

# EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

AUGUST 2021



## ***Chairman's Corner – Mark Chomyn***

In last months column I expressed some optimism on the state of our loosening of COVID restrictions and a return to a “new normal” of existence. It seems unfortunately I may have been a bit premature with my prognostication. New variants of the “bug” have popped up and (at least for my part) we are now dealing with a variety of (sometimes confusing) mask- unmask options. I've decided that (as a geezer) I'll go back to wearing a mask in enclosed spaces (bank, pharmacy, grocery store) until we get some firm resolution. I hope you are all doing what you think is necessary to protect your and your family's health.

Although we aren't out of our blackout period for points contests until September, the Perris Sunday Flyers are holding non-point fun flies to fill in the summer gap. Be on the lookout for e-mails from Mike Pykelny our Competition Director for a date and time for the August fun fly.

As model builders I think we've all collected a lot of modeling items over the course of pursuing our hobby/sport. And, I know no one wants to think of that day when we may no longer be able to pursue either building or flying. I recently had an experience with assisting a wife of a club member with the disposition of his collection of modeling items. Needless to say this got me thinking of my own collection of kits, motors, balsa, and assorted finishing items and what happens to them when I no longer pursue modeling. I hope there is, or are, club members who would want my items distributed to those in model aviation who could use them. Especially younger flyers who may not have the dough to purchase such items.

The wife of the club member I mentioned above is Josephine Primbs wife of Charley Primbs (deceased) who was a member of the club back in the good old days at Otay. The items we received from Charley's collection will be offered to club members at reasonable cost and any money collected for those items will be deposited in the club treasury. I'll be bringing those items to the field in Perris for the September Orbiteers and Scale Staffel contests. Items that will be available include: balsa wood sheets of various thicknesses, boxed rubber strip, Zaic modeling books, Flying Aces reprint editions volumes 2, 3 and 4 and gas motors from .020 to .60 (spark and glow). I've already received interest from two club members on the balsa wood and one batch of the rubber, so don't hesitate to look the items over and make a deal. You snooze you lose. But that's not the end of the story as I was recently contacted by Bernie Crowe of the SCAMPS about the modeling items of Allan Arnold. The items will be cataloged by Joe Jones and a listing sent out for review. The Orbiteers have expressed an interest in getting the list from Joe so there may be more modeling items for our club members to consider.

In last months diatribe I mentioned my “failure to launch”. Well, the September Scale Staffel two-day event (Sept 4 and 5) is fast approaching and I'm still sitting on my hands. I've tried to light a fire under me to get going and finish those planes, but I guess my “keyster” has been kicked numb so many times over my lifetime that I can't feel the heat. But I've got 23 days left and a lot of coffee to drink to get it done. Idle hands are the devil's playthings. So I'm gonna stop idling.

Well. That's all I know. As the song goes, “See You In September” - Mark



## BOARD OF TRUSTEES

### Chairman

Mark Chomyn .....(760) 753-7164  
[chomyn@roadrunner.com](mailto:chomyn@roadrunner.com)

### Vice Chairman

John Hutchison.....(619) 303-0785  
[johnhutchison1@cox.net](mailto:johnhutchison1@cox.net)

### Secretary

John Merrill .....(619) 449-4047  
[johnrmerrill@yahoo.com](mailto:johnrmerrill@yahoo.com)

### Treasurer (Trustee at Large)

Howard Haupt .....(858) 272-5656  
[hlhaupt1033@att.net](mailto:hlhaupt1033@att.net)

Don Bartick ..... (760) 789-3773  
[dbartick@4-warddesign.com](mailto:dbartick@4-warddesign.com)

Mike Jester .....(775) 831-8303  
[michaeljester@gmail.com](mailto:michaeljester@gmail.com)

Mike Pykelny .....(858) 748-6235  
[MPykelny@dslextreme.com](mailto:MPykelny@dslextreme.com)

Tim Batiuk .....(949) 547-4644  
[tbatiuk@gmail.com](mailto:tbatiuk@gmail.com)

## ORBITEER TASK LEADERS

### Competition Director and Score Keeper

Mike Pykelny.....(858) 748-6235  
[MPykelny@dslextreme.com](mailto:MPykelny@dslextreme.com)

### Banquet and Social Activity Coordinator

Linda Piazza.....(858) 748-6235  
[MPykelny@dslextreme.com](mailto:MPykelny@dslextreme.com)

### Safety Officer & Field Marshall

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

### Web Master

Kathy McLaughlin.....(619) 303-0785  
[kamclaughlin1@cox.net](mailto:kamclaughlin1@cox.net)

### Newsletter Editor / Membership Coordinator

Howard Haupt .....(858) 272-5656  
[hlhaupt1033@att.net](mailto:hlhaupt1033@att.net)

## ORBITEERS MEMBERSHIP DUES

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

### Submit Dues to Club Treasurer:

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

### **THE FINE PRINT THE FINE PRINT**

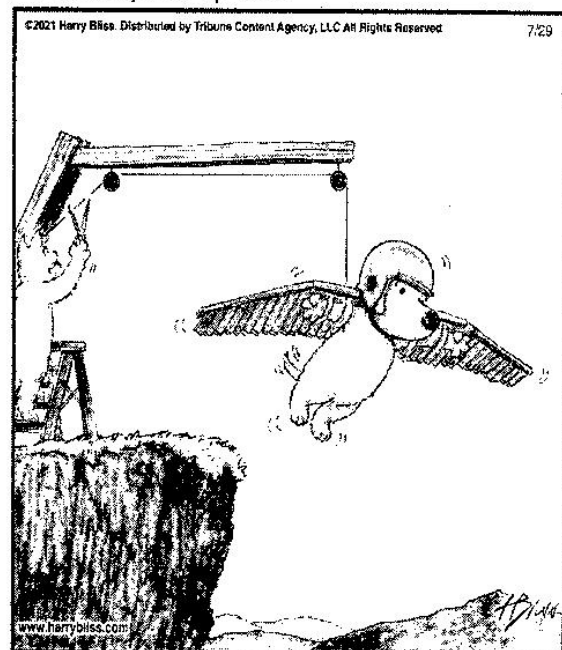
El Torbellino is the official newsletter of the San Diego Orbiters, an Academy of Model Aeronautics (AMA) Charter Club (#1113) and a California not for Profit Corporation. This newsletter is sent monthly to all paid members, selected exchange and magazine editors. Non-Members may subscribe at \$15.00 per year within the U.S.A., offshore price will be adjusted to reflect the postage required. Materials from El Torbellino may be reproduced on an unlimited basis by other publications, but proper credit is requested.

