

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

JULY 2021



Chairman's Corner – Mark Chomyn

Fully vaccinated and now unmasked for a month (except Drs. appts.) I get a feeling that things are starting to feel like they are moving even closer to “normal”. Don't know if you feel the same, but I get a sense that the general public seems a little more relaxed and there is an aura of optimism in the air as we rolled into the July 4 holiday. Hope you and yours had a great 4th of July. I am hoping that the joy we felt celebrating the July 4th holiday doesn't result in a “spike” that finds us subject to the “old” restrictions. Let's hope not.

A bright spot in our hobby/sport is that the word “cancelled” is finding less frequency in the listing of contests in the local clubs, NFFS and AMA free flight contest schedules. The AMA Nationals which were cancelled in 2020 are on schedule this year for July 20 – 29. So, if your bucket list includes taking a trip either as a spectator or competitor at the AMA Nationals in Muncie Indiana, it's a great year to do that. I'm thinking that attendance will be pretty strong considering the pent-up energy after last year's COVID cancelled Nats. There is also an added benefit for Orbiteers to visit the AMA headquarters and museum in Muncie. That benefit would be to view the brick located on the AMA Walk of Fame honoring long time Orbiteer and noted designer and flyer John Oldenkamp.

Although July begins our club's contest “dark” period with regard to contest point events, the **Perris Sunday Flyers** will be flying in monthly events in July and August. The first event for the Sunday Flyers was July 11. Keep your eye on your email for the August date. Thanks to our contest coordinator Mike Pykelny for keeping these events going through the summer.

There is a syndrome known as “failure to launch”. It's typically used to describe young adults who are having trouble becoming self-sufficient and taking on adult responsibilities. In past columns I've mentioned the building projects I was working on during the COVID pandemic. Those projects (literally) provide a new definition to the concept of “failure to launch”. The photo to the right shows an uncovered Scientific Yellow Bird. Following that is a red, uncompleted Cleveland Flemish Defiance. Next in line is a blue Comet Hellcat. Following the Hellcat is a bare bones Berkeley Culver Vee. The Culver Vee is especially significant to me as I was given the kit for my 12th birthday in 1961 but with my adolescent lack of skill, I was never able to complete the construction. What I found in the nostalgic building of the Vee, was that the construction was relatively light given the word-of-mouth reputation that Berkeley got in my youth for being a bit on the heavy side. But what we have here is an actual/factual example of “failure to launch”. That being, if you don't finish the plane that you started, you will actually be unable to launch it. I'm hoping that this public admission of my failure to finish what I started will prompt me to take action and finish these builds. My target would be to



get all ready for the September 4-5 Scale Staffel event at Taibi Field in Perris. I think there's enough time to get them all done.

Well, that's all for now. Hope you and yours continue to stay healthy as we move through summer. Mark

To invent an airplane is nothing. To build one is something. But to fly is everything.
Otto Lilienthal

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Submit Dues to Club Treasurer:

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THE FINE PRINT THE FINE PRINT

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ORBITEER WEB SITE

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Stab Mounting for DT

By Mike Jester



At an SDO contest last May I was flying my Korda C Tractor in the Old Time Rubber (OTR)/Nostalgia Rubber power event when disaster struck. I already had two official maxes in the books and wound for my final official flight, thinking I should be able to make it to a fly off. As I held my model after setting the de-thermalizer (DT) I heard a pop. I briefly inspected the model, but did not see any problems. When launched my Korda C would not climb but did several circles at 10 – 15 feet in altitude. Eventually it headed for the end of the row of cars parked next to the flight line and ran smack into the raised trunk lid of John Swain's sedan. The flight time for my third official was only 24 seconds and I was out of the running for first place.

