

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

JUNE 2021



Chairman's Corner – Mark Chomyn

You will notice that the heading of this diatribe has changed. After recently perusing the Orbiteers website I took time to look at the **About Us** tab. I was surprised see that my current function is under the title of Chairman (not President) and that what I have previously (erroneously) thought was a Board of Directors is actually a Board of Trustees. Hence the title change above. Proving that you can learn something new every day providing you slow down, pay attention and read carefully.

Speaking of the Board of Trustees we will now have a new member. Tim Batiuk will become the seventh trustee member. Thank you and congratulations Tim. If you know anything about our free flight community, you are aware of Tim's many accomplishments as a free flight competitor. To list all his contest wins state and nationwide would take up more space that I'm allowed for this column. In addition to Tim's contest record, he is also on the NFFS Education Committee, a committee whose primary aim and goal is to promote youth free flight activities and get more young people interested and involved in the sport of free flight model aviation. The addition to the board is also significant in that we now have seven voting members. Which, if you've had any experience with voting boards, eliminates the possibility of a tie vote. Mind you, that the Orbiteers trustees are not prone to significant disagreement on issues. The board will be having it's first quarterly meeting in more than a year on June 16 maybe it's another sign that things are moving toward getting back to normal.

If you live anywhere near the coast, you are aware that we have now shifted from May Gray to June Gloom. Though the weather may be gloomy in coastal areas it's not expected to be that way at Taibi Field in Perris. Our next monthly is scheduled for Sunday June 13 and weather is currently forecasted as sunny with wind at 2 – 5 mph and temperatures starting in the mid 70's and reaching the high 80's at noon. Mike Pykelny has already sent a notice out to flyers so please check your e-mail for details. Mike's email notes that there will be a P-30 event with some decent cash prize payouts. Rumor has it that Mike Jester will be flying his 3 Night P-30 a new design with (I've heard) some impressive flying ability. The only way you'll find out is to show up in Perris. (P.S. Mike Jester this was not written to put any pressure on your performance). And, if you've not already heard, word came from Don Bartick via e-mail that the farmer has leveled the remaining mulch mounds at Taibi Field. As Don noted, you can better see your model when it lands but traversing the plowed area still takes a little effort.

The AMA Walk of Fame program is a program that provides AMA members, clubs and private individuals the opportunity to purchase a brick bearing the name of an AMA member and place it in the Walk of Fame that is the entry way to the AMA headquarters and museum. The Board of Trustees has moved to purchase such a brick in memory of John Oldenkamp a noted free flight flyer and designer, co-developer of the P-30 event and a long-time member of the Orbiteers. It's an honor for the Orbiteers to have the AMA place a brick in John's name on the walkway.

You never know what treasure you have hidden away in your garage. I renewed my Society of Antique Modelers (SAM) membership in March. I was a little late in renewing. When I hadn't received any issues of SAM Speaks by early May I began to worry that my renewal had "fallen through the cracks". Then in mid-May I received not only the May-June SAM Speaks but two back issues (Jan – Feb and Mar – Apr). I was in free flight heaven. So I began my reading assignment with the Jan – Feb issue. Moved on to the Mar – Apr edition that had a very interesting posthumous bio on Eut Tileston. On page 30 of that edition was an article titled Air Trails Annual by Bob Galler. In the article was a picture of the 1946 Air Trails Model Annual. On the cover of that large format magazine is a picture with a young man standing near a DC-3 commercial airliner and holding a yellow and green finished model of the Piper Skycoupe. I said to myself, well I'll be, I've got that magazine. In reading the article Mr. Galler writes, "If you are lucky to enough to have the larger format Air Trails Annual for 1946, you are lucky indeed. If we had to rate the top 10 all time favorite magazines (since we went to 1950 models) this one would be right at the top of the list".

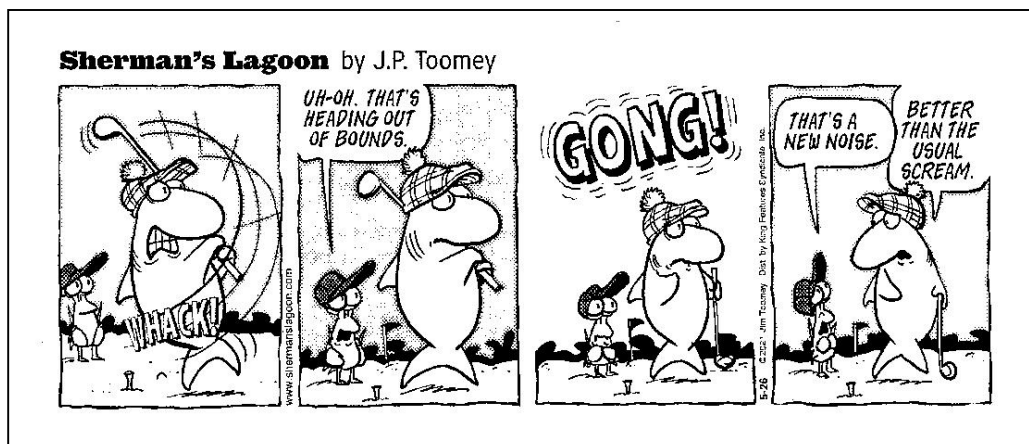
So, the lesson here is don't throw any model stuff out until you are assured you don't have a hidden treasure. Oh yeah, there was a bit of a disappointment along with my discovery of the treasure. The article goes on to note that Roland Friestad (editor of SAM Speaks) will provide you with a digital copy of the 1946 annual as part of your subscription to RC Microworld magazine. I was feeling somewhat deflated until I realized that although I did not have the only perusable copy of the 1946 Air Trails Annual, mine at least was an original. So, as Carl (Bill Murray) the golf course maintenance worker in Caddy Shack said, "So I guess I got that going for me". P.S. – Viewings of the sacred manuscript may be scheduled, just email me.

Well, June means Father's Day and you know what that means don't you? Better carve out a generous space in the model workshop for the model many model aviation gifts you'll be receiving from the family. Please don't dwell upon past occasions when you received a book you've already read or a bad tie.

It's a wrap. Stay healthy.

Mark

"I remember when I first became editor of MAN in 1931 how nearly impossible it was to have our full scale aviation men and our government men to consider models as anything but a toy"
Charles Grant





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ORBITEERS MEMBERSHIP DUES

Annual Membership - \$20
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Junior Members 16 years old or younger - Free

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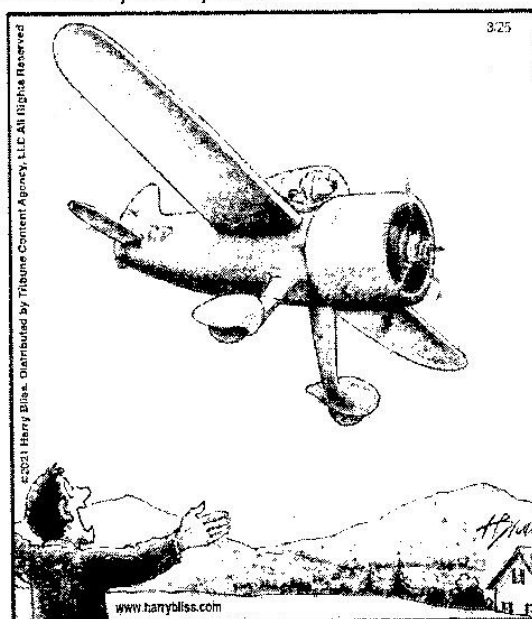
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"Good dog!"

Finding Your Outdoor Free Flight Model Airplane After It Lands

By Mike Jester



One of the biggest challenges of our outdoor hobby is finding your model after it lands. I have lost my share of free flight models, but never when they were carrying one of my Walston RF transmitters. However, the cost, complexity, and weight penalty of electronic tracking systems means that most free flight enthusiasts don't use them. In this article I will review some of techniques that may help you recover your model after it has landed or flown out of sight (OOS).

The most important thing to remember is to never look away from your model until it has landed so that you can establish a visual line of site. I learned this lesson early in my outdoor free flight career. I had launched my first Flying Aces Moth on a low power trim flight at Perris, California. I looked down at my wrist watch to start its stop watch function. Incredibly I could not see my model when I looked back up after only a couple of seconds. The DT was set, however, two days of searching failed to locate my model.



HOT BOX P-30 by Mike Jester About to be Retrieved at Perris, California

Preferably have another person watch the flight with you. This could be your official timer, or a friend helping you trim the model, or just someone that might be interested in seeing how your model flies. They can also establish their own visual line of sight to your model. They may have better vision than you.

A good line of sight greatly lessens the area that has to be searched. Looking toward your model's landing spot (or in the direction where you last saw it) pick out a feature on the horizon directly behind. This could be a tree, a telephone pole, a particular ridge in the far-off mountains, or a recognizable house or other building. Turn around 180 degrees where you are standing and pick another feature on the opposite horizon. Then walk toward your model, occasionally looking back to ensure that you are walking on the line of visual sight between the two features.

John Hutchison once told me that your model is almost never as far out as you think it is. I can't tell you how many times I have walked way farther out than necessary, only to re-trace my steps and find that the model landed closer in. Recently my HOT BOX P-30 caught a boomer thermal at Perris and flew very, very high. John Swain and I both lost sight of it as it seemed to be headed toward Hemet. We went a long

way south by car and got confusing signals from my Walston RF receiver/antenna combination. The signals seemed to indicate that the model was north of us, back toward the flight line. While driving north to take another reading, John spotted my HOT BOX a few feet off the road. Its viscous timer DT system had triggered late and the model had landed only about 100 yards from where it was launched. Similarly, a few weeks earlier Mike Pykelny lost his Candy G coupe and two days of searching were to no avail. Two weeks later he found his model when retrieving one of his gliders. His coupe had also landed only 100 yards away from where it had been launched.