## ORBITEER WEB SITE

[www.SanDiegoOrbiters.com](http://www.SanDiegoOrbiters.com)

Webmaster: Kathy McLaughlin

### **Bliss** by Harry Bliss



"I wish I could be there to see the look on the squirrel's face."

## Musings About My Recent Free Flight Activities

By Mike Jester

By my unofficial count, since 2015 I have had eighty-six articles that I wrote published in this newsletter. My goal is to make it to one hundred. This month I came up dry on topics so I will just write about my free flight activities over the last eighteen months, and some other random stuff related to our hobby.

I built eight models during the pandemic and the quasi-pandemic follow up. I am kind of burned out now on building models, and have taken a break. I understand that this is fairly common in our hobby. I will probably soon be back to stripping, gluing and covering. My eight builds were highlighted by my successful design, construction and flying of my flat wing *Three Nite* P-30. Some of you saw me fly this design at the John Oldenkamp P-30 Memorial Contest in Perris on June 13, 2021. Thirteen people competed in the open P-30 event that was held that day. The other P-30 event that was held that day was limited to John Oldenkamp's HOT BOX P-30 design. Five flyers made the first round of the fly-off in the open P-30 event.



**Official Flight by Mike Jester - June 13, 2021 John Oldenkamp Memorial P-30 Contest**

I won the open John Oldenkamp Memorial P-30 contest last month in the third round of the fly-off flying my red and yellow *Three Nite* P-30. The max time for that round was 210 seconds. My wife was my official timer and she lost sight of my P-30 at 195 seconds so that that was my official time per the AMA rules. It was enough to beat the other flyer who had made the third round of the fly-off. My daughter was chasing my P-30 on its sixth official flight and she timed that fight at a little short of five minutes. This contest win against some very experienced P-30 competitors proves that my easy-to-build *Three Nite* P-30 is a good flyer. On all six of its contest flights my P-30 was carrying around five grams of RF transmitter and batteries for a weight penalty of around 12% over the 40-gram minimum. Thanks to George Bredehoff of Volare Products for all his work in making a laser-cut short kit of my *Three Nite P-30* available for purchase at a very reasonable price. I still can't believe how much time it takes to transform a simple design into a laser-cut kit. It gives me a new appreciation of what the small suppliers in our hobby have to undertake to kit a model. Then I doubled down and wrote eight pages of building and flying tips for my *Three Nite* P-30. Seemingly endless editing ensued.



**Contest Winning *Three Nite* P-30 by Mike Jester**

At the other end of the spectrum was my Guillow's Javelin. I built this model in order to compete in the nationwide Sky Battle postal contest that was held this past Spring. It is about the size of a P-20. You had unlimited flight attempts during an official flight window and your longest time was submitted as your contest entry. Gee, catch a thermal and you would probably finish in the top three! Bob Hodes decided to compete. So did Josh Finn of J & H Aerospace, a supplier of all kinds of excellent free flight kits. This got my competitive juices flowing. Very limited modifications to the Guillow's Javelin plan were permitted. You could build in a DT so I did that not wanting to lose my model. I sought, and received, official permission to widen the fuselage of the Lancer to accept a blast tube and to add another spar to the wing to resist warping. I also got official permission to use 6 - 8# balsa wood instead of the die-cut oak included with my Guillow's Javelin kit. Plastic film covering was allowed. I think whoever thought this was a beginner's model is crazy. It was probably one of the more difficult builds I have ever lived through. Adding insult injury, I could not get my Javelin trimmed to consistently fly for more than 30-seconds. I knew I was beaten and did not bother to drive to Perris to put in any official flights. Thanks John Swain for offering to be my

official timer in the Sky Battle postal contest. All in all, it was a truly humbling experience. I had grown too confident that I could get virtually any model that I built to fly pretty well. Bob Hodes had very good results with his Guillow's Lancer which was the other model that could be flown in this postal contest.



### **Non-Contest Winning Guillow's Javelin by Mike Jester**

I was alarmed to read in the most August 2021 edition of the SCAMPS newsletter that test boring took place in late June near our launch area at our Perris flying field. The drilling was apparently being conducted to determine the suitability of the property for development. Riverside County is one of the hottest locations in the state, and the nation, for housing price appreciation. Many people in California are moving inland from the expensive coast so the demand for new housing in the Inland Empire is terrific. However, my recollection is that all of the acreage near the canal is supposedly in a flood plain and cannot be developed. I guess that information was not correct. Gene Drake talked to the drillers and was told they found water at a depth of 35 feet. Supposedly this would not allow for development of the property. I find it hard to believe that water can be found in that stretch Perris desert in any significant amount at such a shallow depth. Nevertheless, our club should probably re-dedicate its efforts toward finding a suitable alternative flying site just in case grading for a new housing development starts at our cherished Taibi field.

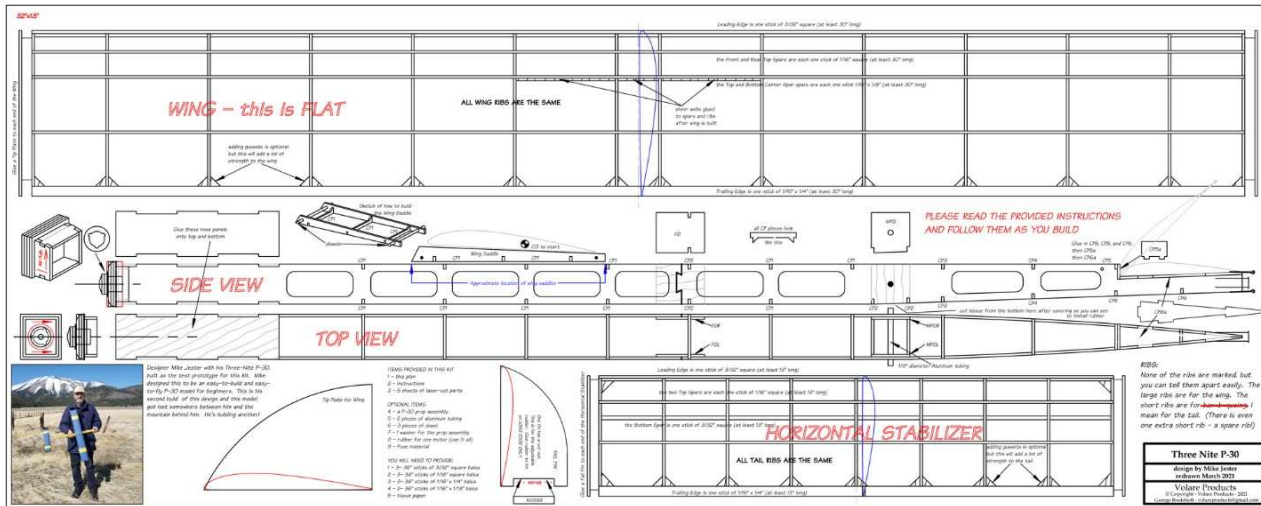
For those who don't know about it, the Volare Products website has a link to around 850 how-to articles mostly relating to construction of free flight models. There is a helpful alphabetical list that allows you to quickly scan for a subject of interest.