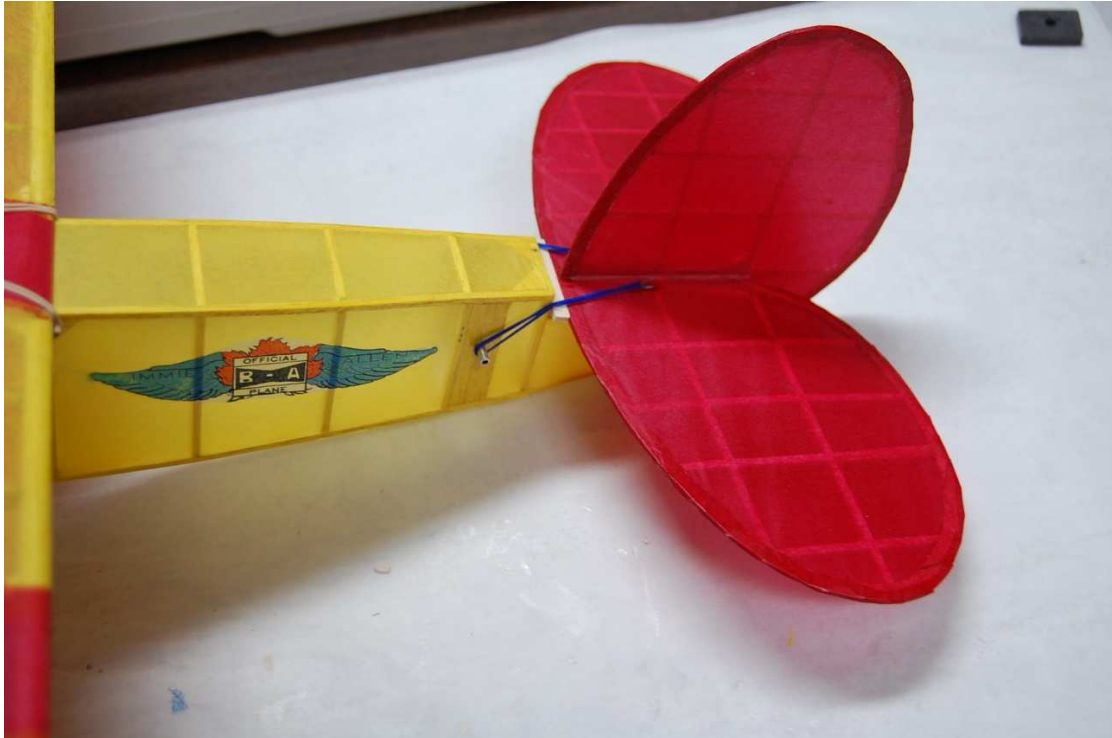


Mike Jester's Korda C Tractor - Pre-Accident



Fortunately, the wing of my Korda C came off and was undamaged. The tail feathers were also unscathed. Unfortunately, the hand-carved 17-inch prop had one blade broken off. The front end of the fuselage had its lower sheet panel torn away. I facetiously blamed John for the accident because he had left his trunk lid up. John politely refused to accept any blame for the accident. An after-action review with Stan Buddenbohm determined that the likely cause of the accident was the leading edge (LE) of the stab jumping on top of its 1/8 x 1/8-inch balsa wood stop, yielding positive stab incidence and insufficient decalage to allow the model to climb. I should have noticed the misalignment of the stab before launching.

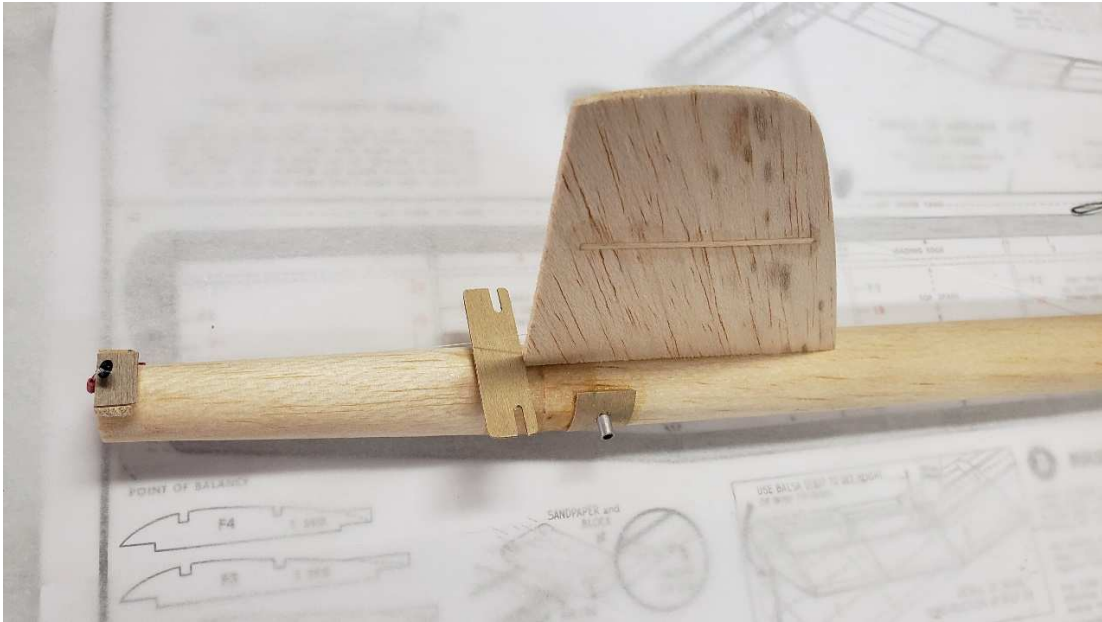
The picture below shows the kind of stop for the LE of the stab that can result in the same disaster explained above. This is my Skokie which has so far luckily escaped the inadvertent positive stab incidence scenario.



