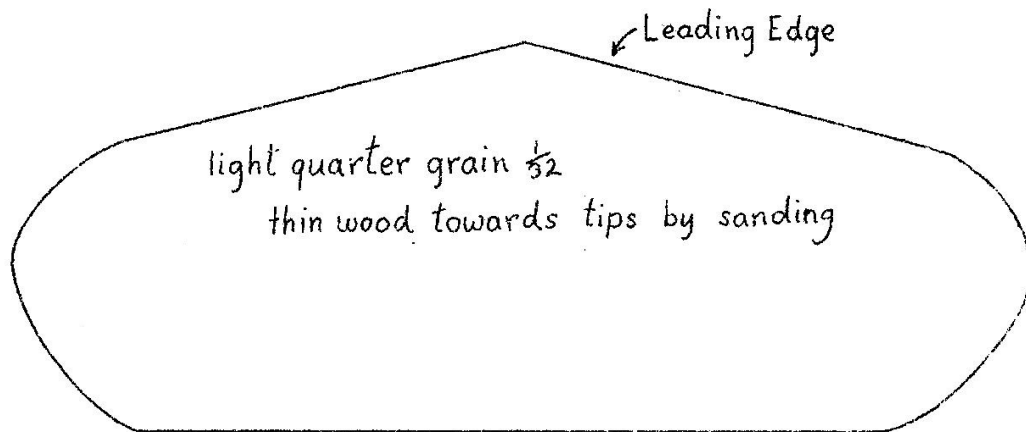
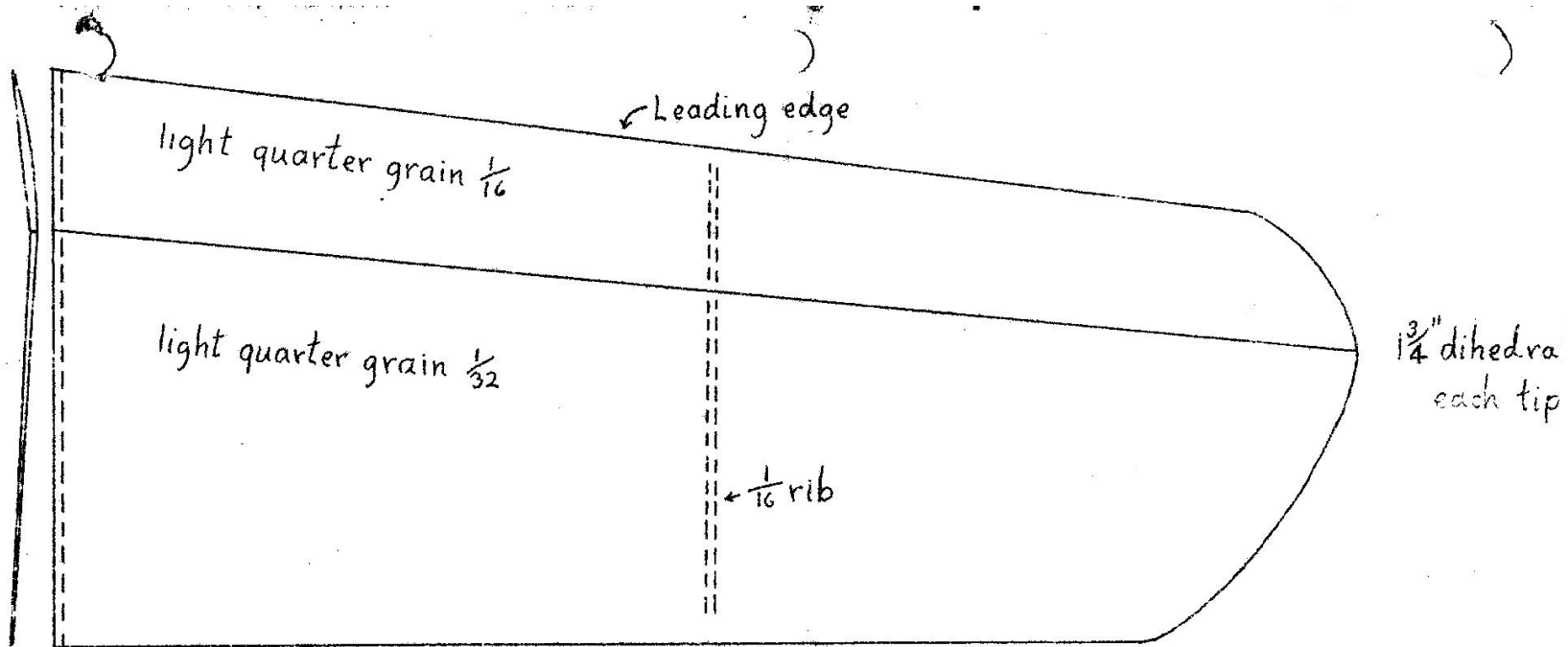
Glow Pylon

1. Les Deline	Ranger	Super Tiger 15	12.05
2. Gerald Oldershaw	American Ace	Cox TD 15	11.47
3. Les Deline	Ranger	Super Tiger 15	11.31