Wikipedia has a nice article about different types of free flight model aircraft found here [https://en.wikipedia.org/wiki/Free\\_flight\\_\(model\\_aircraft\)](https://en.wikipedia.org/wiki/Free_flight_(model_aircraft))

The "Power" section of the Wikipedia article should be revised to mention the very popular E-36 class of models that is gradually supplanting 1/2A gas models.

In conclusion, I wonder when the Grossmont gym will be re-opened for indoor free flight? It has been at least eighteen months since I flew an LPP, A-6 or P-18.





**Three Nite P-30 Plan by Volare Products**



## San Diego Orbiteers Flying Schedule 2021 Taibi Field Perris, Ca



### Primary Date

January 24 XXX  
 February 21 XXX  
 March 21  
 April 18 XXX  
 May 23  
 June 13  
 July  
 August 15  
 September 4-5  
 September 17-19  
 September 26  
 October 17  
 October 21-24  
 November 13-16  
 November 21  
 December 19

### Rain Date

January 31 XXX  
 February 28 XXX  
 March 28  
 April 25 XXX  
 May 30  
 June 27  
 Perris Sunday Flyers  
 Perris Sunday Flyers  
 Scale Staffel  
 FF Champs  
 SDO Monthly  
 October 24  
 WestFAC  
 Dual Clubs  
 November 28  
 December 26

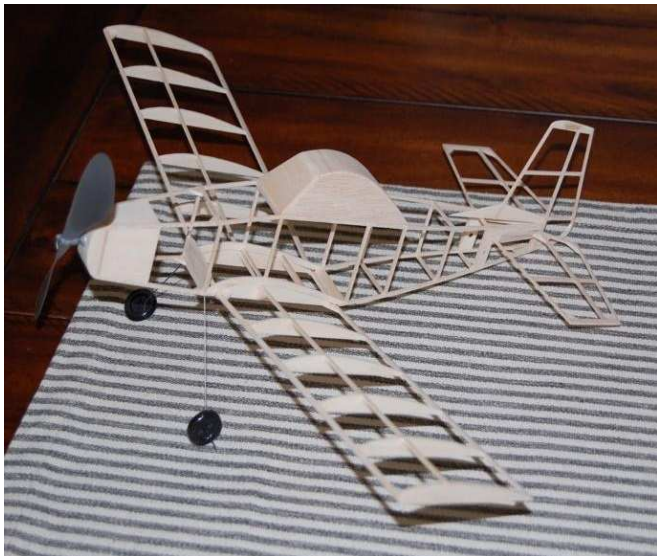
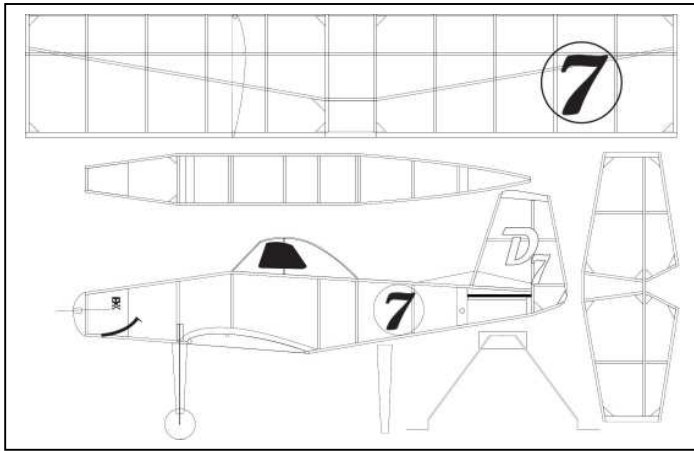
### Event

P30/Glider/Power  
 Coupe/Glider/Power  
 OT-NOS Rubber/Glider/Power  
 P30 Oldenkamp Memorial  
 Coupe/Glider/Power  
 OT-NOS Rubber/Glider/Power  
 Perris  
 Lost Hills  
 P30/Glider/Power  
 Coupe/Glider/Power  
 Buckeye, AZ.  
 Lost Hills  
 OT-NOS Rubber/Glider/Power  
 Make-Up

XXX= Canceled Contest

This will be my last article since I am retiring and we are moving to Tennessee. I will either be flying on the property we bought, or looking to join a freeflight and RC club when we move. This little Embryo is based off the Disney "Dusty" aircraft, which is actually based on 3 different crop dusters, combined into one.

I have a Fred Reese Simple Duster RC kit with an Ace Foam wing I hope to build someday. My design is simple, built in a couple of days using my standard Elmers white glue. I covered the model with old Peck Polymers Domestic tissue and finished with Eze Dope. I still have an Alps printer so I was able to make my own decals. I have her balanced and final weight is 14 grams, hope to get her flying soon, but have been busy with getting read for the big move.



**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 1<sup>st</sup> - 3<sup>rd</sup> 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.