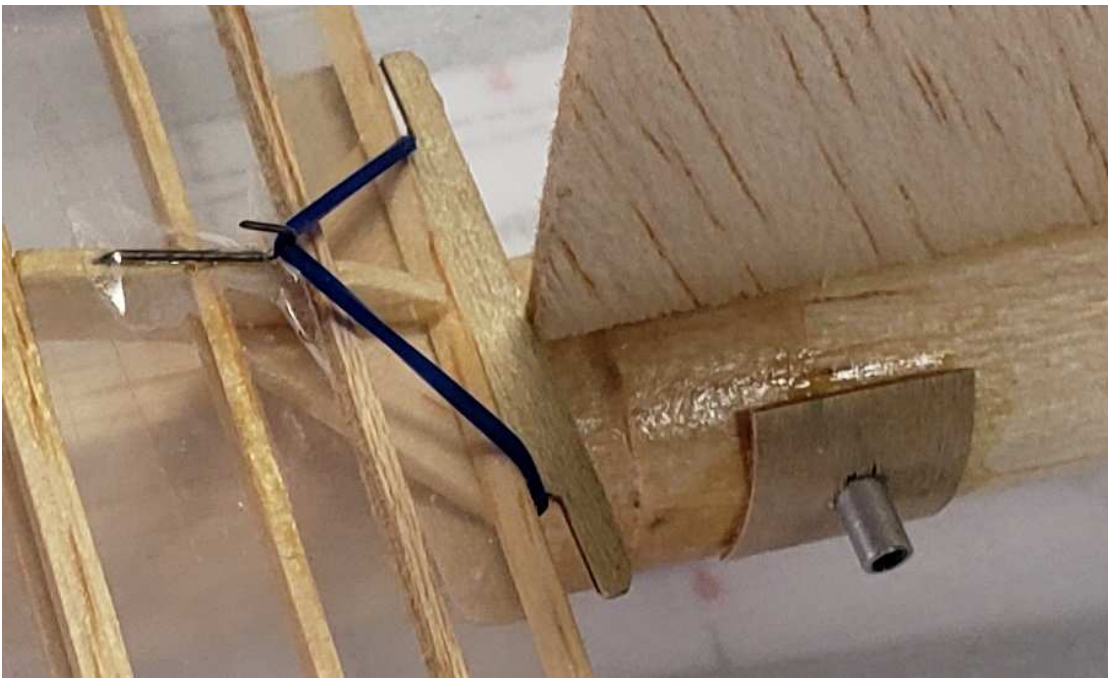
Improper Pivoting Stab Mounting on Mike Jester's Jimmie Allen Skokie

I built my Korda C several years ago and have since transitioned to a different stab mount that eliminates the jumping stab problem. Stan recommended the plywood stab platform shown in the following picture. It has been around for a long time. I think I recall reading that it had its genesis with 1/2 A gas models. Of course, this mounting configuration is mostly suited for OTR, Nostalgia and sport models with a tilt-up stab DT. It is best to glue keys to the underside of the stab to maintain a precise angular adjustment of the vertical fin if it is joined to the stab. Many of the most popular coupe and P-30 models rigidly mount the vertical fin to the rear portion of the fuselage, ahead of the stab. With this configuration the hold down rubber bands provide sufficient alignment for the stab and you can probably get away without keying the stab. The small hold down rubber bands pass through the slots in the ends of the platform and over a hook in the center of the stab slightly aft of its LE.