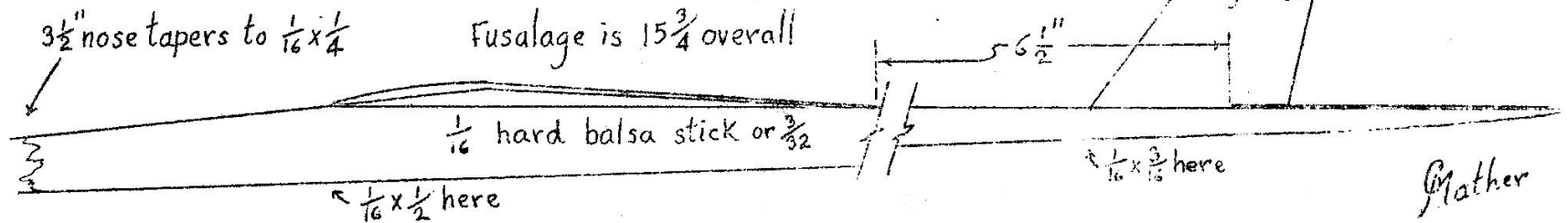
June contests will be the Smogcutters' meet on the 19th at Sepulveda Basin and the Orbiters First Annual on the 26th at Lake Elsinore. You all come!!! And don't forget the SCIF-SCAMPS Annual on July 9 and 10 at Taft.

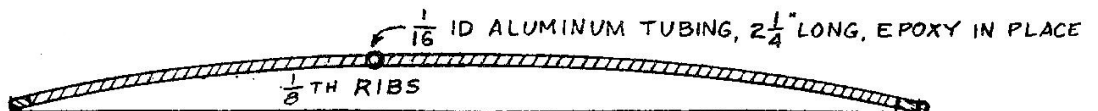
Thanks to RODGER TAYLOR, WE
NOW OWN 6 REEMS OF PITTO PAPER.

Thanks to "FUDO", WE NOW HAVE
MANY GOODIES — HE WENT TO AN
AUCTION AT A STATIONARY STORE AND
GOT VERY EXCITED DURING THE
BIDDING —————> PERHAPS SOMEONE
FORGOT TO TRIP HIS TIMER.

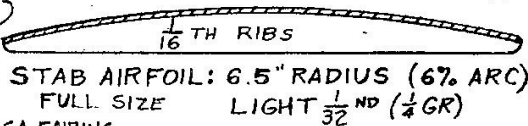
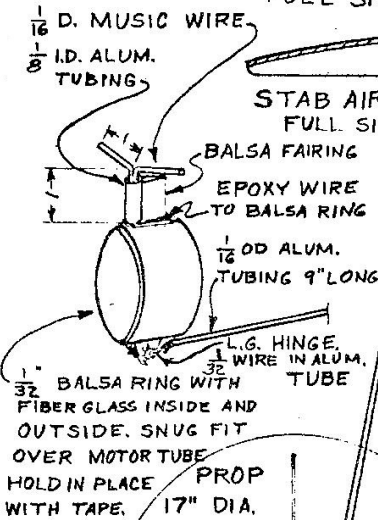


Mount fin $\frac{1}{32}$ offset for turn in desired direction. Wing and stab are set in line atop fuselage - it may be necessary to bend stab up to stop diving. Slight stab tilt is desirable - left tip up $\frac{1}{8}$ " for left turn gliders.