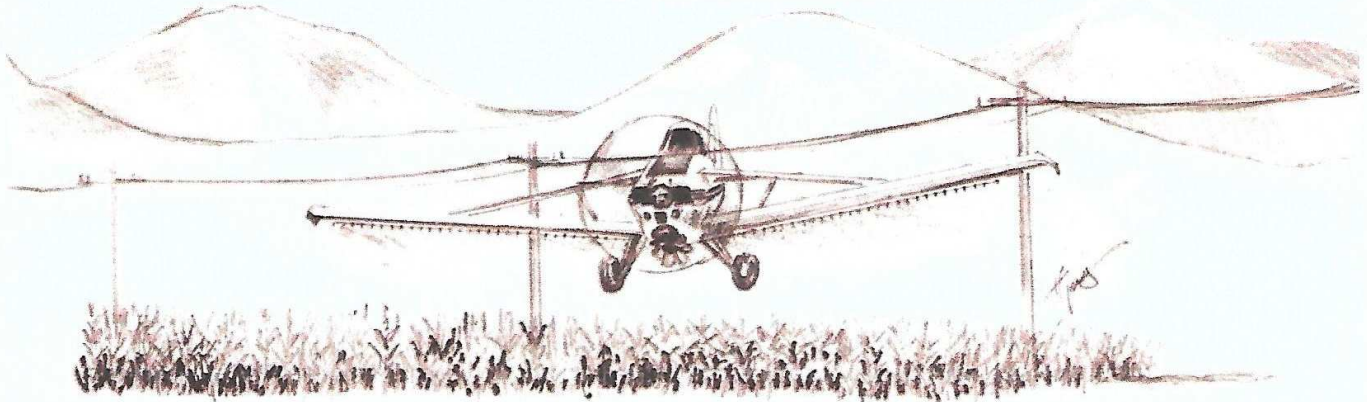


# FLYING ACES

## 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	<b>Mass Launch Events</b>	<b>Mass Launch Events</b>	<b>Mass Launch Events</b>
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	<b>TOTF Scale Events</b>	<b>TOTF Scale Events</b>	<b>TOTF Scale Events</b>
Trimming	Crop Dusters	Working Aircraft	Mail Aircraft
	Dime Scale	Simplified Scale	Golden Age Monoplane/Biplane
	Carrier Acft – Hand Launch	Carrier Acft – Deck Launch	
	<b>TOTF non-scale</b>	<b>TOTF non-scale</b>	<b>TOTF non-scale</b>
	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	
	<b>Judged Scale</b>	<b>Judged Scale</b>	<b>Judged Scale</b>
	FAC Peanut Scale	FAC Jet Cat Scale	FAC Power Scale
	FAC Jumbo	FAC Rubber Scale	
			<b>Special Event 3:00pm</b>
			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](http://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**

## Multifeather Winglet Offers Easier Retrofit Path to Improved Efficiency

> 2% FUEL-BURN SAVING EXPECTED ON AIRBUS A330

> INSTALLATION DOWNTIME LESS THAN A DAY

Graham Warwick Washington

**A** German startup and a Portuguese airline are to test a novel drag-reducing wingtip for the Airbus A330 in the first step of a strategy to increase the efficiency and sustainability of in-service aircraft through easily retrofittable aerodynamic improvements.

The Aircraft Performance Co. (APC), based in Hamburg, has partnered with Portuguese wet-lease specialist Hi Fly to flight-test a prototype of the multi-finger Trinitair wingtip on an A330-

if an aircraft has to be returned to a lessor in its original condition.

A winglet works by reducing the strength of the wingtip vortex and therefore drag due to lift, or induced drag. But the aerodynamic forces on the winglet can introduce loads into the wing structure, which must be beefed up. This increases the cost and effort required to retrofit winglets to in-service aircraft.

APC expects Trinitair to provide a 2% fuel saving on the A330 within the existing loads envelope of the wing. This is a relatively small benefit but, because the wingtip can be installed quickly and cheaply, the company says the efficiency and sustainability of

ing drag than a conventional winglet because the fingers interact aerodynamically. "The tip vortex from the first interferes with the second and the second with the third," says APC Chief Engineer Carsten Holze. As a result, the vortex geometry differs from that of a classical winglet. "It has a bigger diameter, which changes the pressure distribution on the outer part of the wing," he says.

Additionally, the bending and twisting of the fingers can be adjusted individually to tailor Trinitair to the flexibility of the outer wing and optimize the drag reduction while staying within the certified flight-loads envelope of the wing. This will enable APC to produce a standard wingtip that can be fine-tuned to different aircraft—for example, the 777 has a stiffer wing than the A330.

With a span of 2.6 m (8.5 ft.), Trinitair will attach to the hinge points for the existing A330 winglet, making it a "plug-and-fly" replacement. APC and Hi Fly flight-tested an unmodified A330 to measure bending and twisting of the wing, data that was not available

**APC will test different endcaps for the fingers that could improve the Trinitair wingtip's performance.**

from Airbus. "They never needed it. For them, the generic wingtip is fine," says Zirngibl.

Next, the prototype Trinitair will replace the standard wingtip on one side of the A330, and about 10 hr. of engineering flight tests will be conducted to prove the concept and gather comparative data on loads on each side. APC will then present the data to the European Union Aviation Safety Agency and begin supplemental type certification testing, aiming for approval in 2022.

Once Trinitair is certified, Hi Fly plans to retrofit its A330 fleet, says President and CEO Paulo Mirpuri, adding that a 2% fuel-burn reduction could equate to \$400,000 in cost savings per year. The modification could pay for itself in 1-2 years, Zirngibl says. Mirpuri says Hi Fly hopes to "contaminate in a good way" its customer base of some 140 airlines with the idea of improving the sustainability of their fleets. ☐

200. The project is supported by the Mirpuri Foundation, a Portuguese nonprofit focused on sustainability and founded by the Mirpuri family, which owns Hi Fly.

Unlike the single surface of the A330's standard winglet, or the dual surfaces of the Boeing 737 MAX's advanced winglet, Trinitair has three aerodynamic elements, or fingers. The wingtip is designed to increase the reduction in drag provided by a winglet while avoiding introducing loads into the wing that would require modification of the primary structure.

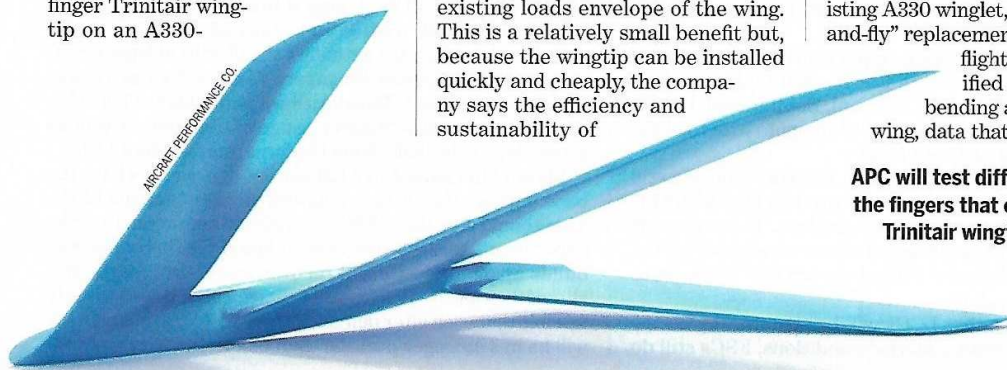
This way, the standard wingtip can be removed and Trinitair installed with less than a day of downtime, says APC. And because the retrofit requires no changes to the wing's structure, Trinitair can be removed and the standard wingtip reinstalled

the in-service fleet can be improved more rapidly.