If you are flying a scale model you are pretty much stuck with one of the color schemes of the original full-size aircraft. If you are flying a sport model pick colors that stand out in the environment where you will be flying. Yellow is bad for Perris since it blends in with the dead grass during most of the year. Green is bad for Buckeye since it blends in with the alfalfa. Orange or red on the top of the wings and black on the bottom really helps. White and blue are bad choices as a model in these colors is hard to see when airborne a long distance away. I favor red tail feathers on my models as they often land in vegetation with the tail sticking up at an angle and red is very conspicuous in all the terrains where I have flown.



Mike Jester's Gollywock at Perris, California

Some people use spotters with binoculars. Arline Bartick is particularly adept at getting a good line of sight on her husband Don's models using binoculars. She recently showed me her high-tech monocular. I didn't ask but I bet it has electronic image stabilization. You can use a magnetic compass to help you stay on the line of sight. It should be the kind of compass that you look through with one eye while you keep your target in your field of view through the other eye. I have not experimented with them, but there are apparently some apps for smart phones that use GPS to enable you to stay on your line of sight as you walk toward your model. Triangulation is also a good technique. Consider having your timer or observer stand 25-50 feet away from your launch point along a line perpendicular to the direction of the breeze into which you will launch your model. For a retrieval both of you then walk your own sight lines. The plane should be located where they intersect. I learned from Clint Brooks that it can be advantageous to wear a bright colored shirt. Other fliers can more easily see you when you trekking toward your model and are a long way away from the flight line. Carry your cell phone with you so that they can call you and give you directions.

Often a model will be a long distance away when it is about to land. It may only be a few feet above the ground when you lose sight of it. Keep in mind that it may have continued to fly a considerable distance from where you last saw it. On the same day that John Swain found my HOT BOX P-30 at Perris I found Mike Mulligan's scale WWII Soviet fighter. It had flown over Mike Pykelny's truck at low altitude and then into the area of the dry canal. Several people were searching in the canal area where the model was thought

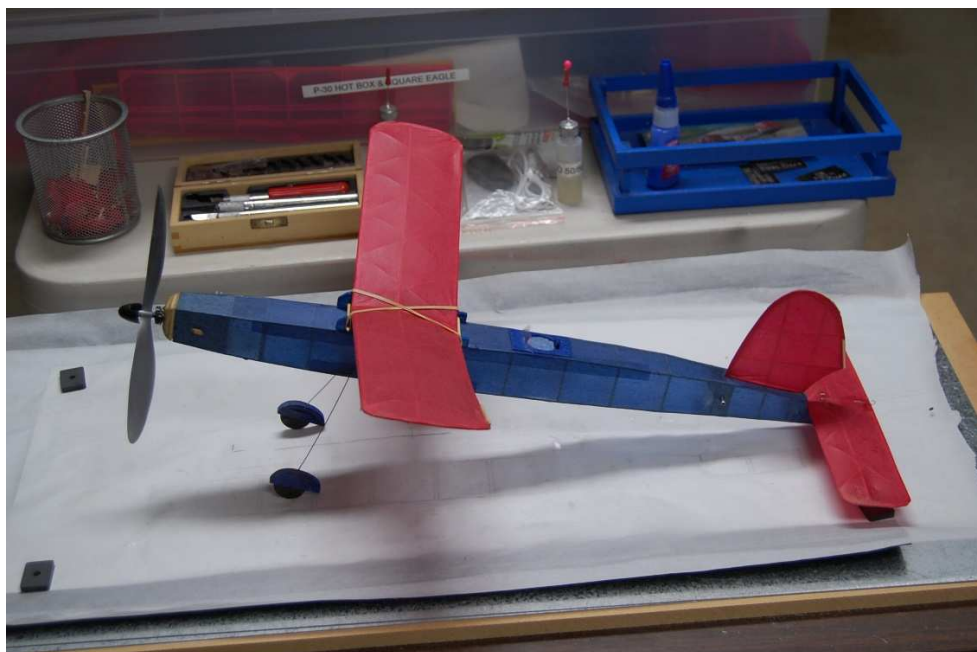
to have landed. Mike Pykelny astutely had me climb up on the dirt road west of the canal and walk south. I found Mike Mulligan's model about 75 yards south of where everyone else had been searching. The last anecdotal story brings me to the best retrieval strategy. After getting a good line of sight get a group of fellow friends to help you search by fanning out from the line of sight. I almost always join in these searches for other modelers because I know how much time they have invested in building and trimming their model. If someone has a motorcycle or an electric bicycle, then they can greatly expand the area searched. When all else fails, and you really want your model back you can get an experienced drone flier to scan a grid pattern and carefully observe the live video. I heard that Don DeLoach once had a pilot take him up in a private plane so that he could scan the field for his lost model from an ariel viewpoint.



Bernie Crowe after Hal Cover's Successful Location of his Gollywock via Drone

One of the best pieces of advice about retrieving model airplanes was given to me by Stan Buddenbohm. He said that you should start walking or riding toward your airplane as it is moving away from you. Do this sooner, rather than later. This obviously allows you to keep your model in sight longer and gain a better line of sight.

If you are flying an expensive Wakefield or coupe model it certainly should be carrying a GPS locator or an RF locator. If your model is an inexpensive model, you may decide to give up after a few hours of searching. Several years ago, when my Debut Embryo flew into the 3-foot-tall weeds between the flight line at Perris and San Jacinto Boulevard, I gave up on retrieving it almost immediately.



Mike Jester's Embryo Debut - Gone but Not Forgotten

If you are flying a non-scale model your AMA number on the wing will help you get it back if you have given up on your retrieval and days or weeks later another flier finds it. I try to remember to put my name and cell phone number on my models. A person who is not involved in our hobby is probably not going to look up someone's AMA number.

I usually stop flying when the wind gets above 5 mph. The chases are long and the odds of losing a model go up significantly when it is being blown a great distance downwind by a stiff breeze.

You may resolve to build a model of the same design to replace one that has been lost. In my experience it usually turns out to be better flier. Recently, at Washoe Lake, Nevada, I lost the first Three Nite P-30 that I built from a prototype of the Volare Products laser-cut short kit. It was descending after a max and was a long way from me. My wife and I both lost sight of the silhouette of the model when it blended in with the fir trees on the distant mountains. After my wife and I searched for a couple of hours without success I called it quits. I built another Three Nite P-30 from a production version of the Volare Products short kit with lighter balsa wood. It weighs 5 grams less and flies even better than the one that I lost.



Replacement Three Nite P-30 by Mike Jester Built from Volare Products Short Kit



← Mike Jester Three Nite P-30 at June Orbiteer Constest

MAY 2nd 2021 OUTDOOR MONTHLY

Coupe

- 1) John Hutchison (Tie)
- 1) Greg Hutchison (Tie)
- 3) Don Bartick

CLG

- 1) Tim Batiuk
- 2) John Swain
- 3) Mike Pykelny

HLG

- 1) Tim Batiuk
- 2) Clint Brooks
- 3) Brad Terrell

Power

- 1) Hal Cover
- 2) Mike Pykelny
- 3) John Swain



Hal Cover

MAY 2nd 2021 OUTDOOR MONTHLY

Old Time Nostalgia

- 1) Henry Kruse
- 2) David Wade
- 3) Mike Jester

CLG

- 1) Tim Batiuk
- 2) Mike Pykelny
- 3) Mike Jester

Power

- 1) David Wade
- 2) John Swain
- 3) Don Bartick



Henry Kruse with Dad Matthew

John Merrill's gaggle of planes →



Photos by Arline Bartick



David Wade



Tim Batiuk



John Merrill



Guy Mennano



Mike Jester

The Flight Line →



Last Sunday was a great contest at the Perris, CA field, and several things made the day special. At one point I think I counted 31 cars there, darned impressive! Once again, Mike and Linda did a wonderful job with the CD duties. An extra special treat was Linda cooking us all hot dogs! Complete with all the goodies, too, including condiments, potato salad, cookies, etc.

Many thanks to all the participants who came out in the heat to have fun with their P-30s, gliders, power ships, etc. Extra thanks again to Mike and Linda for all the work and skill they put into making that such a fun day for all.

We've gained several new members lately, some joining up right on the field. I'd like to say welcome to you one and all, and thank you very much. I hope you find your membership entertaining, helpful, and rewarding.

One of the things I like most about the free-flight community is that even during a contest, in the heat of battle, there aren't many secrets. Competitors are perfectly willing to help another who may be struggling, or just looking for a bit of advice. Whether you've known your competition for years, or just met for the first time, help is there for the asking. I can only believe that there aren't many other sports like that anywhere in the world.

Welcome once again!

Onto another fun subject. Have you ever been yelled at? No, I don't mean by another person, but by a part of your body? I think it was 3 contests ago. I was done flying whatever the rubber contest was, got in my 3 sure-to-be last place flights. Still being fairly early in the morning, I pulled out a box of gliders that have been sitting in my garage for a Very long time. I didn't expect to compete with them, I just wanted to fly them for fun. Having sat for so long, I anticipated that they would have enough warps to resemble a potato chip anyway. I pulled one out, gave it a good look-over, and to my surprise it actually seemed okay. I gave it a gentle toss, just to see if it would even glide half way decently. Surprised once again, it had a very nice, gentle glide. Being a hand-launched glider, I decided to give it a little more of a toss. Nothing too hard, just enough to get her a little more altitude. It did pretty well, and again I was surprised and pleased. Then it happened, and you may well see where this is going...my 20 year-old mind in my almost 60 year-old out of shape body said "let's give this a great almost vertical launch!". Not being all that smart, I pulled back my right arm like I was going to throw a fastball over home plate. I gave that little bird a mighty heave, and with it came a bit of a yelp. Just enough to get a few snickers from some much wiser folks nearby. Remember me mentioning getting yelled at by body parts? Yup, that was it. My shoulder let me know immediately that I was an idiot. It sent directly to my ear alone a line of profanities that would make a sailor blush. It also let me know that, under no uncertain terms, was I to EVER do that again!