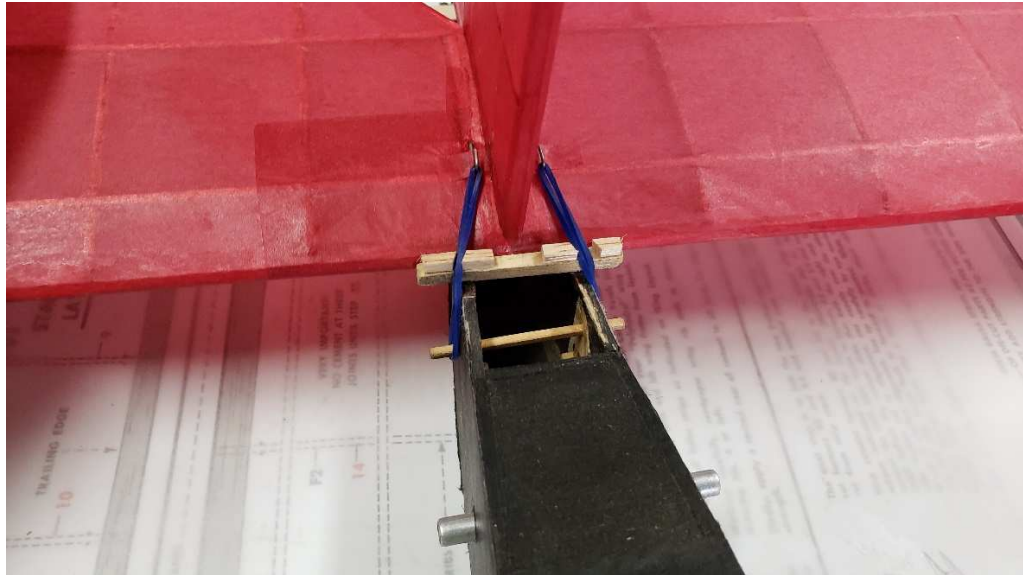


1/32-inch Plywood Stab Platform on Mike Jester's August II P-30



Stab Hold Down Rubber Band Attached to Platform and Hook on August II P-30

Alternatively, Stan said that some fliers use a higher stab stop with grooves through which the hold down rubber bands pass and prevent the LE of the stab from lifting up. I chose this fix for my Korda C, hoping that I could maintain the same original trim. I merely glued on segments of 1/8 x 1/8-inch balsa wood on top of the original 1/8 x 1/8-inch stop for the LE of the stab. This created slots for the hold down rubber bands which are the equivalent of grooves cut or carved into a single piece stab stop.

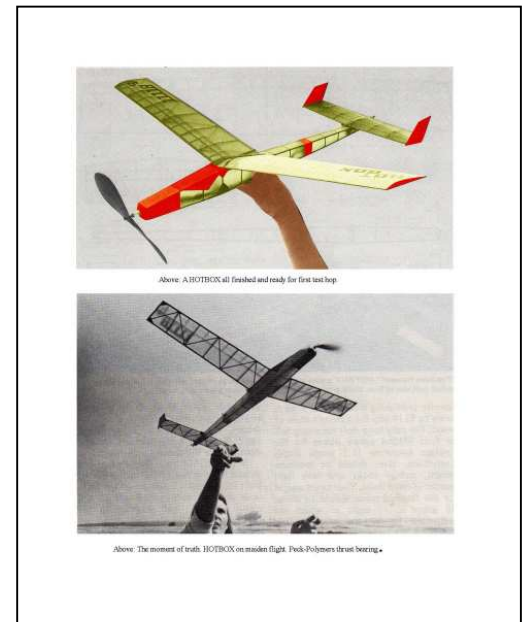


Slots in Stab Stop for Hold Down Rubber Bands on Korda C

In retrospect, I am surprised that my Korda C didn't immediately dive into the hard pack dirt at Perris under full power, inflicting severe damage. I hope that none of you experiences a stab that jumps its stop and is undetected before launching.



San Diego Orbiteers board voted to purchase a brick on the AMA Walk of Fame in Muncie, Indiana in memory of John Oldenkamp.



John Oldenkamp P-30 Hotbox

SELDOM SEEN SCALE MODELS - Robert Hodes

Yes, I know it is weird - looking, but the Germans actually built and flew some of these in WW2 as observation aircraft. The idea of separating the crew cab from the fuselage was to improve visibility.

I started building this in Feb, and finished it in June. It was a character-enhancing project.

It weighs, without motor, 68 grams. With a wing area of 134.1 sq inches, this works out to a wing loading of 0.5 grams/sq inch, which isn't too bad. I will need a motor made up of 4 strands of 3/16 and 2 strands of 3/32 to get the calculated cross-section of a little less than 1 inch for starters.

I hope to enter the model at WESTFAC in October in the FAC Scale event. It should get 35 bonus points, I believe, for the unusual configuration. This will be added to the flight time. This helps make it competitive against more conventional scale models.

Now, if I can get it trimmed without destroying it in the process.