"Our mission is to get this out there as quickly as possible," says APC Managing Director Harald Zirngibl. "We don't want to stop with this wingtip. We know what we have to do on a Boeing 777. And we have done a lot of work on the A320 because narrowbody long-range aircraft is probably the way the manufacturers will go.

"But the prime target is to do something good for the environment now and quickly," he says. "We want to make valuable in-service aircraft more efficient. Not everyone can afford a new A350 or 787. There are so many aircraft out there that are a number of years old but still well-functioning and well-maintained. Why not make them better?"

Trinitair is more effective at reduc-



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

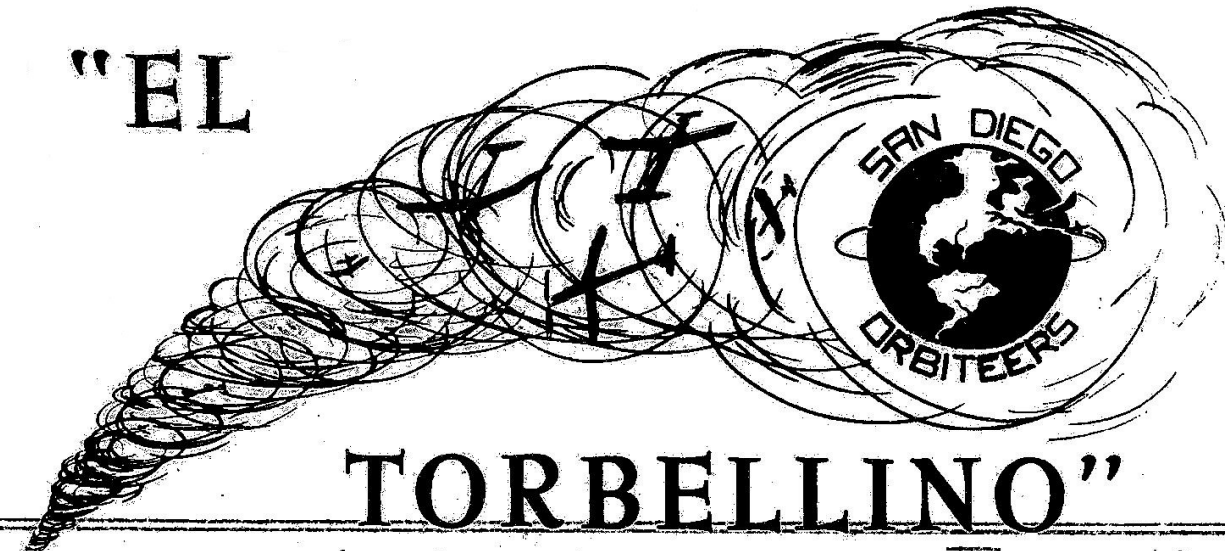


## WHAT'S HAPPENING - AUGUST / SEPTEMBER 2021

---

- August - Fun Fly (No Contest)  
Taibi Flying Field, Perris California
- September 4 – 5 Scale Staffel, Flying Aces, Outdoor Contest  
Taibi Flying Field, Perris CA, 7:30 am.  
See enclosed flyer for details.
- September 17 -19 Free Flight Championships  
Lost Hills CA  
Events: AMA, FAI, SAM, NFFS Cup Points: NC, AC
- September 26 San Diego Orbiteer Outdoor Monthly  
Taibi Flying Field, Perris CA, 8:00 am.  
Events: P-30, Glider, Power

"EL



# TORBELLINO

VOL. III No. 1

JANUARY, 1967

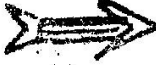
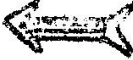
## MEETING DATES



- Jan. 13 - First Annual Dinner Midway Creek Wagon  
 All You & Your Family Can Eat!! (FUMS PROVIDED) 7:00 PM
- FEB. 10<sup>th</sup> - "B-ROG" CONTEST No. Reinforcement  
 SAME RULES AS LAST TIME COMM. CTR.

## CONTEST CALENDAR

- Jan 14-15 - ORBITER - PHEONIX - SCAT YUMA, ARIZ.  
 HANFIELD - NORDIC  
 TEAM CHALLENGE
- Jan 29 - CALIFAS - SEE FLYER EL SINORE
- Jan ~~22~~ 22 - ORBITER MONTHLY! KESNEY MESA.  
 (DATE CHANGED FOR CALIFAS CONTEST)
- Feb 18, 19 - SOUTHWESTERN AAA BUCKEYE, ARIZONA
- MARCH 19 - 3<sup>rd</sup> ANNUAL ORBITER AND FAI EL SINORE

REMINDER

 THIS IS IT 

 DON'T MISS IT 

FIRST ANNUAL ORBITEER

\$2.70  
PER PERSON

DINNER

\$2.70  
PER PERSON

FRIDAY, JANUARY 13, 1967 7:00 - 9:30 P.M.

FIRESIDE ROOM, MIDWAY CHUCK WAGON

MIDWAY DRIVE AT ROSECRANS

ALL YOU CAN EAT

(SKIP LUNCH IF YOU LIKE)

INSTALLATION OF NEW OFFICERS

AWARDS!

MUSIC!

ENTERTAINMENT!

THE PRESIDENTS COLUMN by Howard Harvey

1967 - A new Year Year, and a Happy one to all of you. Got all your resolutions made?????? I have, and they are based on all the boo-boos that I made in 1966; so for 1967, here they are:-

Number 1: This time I will do a little pre-flight testing of my D.T. system. Models lost in 1966; one A1 Nordic, one 2A Gas, contest lost, one monthly, when the trailing edge of the stab didn't seat properly.

Number 2: Never make more than one adjustment per flight, and keep the motor runs short for test flights. Modelsashed, one 2A, one B gas, one slightly bent C gas.

Number 3: When towing a Nordic in a 50 mile gale, never step running towards it. Glider wings broken; one A2 right wing panel.

So, for 1967 let's start on the right foot; support our club, and participate in ~~all~~ our activities. The first activity will be our First Annual Orbiters dinner, on Friday, January 13th, 1967 at 7:00 p.m. This will give you gals a chance to put faces to names you have been hearing all last year.

P.S. Congratulations Daddy, from your wife and kids (all four of them), we know you will do a good job in the coming year, and we all are behind you 100%.

AUTOBIOGRAPHY by Walt Mooney

To begin with, I'm a native Californian. About as native as they come, I was born June 6<sup>th</sup>, 1925 in an abandoned sheep shed near Adin, California. One of my first recollections was a Lindbergh scrap book, that my mother kept from 1927 on. Both of my parents were aviation enthusiasts, although not actually in it. My mother had her first airplane ride in 1917.