Catapults! Yes, I shall attempt catapult launched gliders yet again. I have failed miserably with them so far, but I shall attempt them once again...as soon as I get permission from my shoulder to build a new one.

Next Sunday is Father's Day, so to all the dads out there I wish you a very happy Fathers Day. I have a step-daughter who is now grown up and in her 30's. She was only 7 when I married her mom 25 years ago this month. The life lesson I learned many years ago was that being a dad is one of the hardest and most challenging jobs out there, yet none is more rewarding. Dads, I salute you. Keep being awesome, and again, Happy Father's Day!

Respectfully submitted by your humble secretary,
John R. Merrill



JUNE 13TH 2021 OUTDOOR MONTHLY

- Photos by Arline Bartick



Bill Booth



Art Chmielewski



Don Bartick



John Alling



Hal Cover



Terry Kerger



Mike Pykelny



Brad Terrell



Stan Buddenbohm



Cark Redlin



Fernando



Lance Powers



← Clint Brooks



Linda Piazza and the lunch BBQ



Hudson Kruse



Thirteen members in attendance tonight, including our hosts Mike and Dorothy Jester, Mark and Nancy Chomyn, Don and Arlene Bartick, Mike Pykelny / Linda Piazza, John and Kathy Hutchison, John Merrill, and our newest member Tim and Giselle Batiuk.

After a wonderful meal provided by our gracious hosts, the meeting was called to order at 6:38 p.m.

Minutes of the previous board meeting were approved as published.

Treasurer's Report: was approved as provided to the board members. Thank you to Howard Haupt for his great accounting!

Membership Report: there was some discussion of restarting the club's Junior/Senior membership program, as there are more youngsters getting active in the club. So far this year, we've had a bit of a surge in new members, with 13 new members, which is fantastic.

We will be restarting the distribution of club flyers and cards. Thank you to Linda for keeping up with that task.

Old Business: our AMA Club Charter was renewed with insurance coverage for the Grossmont College indoor site. Update on that under New Business.

The Gird Road site in Fallbrook is a no-go with the school district there. The search is still on for a site in San Diego that would be suitable at least for testing models. If you know of a decent spot, Please let your board members know!

New Business: welcome back to Mike and Dorothy Jester! Nice to have you back, even though it's for a relatively short time span.

Welcome to Tim Batiuk, our newest Board of Trustees member. Tim brings a wealth of knowledge and experience to our board, and we all appreciate his involvement.

A discussion arose concerning the purchase of an AMA Walk of Fame memorial brick for John Oldenkamp from the San Diego Orbiteers. A motion to purchase the brick was brought forth, and it passed unanimously.

Linda is looking into the possible purchase of more club t-shirts, including sizes, costs, etc.

Contest Schedule:

There was a brief review of our contest schedule, including the summer hiatus, which is July and August. It was decided that there will be a fun-flys only, with no points to be obtained.

The Dual Club Free Flight Bonanza May contest that was postponed due to unfavorable weather conditions in Lost Hills is being rescheduled to November 13&14. The contest will share the field that weekend with the Patterson FAI contest.



This year's contests have been thrown off considerably by weather, especially in the early portion of the year. We have now made up all the cancelled contests, so there is not a need to further adjust the schedule for make-up events.

Update on the Grossmont College gymnasium: John and Kathy have talked to the new college dean, and thus far he seems agreeable to what we do there. He has asked that we recontact him in the Fall after the semester gets started. We will naturally keep you posted.

Tim talked briefly about NFFS University. Many of our members are also members of NFFS, and the program he told us about seems like a great one, well worth looking into.

Contest Reports: Mike Pykelny talked about the recent John Oldenkamp Memorial P-30 contest held at the Perris site. There were 16 P-30's entered, including 2 Hot Box models. Fantastic turnout, at one point there was at least 31 cars counted there at the field. A big added treat after the contest was Linda cooking us all hot dogs, with all the extra goodies to make it a terrific picnic. That was very much appreciated by all who stuck around to the end of the contest.

John Hutchison reminded us that Scale Staffel will have a 2-day contest on Labor Day weekend, September 4th and 5th at the Perris site. That will be a good warm-up for the Westfac contest at Rovey Farms near Buckeye, AZ on October 21-24.

Open Discussion: the 2021 awards banquet was discussed. We have recently used the Filippi's Restaurant in Kearney Mesa, but feel we may have outgrown their banquet room. A date was set for the next banquet, Saturday, January 22nd 2022. Since so many of our newer members are from north of San Diego, a location is being scouted a little farther north. Thank you once again to Linda for being the organizer in this event!
Linda is also tallying the 2021 awards points.

Kathy is looking for someone to take over the duties of webmaster. She says it isn't a hard job, but would like to retire from it. We thank her for her many years of taking care of all the design and updates on the site!

Mike Jester's Three Night P-30 is now being kitted by Volare. He flew his to great success during the last contest.

The next board meetings will be at the Bartick's home on September 15th, then at the Batiuk home on December 8th.

Call for adjournment at 8:50 p.m.

Respectfully submitted by John R. Merrill, Secretary



The 'Flight-Line' at the June 16TH 2021 Orbiteers Outdoor Contest - Photo by Arline Bartick

**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'S 41st ANNUAL - CLASS AA, CATEGORY 2

**Rescheduled
November 13/14, 2021**

FIS 18in GAIRTS CIG-GAS E-GAR F-05(F) WINDUP PA-POWER COTTONY F-04(15) N A TERADOL GRAND 18in MESS LAUNCH NIGHT GAS (COMBINED) TWIN FIGURES MESS LAUNCH	LARGE OF RUBBER STICK LARGE OF RUBBER COBBIN N A NOSTALGIA N A NOSTALGIA N A NOSTALGIA N A NOSTALGIA EARLY N A NOSTALGIA	S-C PULSON A/FORLAGE B/C FORLAGE SUBMARINE PULSON CLASSIC TOMBER N A CLASSIC POWER N A GOLDEN AGE	F-12 F-16 A-GAR B-GAR F-06S ELECTRIC (COMB) HARD LAUNCH (SUBER F) FALL SIDE TOWARD MAVHALL DOLLYWOOD MESS LAUNCH
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(1) Award if Rescheduled Event *See Special Rules on Airtable*

**** AN ORBITER TRADITION LIVES ON ****

JOIN US FOR SATURDAY ICE CREAM MINDIE SOCIAL ON US (NOON - 1 PM)
- after -

SATURDAY NIGHT FOOD FEST POTLUCK, ORGANIZED BY DAN HEINRICH (6:00 - 7:00 PM). Make your own plans! Bring a side dish or dessert! For Don know what you're bringing, or questions, please email: dheinh1@comcast.net

CASH AWARD FOR 1st PLACE with 3 or more entries. PLACARDS awarded to 1st, 2nd & 3rd place
Ceremonies at: 3:15 PM Sunday

\$30 REGISTRATION \$5 & Open \$2 JV
\$8 per Event Sr. & Open \$18 Junior -
Optional: \$40 for Registration & Combined Events

ED: Don Heath - San Diego Orbiters (602) 714-2841 don@san-diego-orbiters.com	FAI Ed Brady, San Diego Orbiters (760) 689-3801 edbrady@aol.com	Ned O'T, Dave Parker, Phoenix OMC E2B-234-4197 ed@omc234.com
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Scale Staffel has a contest scheduled on Labor Weekend, September 4th and 5th at the Perris flying field. See flyer on following pages for all the details.

The Dual-clubs Free Flight Bonanza has been rescheduled to November 13/14, 2021.

ORBITER MONTHLY'S

No outdoor monthly's are scheduled in July or August. Gather at Tabili Field for Fun-Flying and socializing.



FLYING ACES

Mark Your Calendars for the
WestFAC 2021
21 - 24 October
Rovey Field, Buckeye Arizona

See flyer on following pages

Schedule of Events

Thursday, 21 October	Friday, 22 October	Saturday, 23 October	Sunday, 24 October
Arrival Day	Mass Launch Events	Mass Launch Events	Mass Launch Events
Registration and FAC	10:00 AM	FAC Friday Events	8:00 Morning Launch
Scale Judging	12:00 Green/Thompson	11:00 AM J	11:00 Flying Hourly 1800
Prize Giveaway by	1200 Scale Events	1200 Scale Events	1200 Scale Events
Volunteering	Clay Gusters	Working Aircraft	Mid Airworks
	Chris Scale	Small/FAC Scale	Golden Age Monoplane/Plane
	Center Act - Hand/Launch	Center Act - Deck Launch	
	1800 Scale	1800 Scale	1200 Scale
	OT Rubber Scale	OT Rubber Scale (RDC)	280 + 1 (RDC)
	Armed/1800 Scale	Falcons (RDC)	280 + 1 (RDC) Hand
	Armed/1800 Scale	Armed/1800 Scale	
	Armed/1800 Scale	Armed/1800 Scale	
	1800 Scale	1800 Scale	1800 Scale
	FAC Power Scale	FAC Jet Car Scale	FAC Power Scale
	FAC Jet Car Scale	FAC Rubber Scale	FAC Power Scale
	FAC Jet Car Scale	FAC Rubber Scale	
	FAC Jet Car Scale	FAC Rubber Scale	

Armed/1800 Scale on the field following the Blue Ridge Special event
International Observer or the Andia Medical Club will stay

- See Field Notes on WESTFAC website as to the definition of a "working aircraft". Bring documentation to answer any questions by any unique aircraft.
- FAC compliance checks and Demo Scale/Unmodified Scale judging will be done on the field.
- Awards will be presented on the field at the end of flying on Sunday. Awards will be awarded for first place.
- Center events may need aircraft with tailhook to qualify.
- Mass Launches may have an embedded motor size but we will use the **Display/Launch** or which the prop is allowed 4-6 ounces before the aircraft are launched.
- Go to the website <http://www.westfac.com> to print out registration forms and download important field notes.
- Current AMA license is required.