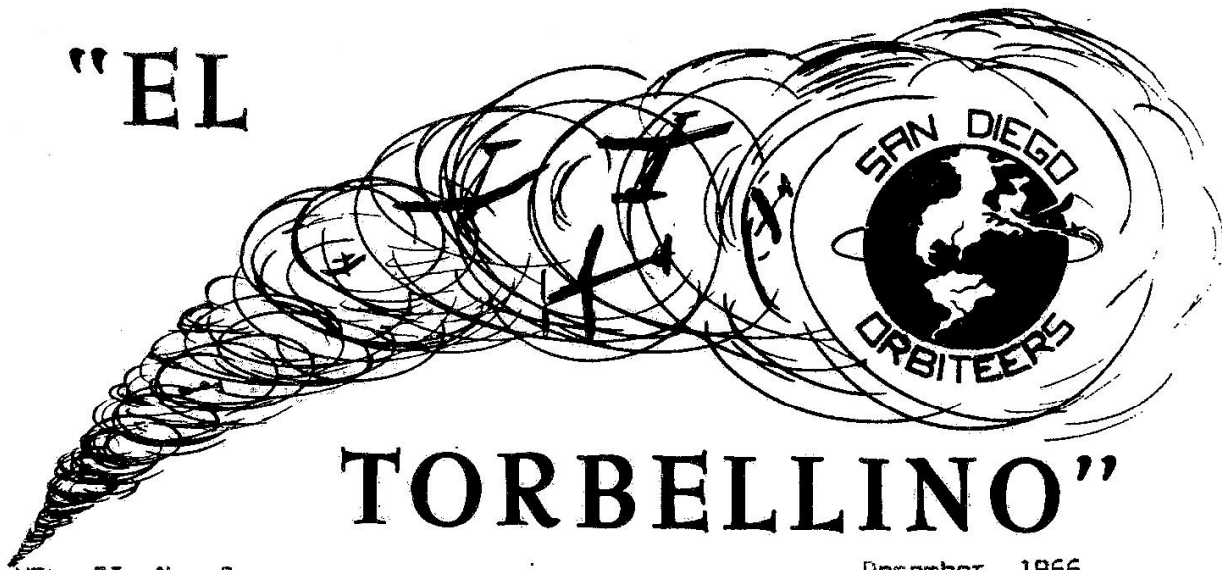
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WHAT'S HAPPENING - JULY / August 2021

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

"EL



TORBELLINO"

Vol. II, No. 8

December, 1966

Editors: Mather, Harvey, Harvey, Takag, Seley, Etc. Etc.

Newsletter Mailing Address: 3821 Paducah Drive, San Diego, Calif. 92117

MEETING DATES

Friday, Dec. 9th	North Clairmont Community Center "B-ROG" Contest Election of Officers	7:30 PM
Friday, Jan. 13th Should be lucky?	1st Annual Club Banquet Midway Chuck Wagon Installation of Officers All Family Affair	7:00 PM

CONTEST CALENDAR

Sunday, Dec. 11th	San Valsers Monthly 1/2A-A-B-C Jr./Sr. Gas	Sepulveda
Sunday Dec. 18!!!	Orbitsers Monthly	Lake Elsinore

Look out for this date - the regular date would be Christmas!

SEEN & HEARD

Remember a while back when we kidded Les Hill about his just claim to having been on all Orbiteer Nordic Teams winning challenge trophies? (All except the Phoenix-San Diego challenge). Well, he did it again! This time, since we couldn't scrape up a team, he flew with the Phoenix crew that knocked off the SCAT Nordic challenge cup! Remember, we had won it last year. Does this then mean we now have it 1 1/2 times in succession?

The story comes out of the 2nd Annual Western Free Flight Association meet about one of modelings pillars having nothing but trouble trying to start his Super Tiger. Seems he was also using an inertia starter, and for a full fifteen minutes, he kept shoving the "Tigers" spinner at it - nothing happened except pops and sputters. Being a long-time top competitor of International reputation, he was sure to check everything: Fuel, timer, pressure, needle valve, etc., etc. Too bad didn't check

to see if the starter was being cranked in the right direction! Sorry about that Bill Hertill! Who was doing the cranking? Would you believe SCAT President, Bill Bogart!

There seems to be a very big push going on to get rubber scale moving big again. (Again like Pre-WWII) The Flightmasters have had their rubber scale rules adopted, (100 points + 100 Sec. Max.) Bill Warner, W. C. Hannan, and others are regularly publishing in the "Mag's", and the true secret to flying those things is out: You've got to learn how to eat props while you're winding! Think not? Look at Mathers picture and four others in the December issue of Flying Models.

The Orbiter Authors are hot with their typewriters and drafting boards. You've just seen Ed Simpson's hot little "Baby Goodyear" RC job as the feature in R. C. Modeler (whatever that is), now look for Lerry to come out with his A-1. Nat Antonioni's "Flicker" will be in the "NIMAS" publication, and Clarence Mather will publish his all winning PT-19 in "Sig" magazine. Bill Thompson just had a fine article in "The Engine Collectors Journal" complete with photo's by Fudo Takagi. And, finally, Walt Moony must be ready to "pop" another scale job in "M. A. N." - - - Congrats fellows, keep it up.