Autobiography by Walt Mooney (Continued)

We moved to San Francisco when I was 4, and there I saw the first airplane I can remember; a straight wing Stinson, painted green and orange. From that day forward, I wanted to be an airplane designer.

I got my first model airplane kit at the age of eight, but I couldn't build it. It was a Waco Taperwing with controls moveable from the cockpit, and all details (wish I had it now). At nine, I had a bout of measles, and my father bought me the "Aviation" directory issue. I built about 30 two inch span solids from the three views in that magazine.

My first successful flying model was a 10¢ comet -- Phantom Flash. Of which I built 10 or 15 examples, over the next three years. Then, I went through all the 10¢ kits on the market, and even some 5 centers. I did a lot of hand launched glider work, and because San Francisco is windy, a lot of kites launched glider flying. Most all my early models were scale or semi-scale or what I fondly designed as real prototypes someday. What dreaming!!!! I was a loner, and never even heard of model airplane clubs, but I did a lot of building, up till about 1939 or 1940, when I bought my first MAN. From it I built my first model to get an O.O.S. flight. It was an indoor stick job, and went O.O.S. from a hand launched glide test flight.

In 1943, I enlisted in the Army Air Force, and seven days later was in the Infantry, at Fort Benning, Georgia. Spent the war cussing the duplicity of the recruiting officer.

I flew Hand Launched Gliders in New Guinea, the Philippines, and Okinawa. My worst wound being skinned shins, obtained by falling into a Jap Pillbox in Okinawa while chasing a flying-wing glider that was thermalling quite well. It was O.O.S., too, but mostly because of the tears in my eyes.

Finally got home, got married, got educated. Ripon College, Wisconsin, 3 years; M.I.T. 2 years. Building Scale types all the while. Joined my first model club in 1949 at M.I.T., and started learning about models.

Joined Convair in 1951, and found San Diego to be a model flyers heaven. No wind, warm days, friendly people. Built most every type of model over the years, but I still like rubber scale or T.L. best.

Also, learned how to fly. Private power ticket in 1951. Commercial in 1962. Private glider in 1955. They say your first solo is most exciting moment of your life. Mine was no exception! It was in 1949, the first time I'd ever set foot in a glider. It was supposed to be a ground tow, but the winch operator didn't know it, so I found myself suddenly 500 feet up. Got down okay, and decided I liked it. Still do.

The best part about modeling is the many good friends, and competitors you meet. This is why I really like the modeling game. Nowadays, I have three kids, two sons, and a daughter. They are starting to build models, and I've found a wonderful additional benefit which is truly enjoyable.

IN OUT & ETC. by Fudo

Our B ROG Contest (indoor event) was a success judging by the numerous models that showed up to be flown. As an example, the Mooney Clan had 5. The biggest problem was the apparent lack of time as most of the flying was devoted to testing. (Vat else!!)

Larry Simpson had a high single of 2:44? Brian Donn and Ed Simpson were close behind in that order. Don Srull's son was high in Jr. with a 2 min. plus. Doug Mooney, or was it Curtiss was next, followed by David Selay, our newest Jr. member to date. (Exact times are lacking due to misplaced results). I'm sure in future contests the times will be even higher.

Late Flash!!!! Brian Donn (our '67 program chairman) informs me that we have a B ROG Contest scheduled for the February Meeting. -- Build!!!!

During the month of January, thanks to Clarence, we will be involved in three indoor postals. One with a group in Rochester, N.Y., sparked by an ex-protogee of Clarence's. Another with the Washington D.C. Harecutors, and, last, but not least, the Hampton Va., Brainbusters. A real active club according to NIMAS. They have some old timers like Joe Boyle, that was the first to record over a minute with (1:02?). Hewitt Phillip, 1938 indoor stick champ.

The challenge is in, Easy B and Indoor H.L., so all of you glider and easy B men, lighten your gliders and lube your motors, and back ol' Clarence up. Contact him for flying date, (was to have been already, but Clarence had a cold).

Also, Bud Romack has set up a general FAI Indoor Meeting around Jan. 21st, 1967. Time and place yet to be determined. So if you are interested, contact Clarence or me, prior to that date. We will hopefully have the scoop!!

Did you notice that our own Walt Mooney is a character in a Soaring article on Torrey Pines, in the recent issue of National Geographic Magazine.

The Phoenix challenge is on the 14th, & 15th, of January, not the 7th, as reported earlier.

It's Coupe d'River time again. Brian and I are scheduled to ship ours over to be proxied this February in France, as soon as we get the word from Dave Linstrom. Also, there should be some three views and such elsewhere in this issue.

Hey!, we're Incorporated!!!! now.

For those of you who may not have noticed, Scatter is appearing with greater regularity ---- a swell blurb, that always has some goodies.

El Coupe: Seems as how Russ Seley has been after me to draw up my coupe to show you all what not to build, and even wanted some specifics. It was to be a sort of test bed - with improvements to follow (ha! Big joke!)



## El Coupe (cont.) by Fudo

Used a fiberglas tube by itself, no balsa wrap-around; forgot whether it was 2 layers of light glas, or one with a generous seam. Used  $1\frac{1}{2}$  tube for a form. Plan to use a one inch next time. Broken motors don't even faze it. Also it's removable.

Rather large wing comes apart, for ease of shipping; - don't know why I used this particular section except that it appealed to me at the time.

Used a Single Blade, a la Dave White's Barron Knight (appeals to my manana instincts); with the following exception. It's removable and the blade uses only 2 laminations of Balsa with fiberglas in between. Works great when you damage the prop. All the pieces are still attached to the glass core, easy to repair. - Ask Howard Harvey, he has tried it already. The removable blade feature allows one to change props. to adapt to the rubber. Good stuff can handle a bit more pitch, and the lousy, less. Model flies Rt. - Rt.

Other than that - Build a Coupe; any kind and spread the word.