\$30 Entry Fee covers all events and all days

Westfac contest at Rovey Farms near Buckeye, AZ on October 21-24, 2021. See flyer on following pages for all the details.



FLYING ACES

Squadron 41

San Diego



Scale Staffel

September 2021 - Outdoor Flying Contest

Saturday and Sunday, September 4-5, 2021

7:30 a.m. to 12:00 p.m., Taibi Flying Field, Perris, CA

(Location: 33.7803656, - 117.1972964)

Prizes for 1st, 2nd & 3rd

Fees

- \$8 entry fee includes one event
- \$3 for each additional event
- \$20 maximum: includes entry fee and 5 or more events.

Contest Director

John Hutchison
johnhutchison1@cox.net
619-504-5731

Awards Presentation

Immediately following the final event on Sunday

Hotel Accommodations

Red Lion
480 S Redlands Ave.,
Perris, CA 92570
951-943-5577

GRAND CHAMPIONSHIP:

The flier who earns the most 1st - 3rd place points will become the 2021 Grand Champion. The trophy will be presented on Sunday, Sept 5.

Pilot's Meeting @ 8 a.m. each day

FAC Single Model Events

Fly any event on either day or on both days.

1. Golden Age Combined
2. Old Time Rubber Stick & Fuselage Combined (hand launch)
3. FAC 2-bit + 1 (ROG)
4. Jimmie Allen (ROG)
5. Dime Scale*
6. Simplified Scale*

*(Dime Scale and Simplified Scale will be judged on the field)

7. Embryo Endurance (ROG)
8. FAC Rubber Scale / 2x Peanut Walt Mooney Combined (*Special award for 2x Peanut Walt Mooney entries*)

Mass Launch Events will use the "Delayed Launch"

Saturday

9. FAC World War I Combat
Wind at 8:20 a.m., Launch at 8:30 a.m.
10. FAC World War II Combat / Spanish Civil War Combined
Wind at 9:20 a.m., Launch at 9:30 a.m.

Sunday

11. FAC Greve / Thompson Race
Wind at 8:20 a.m., Launch at 8:30a.m.

FLYING ACES

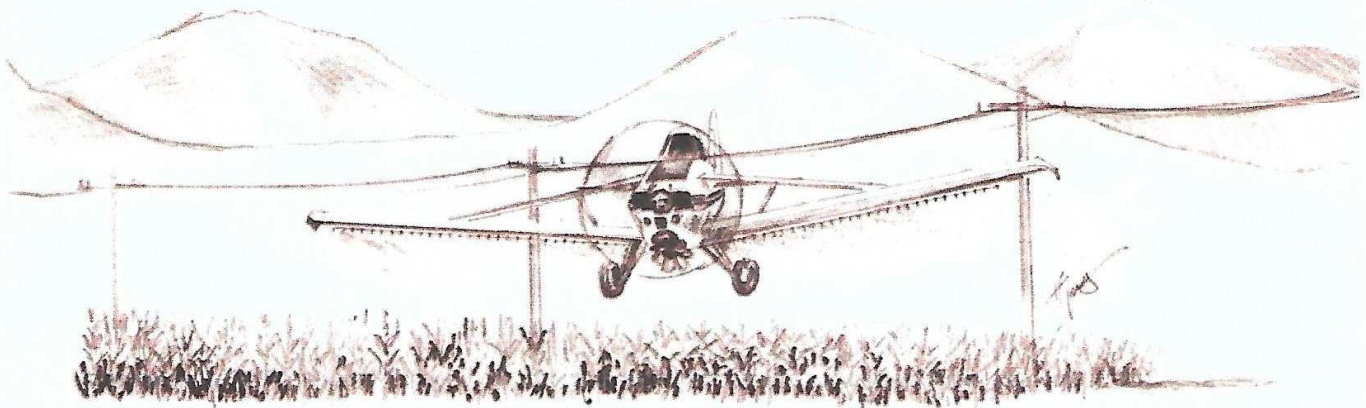
Mark Your Calendars for the

WestFAC 2021

21 – 24 October

Rovey Field, Buckeye Arizona

Featuring Working Aircraft of the World



Schedule of Events

Thursday, 21 October	Friday, 22 October	Saturday, 23 October	Sunday, 24 October
Arrival Day	<u>Mass Launch Events</u>	<u>Mass Launch Events</u>	<u>Mass Launch Events</u>
Registration and FAC	9:00 WW1	9:00 Double Trouble	9:00 Working Aircraft
Scale Judging	11:00 Greve/Thompson	11:00 WW2	11:00 Flying Horde NBM
Field Available for	<u>TOTF Scale Events</u>	<u>TOTF Scale Events</u>	<u>TOTF Scale Events</u>
Trimming	Crop Dusters	Working Aircraft	Mail Aircraft
	Dime Scale	Simplified Scale	Golden Age Monoplane/Biplane
	Carrier Acft – Hand Launch	Carrier Acft – Deck Launch	
	<u>TOTF non-scale</u>	<u>TOTF non-scale</u>	<u>TOTF non-scale</u>
	OT Rubber Stick	OT Rubber Fuselage (ROG)	2Bit + 1 (ROG)
	Jimmy Allen (ROG)	Embryo (ROG)	2Bit + 1 (ROG) NBM
	Jimmy Allen (ROG) NBM	Embryo (ROG) NBM	
	<u>Judged Scale</u>	<u>Judged Scale</u>	<u>Judged Scale</u>
	FAC Peanut Scale	FAC Jet Cat Scale	FAC Power Scale
	FAC Jumbo	FAC Rubber Scale	

Special Event 3:00pm

Blue Ridge Special Mass Launches

**Awards ceremony Sunday on the field following the Blue Ridge Special event
informal Dinner at the Arriba Mexican Grill – self pay**

- See Field Notes on WESTFAC website as to the definition of a "working aircraft". Bring documentation to answer any questions for any unique aircraft.
- PPLC compliance checks and Dime Scale/Simplified Scale judging will be done on the field.
- Awards will be presented on the field at the end of flying on Sunday. Kanones will be awarded for first place.
- Carrier events - any naval aircraft with a tailhook is eligible.
- Mass Launches may have an unlimited motor size but we will use the Delayed Launch in which the prop is released 3-4 seconds before the aircraft are launched.
- Go to the website (www.westernfac.com) to print out registration forms and download important field notes.
- Current AMA License is required.

\$30 Entry Fee covers all events and all days

PROPULSION

CHARGED UP

➤ ROLLS-ROYCE PREPS FOR ACCEL ELECTRIC-FLIGHT-RECORD TRIALS

➤ OPERATING AT FULL POWER COULD QUICKLY DRAIN BATTERY

Tony Osborne London

JANE STOCKDALE/ROLLS-ROYCE

Rolls-Royce is preparing for the first flight of what it hopes will become the world's fastest electric-powered aircraft.

The engine manufacturer is targeting a 300-mph+ speed record for its Accel (short for Accelerating the Electrification of Flight), an all-electric conversion of a Sharp Nemesis NXT racing aircraft that it plans to fly in the coming weeks, with an eye toward the first speed record attempts this summer.

Rolls-Royce, together with partners Electroflight and UK-based electric-motor supplier Yasa, has transformed the Nemesis into a "battery with wings strapped on," Matheu Parr, Accel project manager for Rolls-Royce, said during a Royal Aeronautical Society webinar.

"This aircraft has set out to be a pioneer for the third age of aviation," Parr said. "It will accelerate innovations and offer an understanding about batteries, electric motors, power electronics, cooling systems and thermal management."

Six thousand lithium-ion cells designed for use in power tools drive the three Yasa-developed galvanically isolated 750-volt, 133-kW motors that give the aircraft a power output of 400 kW, which is the equivalent of nearly 550 hp.

In economy mode, the battery would give the 1,250-kg (2,750-lb.) aircraft a range of about 180 mi. The push for speed, though, means that at maximum power output, endurance would likely be limited to just 8-9 min. in which to take off, position to fly, complete a speed course of four 3-km

(2-mi.) runs and then land safely. This compares with 25-min. endurance for its piston-powered counterpart. The average airspeed over the four runs is the measure for the speed record.

The short flight time is further complicated by the aircraft's "difficult" handling characteristics, including an "aggressive stall," Phill O'Dell, Rolls-Royce's director of flight operations and Accel's test pilot, said during the webinar. O'Dell conducted the aircraft's initial taxi trials in February.

"I can't see anything—it is by far the least visibility I've had," O'Dell said. "I'm almost lying down in the aeroplane." Concerns about low visibility from the cockpit have forced the program to conduct flights from an airfield with a wide runway. For that reason, a military flight-test airfield at Boscombe Down, England, has been selected for both initial flights and the record-breaking attempts. As part of the preparation for flight, O'Dell has been through upset prevention and recovery training in aerobatic aircraft and has practiced procedures for high-speed forced landings that could potentially reach speeds of up to 150 kt.

O'Dell said there are notable differences for a pilot flying an electric aircraft compared with a conventionally powered machine: "There are differences, but none of them are mountains. There is nothing that is insurmountable at all."

His preparation will also be bolstered by a series of planned flights in the company's Supermarine Spitfire as well as advice from experts from the Red Bull air racing team.

O'Dell said he has even been through

Accel's lithium-ion battery makes up about half the weight of the heavily modified Sharp Nemesis NXT racing aircraft.

a weight-loss program. While Accel's engineers shaved off hundreds of kilos or grams throughout the aircraft, O'Dell himself provided the single largest weight reduction, losing 10 kg through a mix of dieting and home-gym workouts.

Among the Accel development challenges has been extracting the necessary performance from the batteries. When the project began in 2018, batteries available at the time produced about 120 Wh/kg. Such density, however, was not enough for the record-breaking flight, prompting an in-house redesign of the battery that stripped out the packaging and resulted in a battery that produces about 155 Wh/kg. Parr said the team was able to achieve this density using part of the £6 million (\$8.3 million) of industry and government funding for the project.