Had a nice letter from Frank Zeis. He's no longer with Walt Disney, and will shortly market three models. Also, he hinted that he may now get started on the next "Year Book". Let's all hope so - .

Seen & Heard while night flying: A little round man flying a very strange scale model with eight tiny power plants, was heard to say, "MERRY CHRISTMAS TO ALL AND TO ALL A GOOD FLIGHT"

Merry Christmas
and
Happy New Year!

Fudo

Les

Russ

Howard

Clarence

Janet

Don

THE PRESIDENTS CORNER by Clarence Mather

As the year ends, it is prudent to retrospect and "take stock" of our Club's record for 1966. Much of what comes to mind is good. Club members did a lot of flying and contesting. They did a good job of competing, and won many awards. It is especially gratifying to have several team challenge trophies in our possession!

Three successful invitational contests were held with the "Annual" being outstanding. Special thanks go to C.D.'s, Gene Bach, Nat Antonioli, and Les Hill for their excellent work in organizing, and planning those contests. Club members also deserve a hand for supporting the contests by flying, helping, or both.

Also, club members supported the treasury well, and it is strongly in the black, even though sizeable sums were spent for stop watches, incorporation fees, and the duplicating machine.

One thing that has concerned your officers, is the substantial decline in entries in our monthly contests. That situation was talked over by a number of members, and several suggestions were made for modifying the rules for the monthly contests, and the Orbiteer-of-the-Year award. Perhaps some modifications are in order, and they may help. However, there are now fewer active contest fliers in our club than there were a year or two ago. Several have moved away, several are out to sea, and several are temporarily out of action, due to lost models, illness, etc. Fluctuations are bound to occur, and I hope that the number builds back up again soon! In general, the club is in good shape, and as my term of office ends, I'd like to thank everyone for the great cooperation both in spirit, and deed accorded your president this past year. I would fly models if I lived alone on a desert, but having the Orbiteers to associate with makes it many times more interesting, and enjoyable!

Suggestions to ponder!

Proposals for modifying our monthly contests, and Orbiteer-of-the-Year Award include:

All power ships fly ten second runs, three minute maxes, and five flights. Thus, FAI, and AMA power would score alike.

A-1 fly five, three minute flights like A-2, but unlimited rubber remain at three, five minute maxes. This is necessary because a three minute max is not much of a challenge for a modern unlimited ship. Most unlimited fliers also fly Wakefields, and each modeler can decide whether or not he will try for five minutes on our field.

Only one model's performance count for Orbiteer-of-the-Year award. One can fly several models to attempt a maximum performance, but only the best one counts. This would make it possible for the fellow with just one ship, or who likes just one event, to make a strong bid for the award. Then, too, it is quite a work-out to fly both power, and non-power the same morning, and perhaps that has discouraged some fliers.

Suggestions for modifying our by-laws:

Our by-laws are not specific in duties of publicity chairmen. To clarify the situation, it is proposed that one publicity chairman be responsible for pre-contest publicity, such as the announcement flyers. The other chairman would be responsible for post contest publicity. That would involve sending pictures and results to the various modeling publications.

CLUB RECORDS AS OF 12-66

1/2 A Gas	Gene Larson	Phoenix 2-66	20:44
A Gas	Clarence Mather	Kearny Mesa 11-66	24:33
B Gas	Wes Woodrey	Elsinore 10-65	14:23
C Gas	Wes Woodrey	Elsinore 10-66	13:59
AI Power	Bob Ferguson	Elsinore 3-66	14:17
Wakefield	Brian Donn	Elsinore 8-66	20:23
Unlimited	Clarence Mather	Kearny Mesa 11-66	15:00
A-1 Nordic	Nat Antonioli	Kearny Mesa 10-66	15:00
A-2 Nordic	Howard Harvey	Phoenix 2-66	18:59
H.L.G.	Larry Simpson	Phoenix 2-66	10:09
Indoor HLG	Nat Antonioli	Rec. Center Gym 11-66	0:26.5
	Clarence Mather	Madison Gym 11-66	0:30.5
EZB Tissue	Clarence Mather	Madison Gym 3-66	9:55

~~Records can be established at any contest. Times must break the current record by at least one second, and be verified by one other AMA member.~~

BIOGRAPHY

by Howard Harvey

We haven't had a biography for months, and in answer to Clarence Mathers suggestion, I thought that you might want to know something of your President-elect.