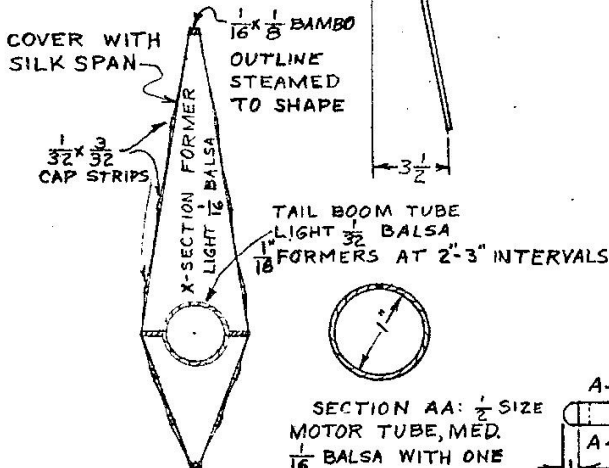
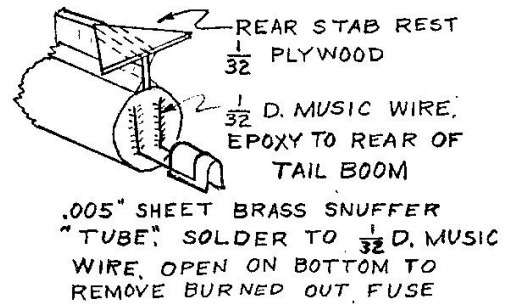
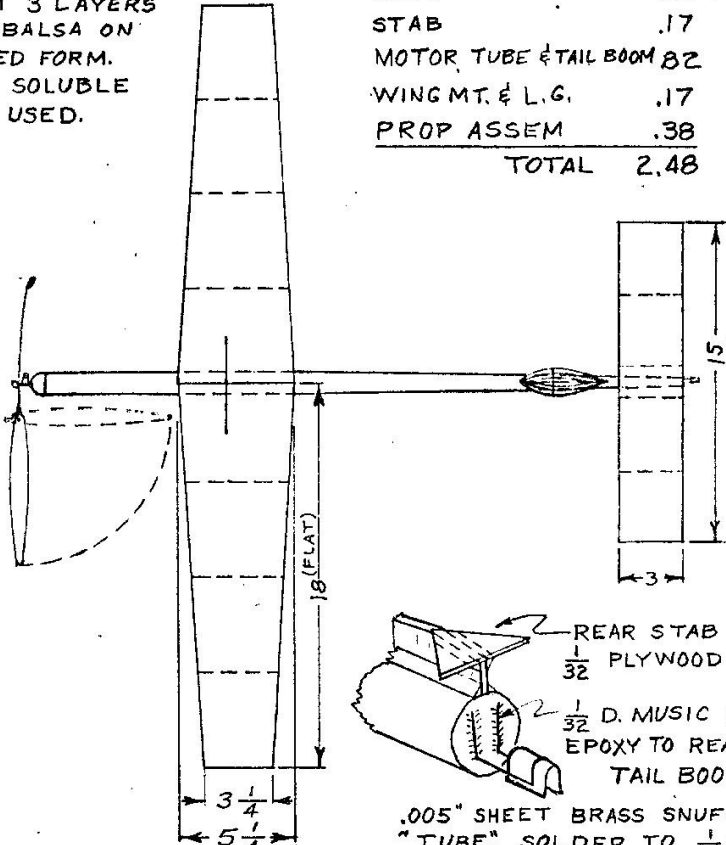
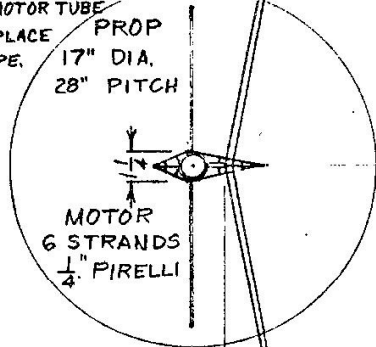
WING AIRFOIL: 5% CIRCULAR ARC, LIGHT $\frac{1}{16}$ TH ($\frac{1}{4}$ GR)
 FULL SIZE. $\frac{1}{16} \times \frac{1}{8}$ SPRUCE L.E. & T.E.



WING AREA (PROJ) 150 SQ. IN.
 STAB AREA 45 SQ. IN.

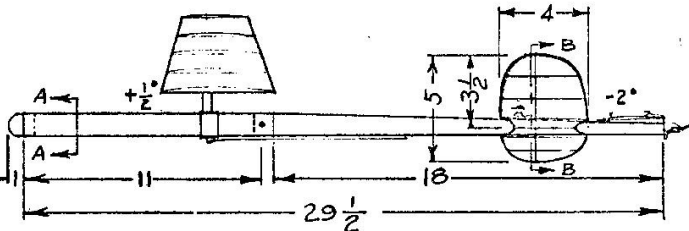
PROP AIRFOIL - LAMINATED FROM 3 LAYERS OF $\frac{1}{32}$ BALSA ON CARVED FORM. WATER SOLUBLE GLUE USED.

PART	WEIGHT
WING	.94 OZ.
STAB	.17
MOTOR TUBE & TAIL BOOM	.82
WING MT. & L.G.	.17
PROP ASSEM	.38
TOTAL	2.48



SECTION AA: $\frac{1}{2}$ SIZE MOTOR TUBE, MED. $\frac{1}{16}$ BALSA WITH ONE LAYER SIG FIBERGLASS INSIDE. NOSE AND REAR REINFORCED

SECTION BB $\frac{1}{2}$ SIZE



MOTOR TUBE CONSTRUCTION

1. WAX PAPER HEAT SEALED ON A 1" OD FORM ABOUT 18" LONG.
2. ONE LAYER OF SIG FIBERGLASS & RESIN PUT ON OVER FORM.
3. HIGH SPOTS SANDED OFF CURED RESIN.
4. THIN COAT OF RESIN PUT ON $3\frac{1}{2}$ " WIDE X 15" LONG X $\frac{1}{16}$ " MED. BALSA.
5. BALSA WRAPPED AROUND TUBE WITH $\frac{1}{4}$ " FLAT RUBBER.
6. EXCESS RESIN REMOVED FROM OUTSIDE OF TUBE BEFORE CURING, WITH A RAG CONTAINING THINNER.
7. WHEN CURED, SANDED SMOOTH BEFORE REMOVING FROM FORM.
8. NOSE & TAIL REINFORCED FOR $\frac{3}{4}$ " WITH MATERIAL TRIMMED OFF.



DEFINITIVE* DIP COUPE d'HIVER
 DESIGNED BY CHARLIE SOTICH
 ILLINOIS MODEL AERO CLUB
 *SERVING TO DEFINE (THE X-SECTION RULE)