By comparison, he notes, the automotive industry spent \$90 billion moving from 120 kW/kg to 160 kW/kg in two years. Parr said such advances were possible because the team had "adopted the culture of a startup and was working to a single purpose."

Other challenges include managing the rapid discharge of the battery to deliver the required power levels throughout the flight.

A bespoke liquid cooling system is part of the "secret sauce" of high power delivery and also prevents a thermal runaway event. If such an event occurs, however, the battery has been designed to contain it for up to 10 min.

In addition to providing power, the battery acts as part of the aircraft's structure: electric motors hang from it.

Parr said the work on the Accel program is directly relevant to Rolls-Royce's strategy of developing a new range of electric aviation products to support the potentially growing commuter market.

"This is how we think we can start to push sustainable aviation in the 2024-25 timeframe rather than in the next single-aisle aircraft," he said.

The speed record of 213 mph is held by an Extra 300 aerobatic aircraft modified by Siemens eAircraft business unit, which was purchased by Rolls-Royce in 2019. 🌐



San Diego Orbiteers
Flying Schedule 2021
Taibi Field Perris, Ca

<u>Primary Date</u>	<u>Rain Date</u>	<u>Event</u>
January 24 (Cancelled)	January 31 (Cancelled)	P30/Glider/Power
February 21 (Cancelled)	February 28 (Cancelled)	Coupe/Glider/Power
March 21	March 28	OT-NOS Rubber/Glider/Power
April 18 (Cancelled)	April 25 (Cancelled)	P30 Oldenkamp Memorial
May 2 (New Date)		Coupe/Glider/Power
May 15-16 (New date Nov 13/14)		Dual Club Lost Hills, Ca
May 23		OT-NOS Rubber/Glider/Power
June 13	June 27	P30 Oldenkamp Memorial
July		Fun Fly (No contest)
August		Fun Fly (No contest)
September 19	September 26	Coupe/Glider/Power
October 17	October 24	OT-NOS Rubber/Glider/Power
November 13/14		Dual Club Lost Hills, Ca
November 21	November 28	P30/Glider/Power
December 19	December 26	Make-Up

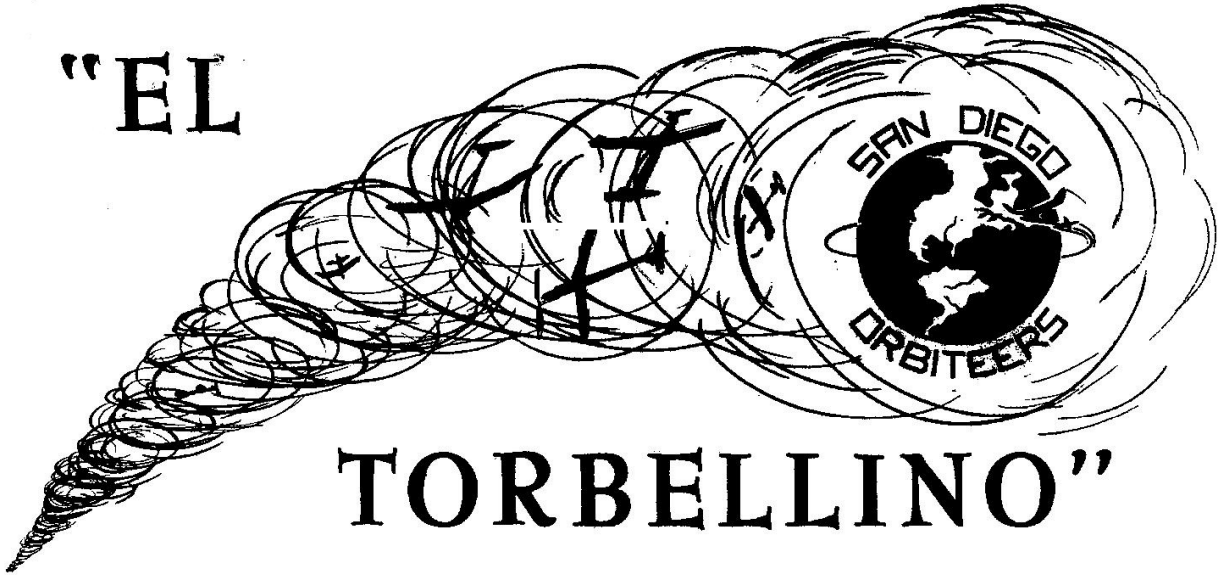




WHAT'S HAPPENING - JULY / August 2021

- July - Fun Fly (No Contest)
Taibi Flying Field, Perris California
- August - Fun Fly (No Contest)
Taibi Flying Field, Perris California

"EL



TORBELLINO"

VOL. 11, NO. 7 NOVEMBER, 1966
Editors: Mather, Harvey, Harvey, Takagi, Thompson, Selvy, Etc.
Newsletter Mailing Address: 3821 Paducah Drive, San Diego, California

MEETING DATES

- | | | | | |
|---------------------------------|---|---|---|--|
| Friday, Nov. 11 th | - | North Clairmont Community Center
Song Bash Bonanza -
(Slides - Slides - Slides) | - | 7:30 PM |
| Friday, Dec. 9 th | - | Extra Easy - "Easy B" Event
Election of 1967 officers | - | 7:30 PM |
| Saturday, Dec. 10 th | - | FFMAASC Meeting
Election of 1967 Officers
Establishing 1967 Contest Calendar | - | 7:30 PM
(Vic Cunningham
Residence) |

CONTEST SCHEDULE

- | | | | | |
|---|---|---|---|-------------|
| Sat. & Sun.
Nov. 12 & 13 th | - | Western Free Flight Association
2nd Annual FAI Invitational
Rounds 1 & 2 starting 2 PM Sat.
Rounds 3, 4 & 5 on Sunday
Banquet - 7 P.M. Saturday | - | Taft |
| Sat. & Sun.
Nov. 12 - 13 th | - | SCAT Annual Nordic
Team Challenge
(In conjunction with above) | - | Taft |
| Sun. Nov. 20 th | - | T-Bugs Monthly | - | Taft |
| Sun. Nov. 27 th | - | Orbiteers Monthly | - | Kearny Mesa |
| Sun. Dec. 11 th | - | San Valeers Monthly | - | Sepulveda |

SEEN & HEARD

by Russ Seley

Get your votes in now for AMA President. Your ballot is to be found on Page 51 of the November-December issue of American Modeler. Note two important items: The mailing address is not to AMA but to the National Aeronautic Association, and you must attach the mailing label as proof of current membership. Also, the interest of free flight will most certainly be better represented by our current President, Howard E. Johnson, than by any of the others. As a kicker, note also that the Orbiteers, along with the other six clubs in the F. F. Model Airplane Association of Southern California, are nominating Howard. It behooves us to support him and our own interests: November 15th is the voting deadline.

The rest of this "Seen & Heard" will all be "seen". - Copied, that is - plagiarized if you must. But, also, please to be calling it "research" for the betterment of the breed - The development of the sport, or whatever: Besides, it's an easy way to write a column!

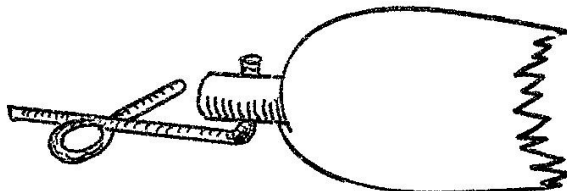
The "NA News" (For Northern Area Committee of the Society of Model Aeronautical Engineers) out of Sheffield, Yorks, England is, perhaps, the finest newsletter published anywhere today. For the past two months, we have been exchanging with them - see the copies at the club meetings. Ron Firth is the Editor and the job he does is first rate by any standard.

The October issue contains an account by Andrew Crisp, of two well-known European contests he and others from England attended this past August. Space here will only allow us to quote parts of this three page report. The contests were the Criterium International Pierre Trebod in France and the Europe Cup in Germany.

First, some random quotes from the Criterium:

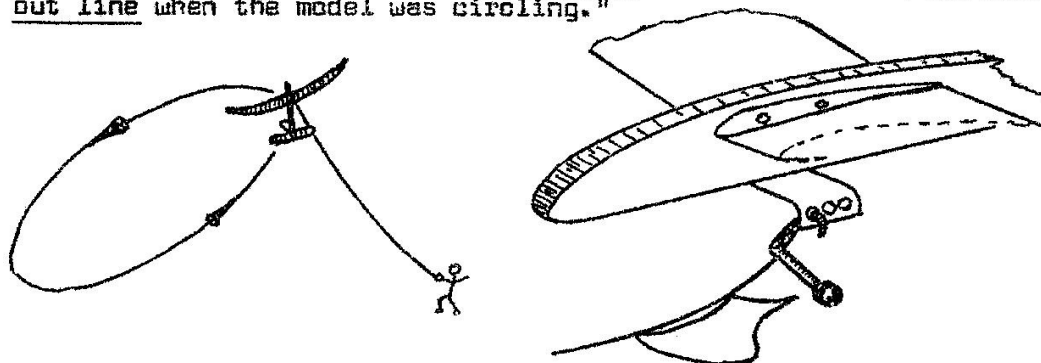
"For some reason they allowed 50 Gram motors in Wakefield, but many having arrived with models altered to suit 40 Gram, stuck to the smaller weight. The winner flew the first four rounds on 40 G. then changed to 50 Grams for the vital last flight! Thermal seeking with wound motors was much in evidence. The Dutch in particular held on for as much as 25 minutes with no ill effects on the climb!"

"As with their gliders the Dutch Wakefields were all very similar. The models were obviously made to last and silk covering was common-even on the tailplans. Many of their props featured wide shovel-like roots to the blades."



"Thomas Koster, the present world champion, was there and was impressive.....His models were built to a standard rarely seen in Britain (or anywhere else except Italy - R.S.) and bore few scars despite the tremendous amount of trimming he does. Like the majority of Continental Wakefields, his models had a short 25 to 30 second run and flew in a right-left pattern."