It all started forty-three years ago in Hamilton, Ontario, Canada. My interest in Modeling grew out of a fascination of, believe it or not -- kites! I used to churn them out by the dozens. I imagine the other boys were quite relieved when I gave it up for model planes, because I found out that broken glass used as a tail could destroy all the competition.

The first rubber-powered model that really flew was a Coupe size job, but after total disintegration when the rubber broke. I read through the model airplane journals that gasoline engines were available, as another means of propulsion. Boy! did I pick a lemon! Did you ever hear of a Syncro Bee engine that would run???? I never got mine started!!! In those days without any clubs to join; no contests to attend; you were at the mercy of a hocus-pocus guess of choosing engines.

Biography (cont.) by Howard Harvey

One of the big moments came in 1936, when I attended the Nats At Detroit. After that came a Baby Cyclone, and a Super Buccaneer, plus many Other Ignition planes

In 1941, at 17 years old, I made up my mind that the only thing I was interested in was airplanes - big or small. So, I packed my bag, and left home and moved to a small town near Buffalo, N.Y. I was employed as a junior draftsman, at Fleet Aircraft Ltd. There I had the companionship of a few other modelers at the aircraft company. Another modeler, and myself rented the 2 attic rooms on the 3rd. floor of an old house, and much to the disgust of the old landlady, we coated her floors with Balsa dust, and shavings.

In 1943, I decided to see what the war was all about, and after a visit to the Canadian Air Force, I found out they didn't want me to fly their machines, all they wanted was a little guy to sit in a rear gun turret. I joined the Navy! So, ----- in 1946 I got out of the Navy, and remembering that guy who lost his models in Canada, by flying across the Detroit river. I built Carl Goldberg's small Zipper with a Baby Atom, and placed at the Canadian Nationals.

Well, as what happens to most modelers, at an early age, I discovered girls! and you know the rest --- first came girls, then came marriage, then----- no more model airplanes, just full size only.

Then, came 6 years at A.V.Roe Canada Ltd., where in 1947, I helped with the designs of the first Jet transport on the North American continent. Next a Mch 1, long range navigational fighter, and a flying saucer??? Another interesting happening was that through my past modeling experience, I found out that I was able to solo in a Fleet Canuck, after only 3½ hours of instruction. So, ---- on to another aircraft company; Convair in 1952, where darned if I sat next to another modeler, Nat Antonioli. Well the inevitable happened, a spark reignited, the old hobby, and boom ---- I was introduced to the Orbiters, a great club, and a great bunch of guys. I'm a firm believer in the help they have given me.

I have tried practically all the facets of the sport, but truthfully, I enjoy the 20,000RPM scream of an engine.

After trying competition in boats, go-carts and sports cars, I have come to the conclusion that free flight modeling is the only way to go. "Where else can you get so much competitive sport, for such a small sum of money."

IN, OUT & ETC.

by Fud

Sunday, Nov. 13/66, has come and gone. The long awaited Fun scale Courtesy of Walt Mooney & Mike's Hobby Shop is now history. The latest word has it that Walt wants to put on a full blown Scale meet around March again '67 that is ---- Right Walt!!!! Back to this Fun bit at 10¢ per flight and using Walt's 1,2,3, & etc. system - the competitor with the lowest total points won. Guess who??? - Mr. P.T. 19 himself (Clarence Mather). I hear that Brian Donn has started a ban the P.T.19 movement. Especially, the ones that do over 2 min. Even so, Brian had a 5th. place, with his Rearwin Speedster. Walt had two second places, towline scale & Hi start scale. Fudo tied for first in Hi start with a T51 Dart.

In Junior Rubber Scale, Doug Mooney was nosed out of first by his sister, Chrislea, via the scale point route. Phil Moore won in power with a Fairchild. (He should join our club).

Mrs. Bailey (how did she get in?) of the Northern Group, won the Women's Division, Rubber Scale.

IN OUT & ETC. (Cont.)

The Northern bunch, had some of the nicest looking models, but as long as that P.T. 19 makes those long flights, we're in there pitching. Hear tell, that Bud Tenny, of Nimas, wants to publish Nat's indoor glider----- he doesn't believe 24 seconds in a 20 ft. ceiling. Wait till Bud reads that Nat did 26.5 & 26.1 several times. Not only that, Clarence did 25.8 & 25.2 ---- All this in one night!!! When??? Last Tuesday night (Nov. 22/66) at the Rec. Center. Seems that Clarence got us involved in a postal Challenge with a New York group. Two Flight Total:-

Nat	52.6
Clarence	50.
*Larry S.	45 *
Ed. S.	43
Fudo	39

*Larry had an unofficial of 24 sec. ---that'll learn him to listen to his elders.