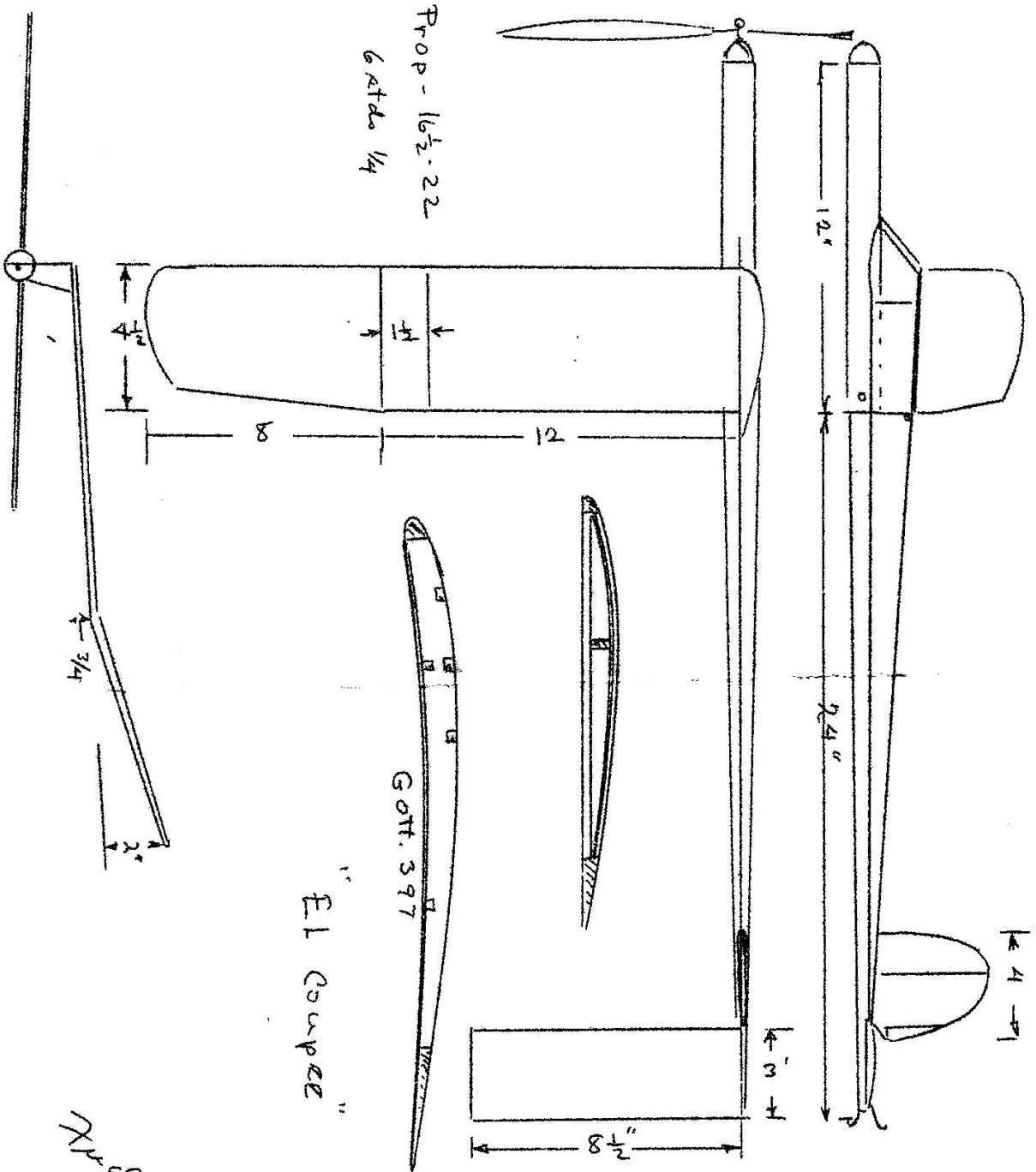
10 grams of rubber - 0.352 ozs.      70 grams air frame - 2.46 ozs.  
Cross section 20 sq. cm. (3.1 sq. ins.), plus ROG., that's only limit.

### Old Timers

At a recent Old Timers contest at "Mile Square" field in the Los Angeles area our club members brought back some hardware. Bob Ferguson won the ignition event and Howard Harvey won the glo-engine event. That's all the data I have.

C Mather

EL COUPE by Fudo



*Handwritten signature*

RESULTS - ORBITERS MONTHLY MEET - DEC. 18, 1966.

POWER

1. Clarence Mather	9:00 + 4:50 = 12:50	2A (2) 30 Bird
2. Nat Antonelli	9:00 + 3:09 = 12:09	2A Orbitness 12 111
3. Ed Simpson	9:00 + 2:03 = 11:03	B Maxalet
4. Howard Harvey	9:00 + 1:41 = 10:41	2A Slotwork
5. George Howard	7:04 ----- = 7:04	2A Orbitness Mt. 1

NON POWER

1. Clarence Mather	13:23	Orig. Unlim. Rubber
2. Nat Antonelli	11:03	Orig. Nordic A/S Glider
3. Walt Mooney	7:26	Orig. H.L. Glider
4. George Howard	6:59	Orig. Unlim. Rubber
5. Curtiss Mooney (Jr.)	1:55	Orig. H.L. Glider

TENTATIVE - QUARTERLY ORBITER OF THE YEAR - POINT STANDINGS

SENIOR - OPEN

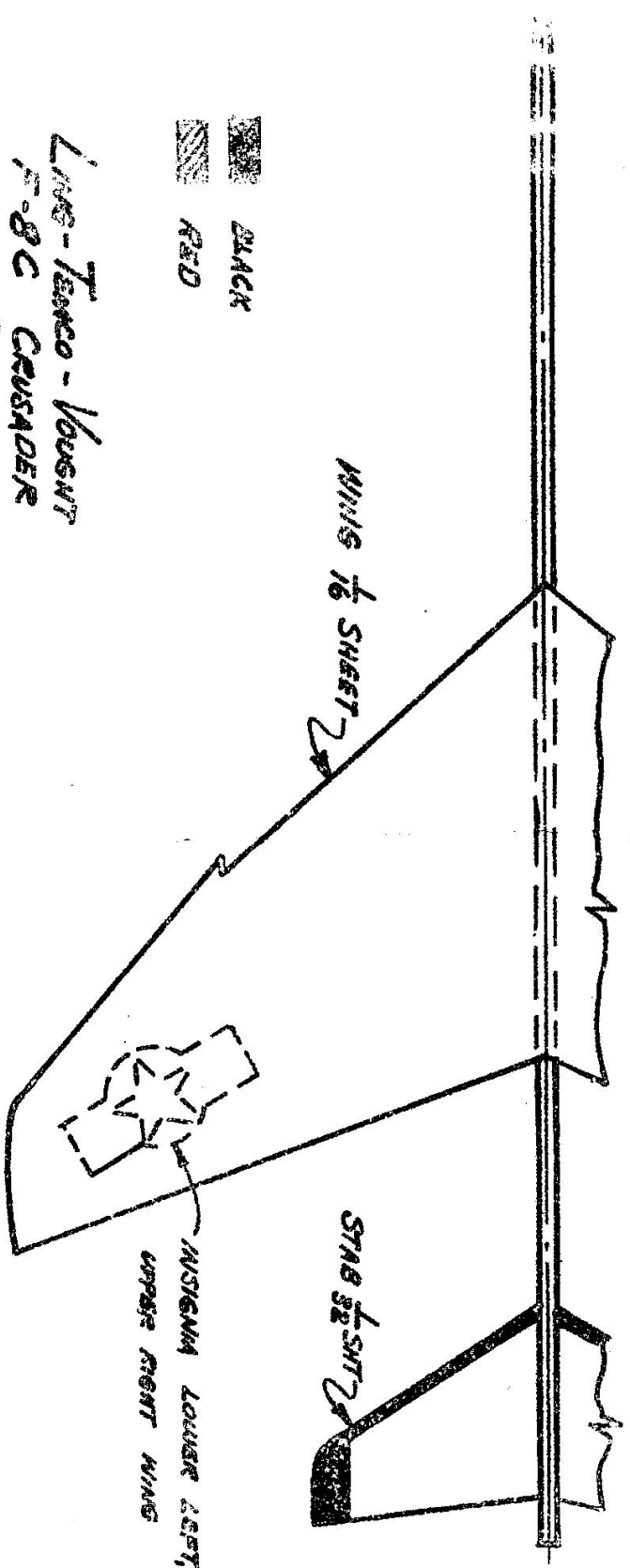
1. Clarence Mather	50	Points
2. George Howard	37	
3. Howard Harvey	32	
4. Nat Antonelli	28	
5. Dave Lambert	23	
6. Ed. Simpson	18	
7. Bob Ferguson	16	
8. Roger Jensen	10	Tie
Harry Steinmetz	10	)
9. Fudo Takagi	9	
10. Walt Mooney	8	Tie
Larry Simpson (Sr.)	8	)