"I suppose the outstanding thing about the A2 contest was the stunting on the end of the line performed by the French. Rather than going upwind, their models are adjusted to peel off to one side and make complete loops! (More horizontal-R.S.) This goes on until lift is found - when enough tension takes the model up to the top of the line. All this is achieved with an offset tow-hook device and auto-rudder. Bourgeois had this down to a fine art and had a special winch which automatically took-in and paid-out line when the model was circling."



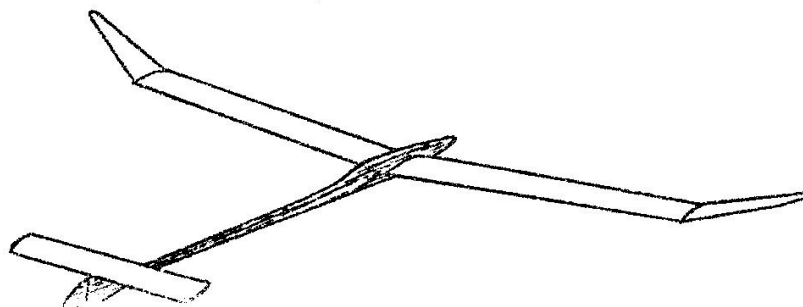
"Nitro was allowed in power.....!!! The winner, Guilloteau, flew a very simple design featuring a sliding fin A La Conover. Auto stab was used, but surprisingly no autorudder!"

The second meet was the Europe Cup at Saarbuken, Germany:

"As well as the usual FAI events, there were also tailless and A-1. Accommodations and meals were included in the entry fee and could only be described as excellent. (C.D.'s take notice-R.S.) In true Germanic fashion, the events were organized to the last tee....."

"Due to the presence of the Swedes and German flyers, and the weather, the standard of flying seemed much higher than the French contest. The Swedes seemed to be able to find the lightest of bumps on the line without mass launch technique so often used.....

"All sheet wings were much in evidence on the German gliders and Schmidt's winning A1 (900 sec.) was particularly pretty with it's high-mounted tail and tapered wings.



"Wakefield had a three way fly-off.....(Czinzel of Germany winning)....All three models (used) outrigger props and long 45 second runs! All the German Wakes had auto rudders which went left for a right climb and with plenty of side thrust, and over to the right for a right glide circle.

".....The standard in power was tremendous particularly as straight fuels were being used. Most models had two piece wings.....!!!! Hagel of Sweden and Spring of Switzerland (flew off) two rounds. Hagel winning.....with a model that was 10 years old! His famous G20 up front hauled (the model) aloft as fast as any English Open model, and it glided like an A2!"

It sounds as if European FAI contesting is the greatest - just imagine all those countries, languages, designs, etc. etc. With free meals and accommodations, it may be a way to travel Europe cheaply - if you're a good swimmer, of course. Our thanks to the "NA News" and to Mr. Andrew Crisp.

A STATISTICAL ROUND-UP

by Gene Larson

Our Annual Contest again was held on a beautiful week-end with very marginal air. The results indicate better air Sunday than Saturday.

Saturday (A/1) - (Wakefield - unlimited) (A Gas) and (B Gas), out of 232 official flights, we had 46 maxes or 20% of total flights.

Sunday (A/2) (Mixed Event) ($\frac{1}{2}$ A Gas) (C Gas) out of 276 official flights 63 were maxes or 23%.

The most difficult event was the Mixed event (coupe - docket - HLG). This event recorded only 4 maxes out of 76 official flights. The easiest max. was in C-Gas 20 maxes out of 38 official flights.

The ever popular $\frac{1}{2}$ A Gas was as usual hotly contested - a total of 33 entries. The Mixed event had tremendous support 23 entries. This represents about the same interest as A/2 & A Gas. A/1 Glider is also becoming quite popular - 18 entries.

The (Wakefield - Unlimited) event seems to be the proper way to attract rubber enthusiasts. I feel with proper encouragement, this event will probably draw 25 entrants, going by the number recorded in previous contests, and projecting into the future, this contest delivered 16 entrants in rubber.

A Gas & F.A.I. combined only 2 F.A.I. entered, but 1 took 2nd. place, why only 2 F. A. I.????

The most dissappointing events were, the big birds, - not in how they performed, but in the number of entries. we had only 16 entries in C Gas, and only 15 in B.

As everyone can see, the real challenge in this contest was our Mixed Event. This event by it's very nature will probably become a regular part of the Orbiters Contests. So everyone Build Coupe - Rocket - H.L.G.

Results follow.

POOR QUALITY ORIGINAL

Gene W. Alcock, OCT. 22nd, & 23rd, 1966.

submitted by Les Hill, C. O.

"A" GAS / F.A.I. POWER

1. Melch Proff	14:32
2. Sandy Norton	13:58
3. Bob Johnson	13:27
4. Ed Simpson	13:04
5. Patchin	12:58

"B" GAS

1. Vic Cunnyschua	21:00
2. Dennis Matsuda	20:20
3. Tom Hutchinson	18:13
4. John Warren	14:56
5. Art Marion Jr.	12:01

"1/2A" GAS

1. Gene Walloack	23:43
2. Nat Antonioli	14:52
3. Patchin	14:17
4. Sal Faibi	14:03
5. Bob Ferguson	13:40

"B" GAS

1. Bob Johnson	27:01
2. Dennis Matsuda	25:40
3. John Anderson	14:59
4. Gene Ronalds	14:35
5. Art Marion Jr.	14:33

A-2 NORDIC

1. Howard Harvey	12:28
2. George Howard	12:21
3. Bill Bogart	11:50
4. Larry Simpson	11:25
5. Bill Roseberry	10:55

MIXED EVENT

1. Andy Faykun	4:46
2. Costanzo	4:43
3. Bob De Shields	4:18
4. Harry Steinmetz	4:13
5. Fudo Takagi	3:59

A-1 NORDIC

1. Hurby Schroedter	14:50
2. Roger Jensen	10:47
3. Mike Charles	10:27
4. David Lambert	9:59
5. Billy Hartill	9:07

UNLIMITED CORBEL/WAKEFIELD

1. Ed Dolby	15:00
2. Ray Berens	12:56
3. Dick Gildersleeve	12:38
4. Clarence Mather	12:10
5. Dick Dolby	11:38

PERCENTAGE RESULTS

<u>EVENT</u>	<u>ENTRIES</u>	<u>OFFICIAL ENTRIES</u>	<u>MAX.</u>	<u>% MAX.</u>
A	33	70	24	21%
A-Gas - F.A.I.	24	65	13	20%
A/2	23	92	24	26%
Mixed Event	23	76	4	5%
A/1	18	83	12	14%
Wakefield/Unlim.	16	42	6	14%
C-Gas	16	38	20	53%
B-Gas	15	42	15	36%
Totals:	168	508	118	

compiled by Gene W. Alcock

October 22nd, and 23rd, were days to make one proud to be an "Orbiteer"! Members turned out in force to make our annual Contest a great success. Some 500 or 600 flights were timed, recorded, tabulated etc., in eight events over the two days. Yet, there seemed to be little or no confusion or delays in obtaining timers. All participating club members deserve much credit for their work, and I can't help mentioning some outstanding efforts. Barbara Simpson, and daughter Kim spent both days keeping the flight cards, and associated activities going smoothly (a very trying task as I found out during a short replacement period!). How about Lockton Park coming up both days just to time flights?! Or, Russ Merrill coming up early Friday afternoon lugging the big tent that is so helpful to flight operations? Or, Ben Sloan coming back up to Elsinore on Sunday to assist, after doing much work in preparation before the contest, and on Saturday? Or, Larry Boyer, the old timer flier, coming up on Sunday just to time? Then, there were several father-son teams that did a little flying (of high quality), and much working: Ed and Larry Simpson; Gene and Jim Larson; and Howard and Bill Harvey. However, the greatest sacrifices were undoubtedly made by Brian and Jerry ~~Down~~, who cut their Hawaiian trip to a mere five weeks. Leaving those Hawaiian girls to come home, and help with a model contest is dedication of the highest order!! (even beyond belief).

One feature, that added much to the interest of the contest was the daily results, published by Fudo Takagi, and Harry Steinmetz; and distributed practically within minutes of the end of flying time! The new club duplicator made that news-a-gram possible!

Anyway, we all came home from Elsinore with a satisfied feeling of having assisted in putting on a good contest. Thanks to everyone! Also, a special thanks to our contest director, Les Hill.

Election time is here for both the Orbiteers, and WMA. Please give serious thought to the nomination of a slate of officers for next year. We nominate this month, and vote next.

Be sure to vote for AMA officers!! The deadline is November 15th, so, do it now if not sooner!! There are several candidates running for president, which could split the vote among the various factions of modeling. I recommend Howard Johnson for a second term. Howard is an ardent free-flight fan with the best interests of AMA at heart.

ANNUAL CONTEST

by Les Hill

Anyone who thought that Free-Flight interest was waning, should have been at the San Diego Orbiteers 7th Annual Model Airplane Meet. While an original estimate of one hundred entries was anticipated, at the end of this two day meet, we had processed one hundred and seventy-six entries. With response of this magnitude, it becomes obvious that free-flighters will turn out when given the opportunity of attending a contest where they are valued, and fairly timed, and receive trophies and merchandise typical of an AA meet.

ANNUAL CONTEST (cont.) by Les Hill

The mixed event, which was put into our meet as an experiment was the most hotly contested, and attracted a fair amount of entries. We also proved that AMA & FAI events (A Gas - FAI Power and Unlimited Rubber - Wakefield) are compatible, and give FAI flyers another chance to fly their airplanes in competition.

As the Contest Director, I want to thank all who timed those record five hundred and ten flights (510), processed flight cards, posted times, and hauled that mountain of paraphernalia. This was indeed our most successful Contest. The only doubt that comes to mind is; How do we top this, - with a Honda for Sweepstakes???? Results on a separate page.