The results of the Czech Postal A1 & A2, finally arrived via air. It was quite an affair - 23 teams - 66 flyers, in A2 Teams, from New Zealand; South Africa; Spain etc.

Our top man Howard Harvey was 24th; Clarence 31st; and Geo. Howard 32nd., in A2. Yet we wound up 7th. in team standings. Not bad eh! More like amazing, cause that was all the A2's we could field at the time.

I always leave the best for the last in A1. Nat 1st.; Larry Simpson 2nd.; and Roger Jensen 7th. Giving us a first in team standings. Nat came through by maxing out, and supported by fine times by Larry & Roger, we had 400+ seconds over the next team. Great work fellows!!!! hate to brag on 'em, but Vot else!!!!

Will have the complete results at the meeting, plus ??????????

How about that Clarence, he nased out in Power and Non Power at our Nov. Monthly. Another first in Orbiteer history according to G.D. Les Hill. Even the weatherman cooperated with a patented S.D. day.

Les went up to the Western Free Flight Invitational - all by his lonesome; after a bunch of us chickened out due to a rough session (on A2's) at Elsinore and overtime work.

He promptly proceeds to lose his brand spankin' new A2 OSS, with binoculars yet!!! However, he can still say he has always been on a winning team. Kept the Scat trophy away from going home by teaming up with the Phoenix group.

The Phoenix Invitational will be at Yuma, Jan. 7, 1967, with one addition ----SCAT will be there. So, get those Wakefields & A2's in shape.... After all, we have yet to lose!!!!

CONTEST INFO!

by Les Hill

The Western Free Flight Association Annual FAI Meet at Taft.

This meet was flown in the mildest weather conditions, this flyer has evern seen. The flying started at 2:00 p.m. on Saturday. (two - 1½ hour rounds), and commenced again on Sunday at 8 a.m. for three additional rounds. Saturday afternoon, the wind might have risen to 3 or 4 M.P.H., but Sunday was the closest to "no drift" ever observed for an entire morning. It was common to see six Nordic Flyers strung out in different directions, each absolutely sure he was right!!!!

CONTEST TEST INFO.

The turn-out was disappointing, inasmuch as only a handful of northern California types came. Well known FAI flyers who didn't show up were: Cherry; Bilgri; Cole; Van West; Lenderman; Whiele; Cusik; etc. etc. Noticed Sykora holding a wound Wakefield for 20 or 30 minutes, finally unwound just as a 'good one' came through.

Power boys are using S. T. W/7½ x 3½ or 3 3/4 props, - Norton maxed with Galbreath, but had a 10.3 fly-off engine run. Nordic was unabashed piggy-backing, as no one could consistently figure out the good air. It seemed as if the thermals were spaced 10 to 20 minutes apart, with little "foolers" in between.

RESULTS

NORDIC

1. T. Hutchinson	14:25
2. Bill Roseberry	14:10
3. Hartill	13:42
4. Ghio	12:53
5. S. Belcher	12:21

WAKEFIELD

1. Ted Batiuk	14:24
2. Walt Ghio	14:13
3. Ken Sykora	14:02
4. Frank Newquist	12:46
5. Ed Dolby	11:25

POWER

1. Doug Galbreath	17:33
2. Sandy Norton	15:00 over-run
3. Trego	14:48
4. Al Vela	13:58
5. Hartill	13:46

SCAT NORDIC TEAM

1. Roseberry - Woods - Hill	37:10
2. Hartill - Gildersleeve - Trego	33:45
3. Houlihan, - Hutchinson - Blanchard	32:37
4. Norton - Bogart - Stelkel	28:58

Note that the SCAT Nordic cup was 1/3 San Diego for the third year that the "Organization" has been shut out!!!!

Nordic and Wakefield fliers!!

Prepare now for the Yuma team challenges to be held in early January. This year it will be a triangular affair between SCAT, Phoenix, and the Orbiteers. We currently hold both awards and will try to keep them! Special warning to Wakefielders - there are now two Dolbys to fly against!! Yep, young Dick has a bird that won the Junior class at the Nationals!

Please keep dues paid to date!

We will trim our mailing list next month of members who are not keeping up on dues!

BALLOT
SAN DIEGO ORBITERS
ELECTION OF OFFICERS FOR 1967

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Howard Harvey

VICE-PRESIDENT

Russ Seley

SECRETARY

Russ Merrill

TREASURER

Fudo Takagi

PROGRAM CHAIRMAN

Brian Donn

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Russ Seley