JUNIOR

1. Curtiss Mooney	10	Points
-------------------	----	--------

Note: No other Junior Contestant has points as of this date.

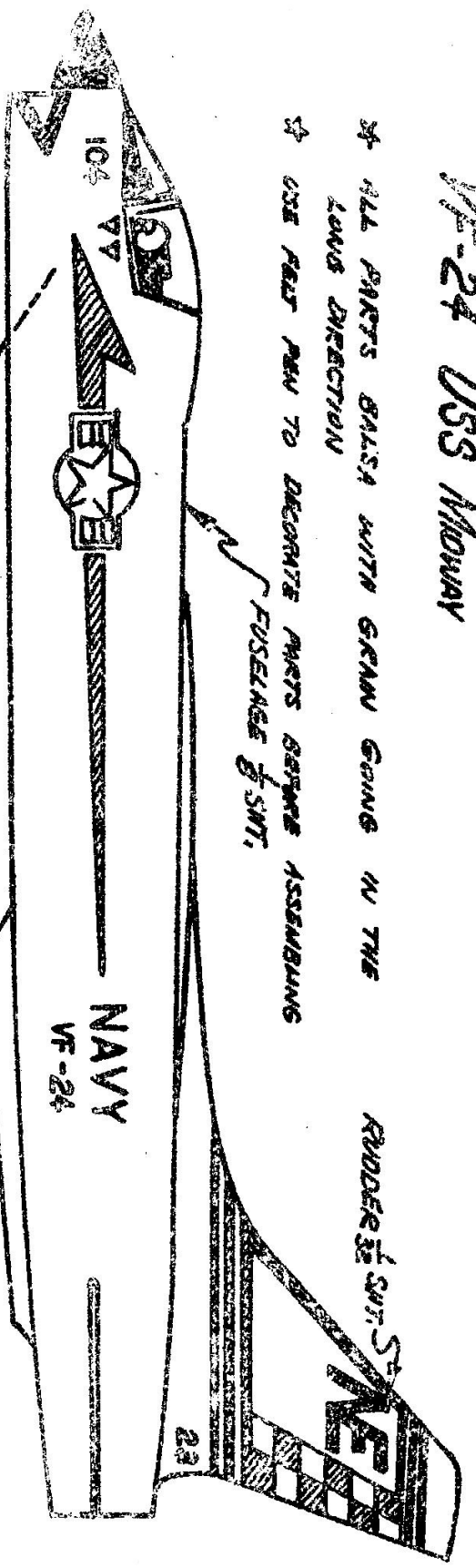
submitted by: Nat Antonelli.



BLACK  
 RED

Line - Teneco - Yougart  
 F-8C CRUSADER  
 VF-24 of USS MIDWAY

\* ALL PARTS BALISA WITH GRAM GRIND IN THE LONG DIRECTION  
 \* USE FELT PEN TO DECORATE PARTS BEFORE ASSEMBLING



VENTRAL 1/2 SHEET

10/24/67  
 8-67

# WING CALIFAS CLUB ★

'AA' FREE FLIGHT CONTEST

\* JANUARY 29, 1967 \*

Elsinore Calif.

\*\*\*

Events (J.S.O.) COMBINED

8 A.M. to 2 P.M.

1/2 A \* B-C \* A \*

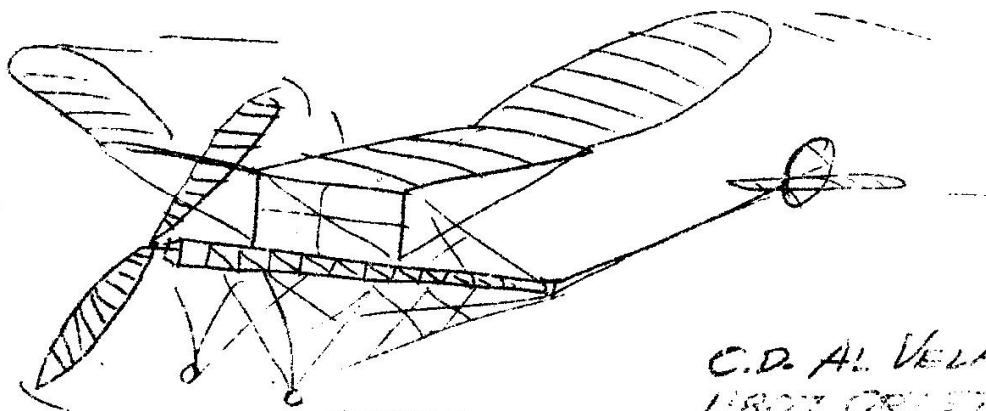
F.A.I. Power

1st round ends 10 A.M.

\*\*\*

• TROPHIES THRU THIRD •

AMA SANCTIONED



\* ENTRY FEE 1.25

C.D. AL VELAZQUEZ  
11807 CRYSTAL LANE  
CHINO, CALIF.  
PHONE: 628-4600.