THE OLD TIMERS

by Bill Thompson

THOR 29 INSTRUCTION SHEET

Congratulations! You have just purchased the first disposable model airplane engine ever made. After a day at the field, there is never any need to service or clean this engine. Just throw it away! The Thor engine was specifically designed to last through only one days flying. However, the Champion V-2 plug may be salvaged for future use.

ENGINE CONSTRUCTION: Simplicity is the keynote to a disposable engine. With the exception of the timer, crankshaft, piston pin, needle valve and body, filler cup and spark plug, the engine is all aluminum. There is no cylinder sleeve or crankshaft bearing to give long life to this engine. Also, by using only gasket material between the crankcase and the tank, you are assured of an engine life of only a few minutes.

INSTALLATION: Mount your engine directly in the plane. No bench time is required or advised. Mount your engine securely, but remember that it will have to be removed right after you get home from the field.

PROPELLERS: Use a large heavy one. For the Thor a heavy plastic 12-6 should be about right. Give the prop a very sharp flip with plenty of "carry-through". To start easily the engine should turn over 3 or 4 times on one flip.

FUEL: A good Methanol base fuel should do very nicely. The Thor needs a fuel with as much "kick" as possible to keep it running. You will be wasting your time if you try to use the standard 3 and one gas and oil mix.

RUNNING OF ENGINE: If the engine is hard to start, wear a glove to protect your fingers. A good cure for sore muscles is a hot bath and a rub down with a good linament. Should the engine start, don't waste time fooling with the needle valve or letting the engine "warm up". The Thor will only run a few minutes anyway, and the longer it is run on the ground, the less flying time you will have. As soon as the engine starts, launch the model and cross your fingers.

CAUTION: while the engine is running do not stand on the exhaust side. This precaution will prevent you from being peppered by small bits of the aluminum piston, aluminum cylinder, connecting rod, etc., etc.

If you should ever win a contest with the Thor engine, please feel free to write and let us know how? it was done. Good luck and good flying with your Thor engine!

"FLICKER"

Low Ceiling Indoor H. L. Glider - by Nat Antonioli

This glider came about to fill a need for lower than average category-one ceiling flying. Our club, the San Diego Orbiters, has access to a 20 foot ceiling gym, at the recreation center where our Monthly Meetings are held. From time to time, after-meeting competitions are held for "Easy B", flying scale & H. L. gliders; usually one event an evening. Ribbons are awarded to the top three places in Junior-Open & the top Junior contestants. Much fun is had by all & is a good nightcap to a typical business meeting.

The "Flicker's" performance during these competitions has been gratifying, to say the least, recording consistently over 24 seconds duration per flight. Since we fly per AMA rules (best 2 flights of 9) the model has shown good performance reliability under these conditions.

CONSTRUCTION:

Attention to details during construction can save much time in flight trimming & help to achieve consistent competitive performance. Since 60% of the total weight of an indoor H.L. glider is in the wing, 4 to 6 lb. contest grade balsa should be used here, as well as the tail surfaces. Good springy, straight grained 8 to 10 lb. balsa should be used for the fuselage, to prevent embarrassing breakage of the thin tail boom. White glue ('Silhold' etc.) is used throughout as it is strong, light & doesn't have the bad shrinking tendencies as cellulose acetate based model glues do. This shrinking could cause undue warps in thin, light sheeting as used on this type of glider.

General construction is straightforward, so we won't go into detail here. Certain points, however, should be mentioned.

The maximum high point of the wing airfoil is 35% back of the leading edge. Maximum undercamber, at this point is 1/8", at the root. Notice also, the wing offset to the left. The reason for this is to aid in achieving left glide turn. We personally favor this method, rather than using clay on the wingtip. Stabilizer tilt is also used with the wing offset to accomplish a consistent & stable glide turn, with quick recovery if the glider is upset. This is important, since the glider wing & stabilizer decalage is nearly 0° - 0° and the glider is trimmed just short of stalling.

Notice the extended fuselage tail bumper. This little feature is something we use on all our indoor H.L. Gliders. Since the trailing edges of the stabilizer & fin are paper thin, they can be subject to damage if the glider hits a wall close to the floor & falls back on it's tail. Hence the bumper.

FINISHING: Final finishing should be done with clogged #600 wet or dry finishing paper. Next, final buff the surfaces with the back of this same paper. After this is accomplished, the wing & tail surfaces can be glued to the fuselage. Pay careful attention to alignment at this stage, as this can save flight trimming problems later.

FLIGHT TRIMMING: Add clay to nose until glider balances approximately where shown on drawing. Both wing tips should be washed-out slightly. A small amount of wash-in is desirable in the left wing panel, about 2 to 2/3 half span.

This glider is set up to fly left-left. Try a few hand glides from shoulder height. The model should have an open left glide trim. Since the glider is set up with a near $0^\circ - 0^\circ$ decalage, it may dive-in during initial hand glides. Bend up the T.E. of the stab slightly to correct this. Try to achieve the largest diameter glide circle as possible & still clear the walls with a safety margin. The benefit from this will be a decrease in the rate of sink in the glide. Next, place yourself fairly close to a wall on your right hand. Start flicking the glider slightly up & to your left. Keep increasing angle & speed of launch, working for a smooth transition from launch to glide. A little left bank will help. During launch, the glider should turn no more than 90° , prior to transition into glide. If transition is slow or inconsistent, try a little left rudder tab. If tab doesn't help, trim off a small amount of fin. This should help rollout at the top of the launch. If the glide tends to wander about, a small amount of clay can be added to the left wingtip, to help maintain a constant diameter circle. (Note: Due to wing offset, clay should not have to be used - assuming wood in right wing panel is not heavier). Through careful juggling of nose weight, wing wash-in, elevator & rudder tab, maximum performance can be obtained.

Some trimming notes: - Most problems in trimming any free-flight model, indoor or outdoor, can be pin-pointed to these three basic "Bugaboos". (1) Warps. (2) Misalignment. (3) Incorrect C.G. position and/or wing-stabilizer decalage. Given two identical models, the one that is more carefully & accurately built plus carefully & patiently flight trimmed, stands a better chance of winning in a contest. This especially true with indoor models, where there are no lucky thermals to fall into & where pure performance is what counts!

One Final Note: ----- The "Flicker" can be 'stretched' to a maximum category - one ceiling (35 ft.) glider by increasing the following dimensions:

FUSelage:	1/8" x 5/8" x 21"
WING:	1/16" x 3 1/2" x 18"
STAB	1/32" x 2" x 7"
FIN:	1/32" x 1 1/2" x 1 1/2"

IN, OUT & ETC.,

by Fud

Judging by the number of flyers, I would say that the "Skeeter Contest" was a success. Bob Ferguson was 1st., Ed Meyers 2nd., Paul Ferguson 3rd., and Ed & Larry were tied for 4th. Two seconds separated 1st. and 4th.

In keeping with this line of thought (boy, am I an optimist), I'd like to propose an AOG event easy B size, 1/16 sq. minimum size wood. Clarence agreed to draw up a representative model to appear elsewhere - oh! yes, prop to be flat sheet angled at 45° , check drawing. I will furnish some lavender colored superfine tissue, as long as I'm doing this, rubber too! So all we need now is some builders. In the meantime, I think, I'll put on my thinking cap, and try and come up with some awards.

Speaking of awards, Walt Mooney has come up with some nice Trophies; the kind you can put to practical use. Also, some unsolicited merchandise from Mike's Hobby Shop in El Cajon. (we need more of these kind of people).

Received the results from the Ann Arbor, Michigan Postal ---- Would you believe??? Last place in Coupe for us Orbiteers. And, on the other side of the ledger, low man, Don Sloan, on the Orbiteer H.L.G. team had 17 seconds more than the combined second place team. In fact, the combined Orbiteer total was more than the others all put together. Fantastic was the term used by the postal organizer Edmund (Ned) Smith.

Have yet to hear from the A2 & A1 postal. (They are probably waiting for pictures).

Larry Simpson is on my side; he proposes that the Clubs in the area (Calif.) sponsor in conjunction with the Orbiteers - "A Coupe event for the '67 Nats.", along the lines of Old Timers & A gas at the past Nats.

We had an indoor session at Madison & wouldn't you know it was the hottest Nov. 1st. since 1930. Ever try flying a pretzel configuration, Larry did!

Also, the mixed event Coupe H.C.G. & socket was very popular at our Annual with Coupes in the top five. Maybe we set a precedent like all first rate clubs should. Gads, I'm over the deadline -----wait for me Howard, don't go to press yet!

Max-Men Monthly - November 6

Clarence Mather

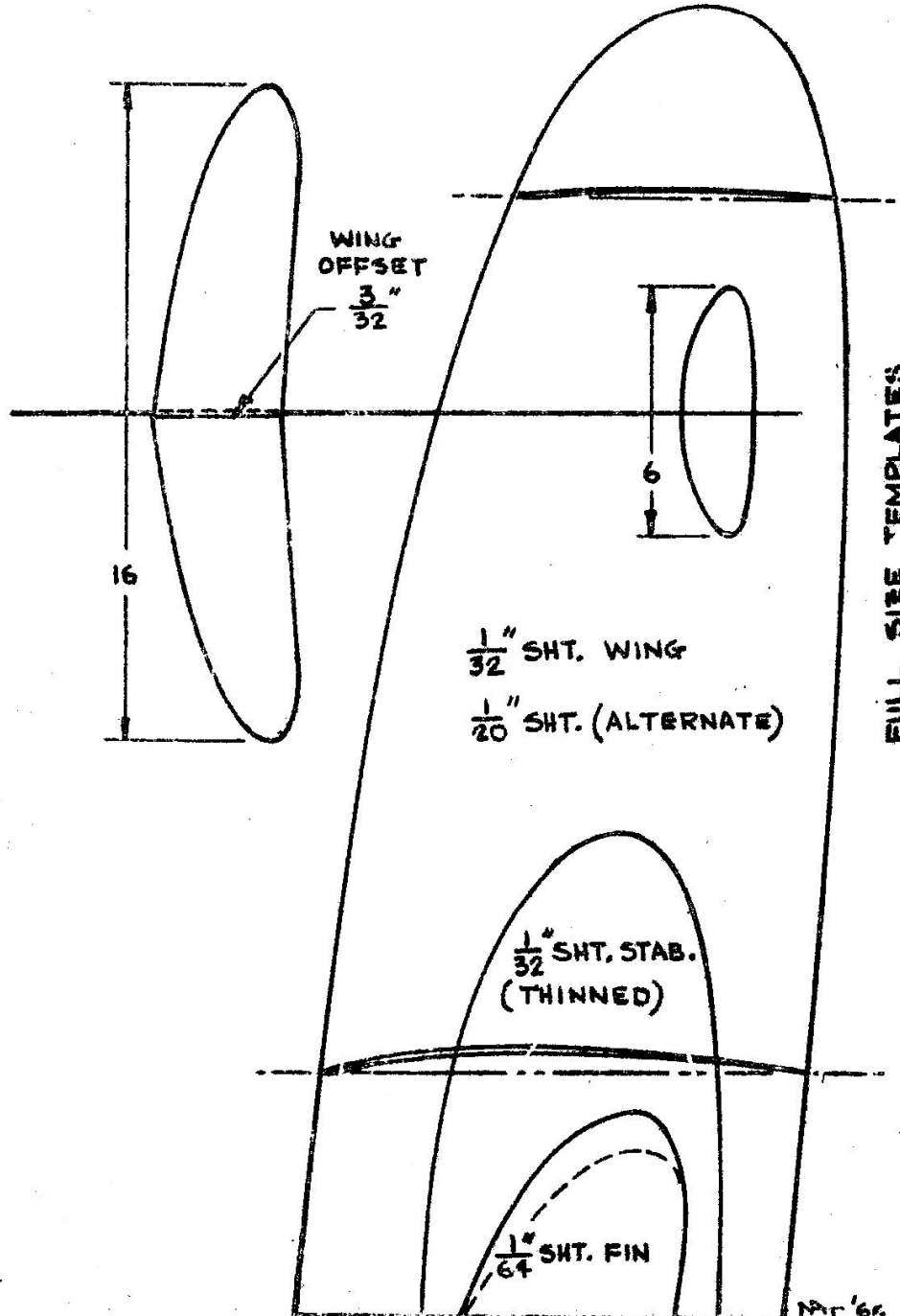
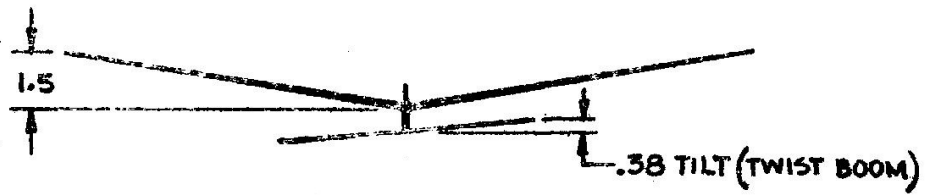
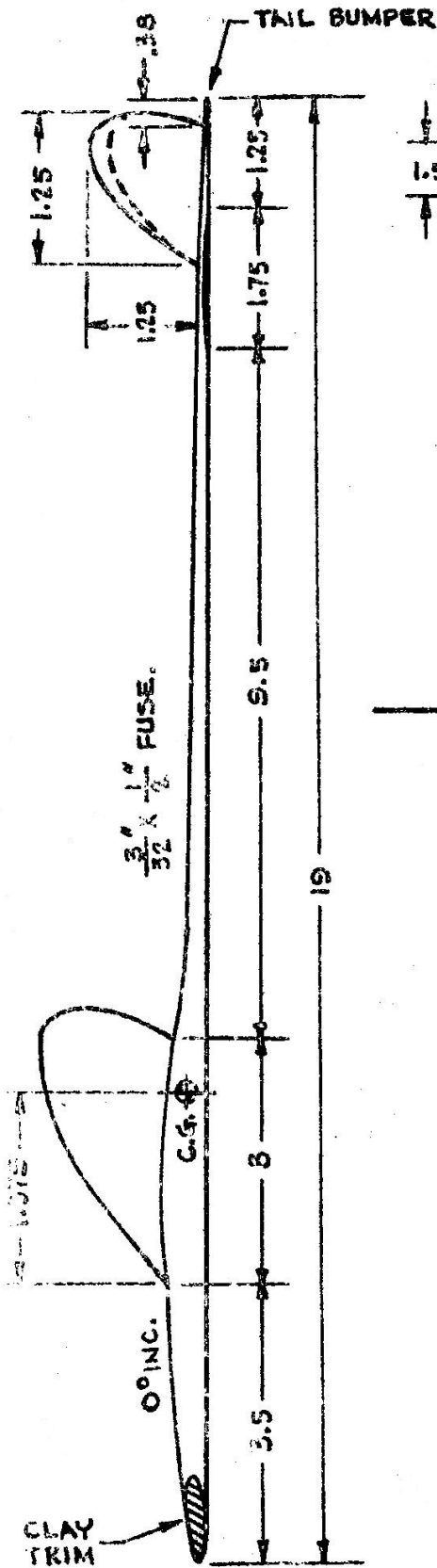
Five Orbiteers flew in this contest that did not feature Lake Elsinore's usual good weather. When we arrived the sky was overcast and there were light breezes. Soon the sky became very dark and strong breezes blew towards town. Models that did not remain above the mountain skyline often disappeared from timers sight.

In spite of the wind Howard Harvey checked out a brand-new Coupe d'Hiver model. It flew well and both Howard and Fudo accumulated more than enough time to qualify for the International "Coupe" contest. They will ship their models overseas for that.

Anyhow the wind blew, but we flew and the results included:
Fudo Takagi - 2nd place Coupe d'Hiver, H. Harvey 3rd Coupe d'Hiver
Larry Simpson - 3rd A1 + A2 Nordic, C. Mather 3rd 1/2 A Gas

Bob Ferguson had two maps in A Gas but decided not to fly his third flight.

WILLOW KITE
 LOW CEILING (20 FT.) INDOOR H.L. GLIDER
 DESIGNED BY: NAT ANTONIOLI



NAT '66

"SAN DIEGO ORBITERS"

Wright, Gene
2114 Westinghouse
S.D. 277-6680

Antonioli, Nat
3559 Chasewood Dr.
S.D. 277-8997

Bach, Gene
314 Desert Cancile
Ridgecrest

Beecroft, Bob (Sr.)
4480 Mt. Lindsey
S.D. 278-5141

Boyer, Larry
4129 - 45th St.
S.D. 284-7742

Bradley, Gary (Sr.)
4985 Academy
S.D. 273-9582

Cronkhite, Bruce
2441 Cardinal
S.D. 279-0545

Steve Davis
2142 Emerald St.
S.D.

Davison, Norman
3111 Chicago St.
S.D. 276-1452

Diven, Danny (Jr.)
2818 Passy Ave.
S.D. 453-3730

Donn, Brian
3364 Boundary St.
S.D. (none)

Ferguson, Robert
Ferguson, Paul (Jr.)
3751 Leland
S.D. 284-2252

Gunnet, Art
1042 Golden Rd.
Encinitas PL3-7888

Harvey, Howard
Harvey, Billy (Jr.)
1734 Collingwood Dr.
S.D. 273-9592

Hill, Les
1878 Titus
S.D. 295-1719

Howard, George
2801 Arroyo Dr.
S.D. 299-0239

Jensen, Rodger
6403 Mt. Ackerman
S.D. 278-6142

Johnson, Bob
1023 Nacion Ave.
Chula Vista

Richard Kent
3223 James St.
S.D.

Larson, Gene
Larson, Jim (Jr.)
4802 Mt. Casas Dr.

Mather, Clarence
3880 ecochee Ave.
S.D. 273-1981

Merrill, Russell
3703 Tomahawk
S.D. 273-8862

Mayer, Walt L.
#1 Vista Dr.
Chula Vista

Mills, Herb
5311 Wellesley
LaMesa 465-9580

Mooney, Walt
Mooney, Gurtiss (Jr.)
Mooney, Douglas (Jr.)
2912 Cabrillo Mesa
S.D. 279-3787

Ottiwell, Tom (Sr.)
4594 Felton
S.D. 284-0116

Park, Lockton
1012 Lincoln Ave.
S.D. 297-3452

Petro, Bob
6150 Blain Pl.
LaMesa 465-9767

Robkwell, Barry
5102 Voltaire
S.D. 224-8131

Sandford, Paul
4225 Arizona St.
S.D. 295-6070

Schnepp, Paul
946 Broadway
Chula Vista (none)

Seley, Russ
3821 Paducah Dr.
S.D. 274-5014

Simpson, Ed
Simpson, Larry (Sr.)
4237 Dakota Dr.
S.D. 276-0851

Simpson, Jerry
4451 Pavlov
S.D. 453-0731

Sloan, Don
4534 Castleton Way
S.D. 279-1513

Steinmetz, Harry
4425 Samoset Ct.
S.D. 273-7683

Taft, James
5345 Northridge Ave.
S.D. (none)

Takagi, Fudo
2168 Newton
S.D. 234-0074

Taylor, Rodger RMC
C.P.O. Mess
Uss Valley Forge LPH-8
F.P.O., San Francisco, Ca.

Thomas, Jack
1709 Friedrich Dr.
S.D. 239-2567

Thompson, Bill
7268 Tait
S.D. 278-4203

Vargo, Lou
Vargo, Louis, Mr.
P. O. B ox 68
Escondido

Woodrey, Wes
10007 Sierra Bonita
Spring Valley, 465-0704

Zollars, Lt. Alan M. (Jr.)
Uss Kittyhawk
(CVA63) F.P.O. S.F.