



NEWSLETTER

VOL. 1, No. 8

September, 1965

Editor: Russ Soley, 3821 Paducah Drive., San Diego, California, 92117

MEETING DATES

Friday, October 1 - North Clairmont Community Center - 7:30 PM
Feature: "Easy-B" Contest

Friday, November 12 - Feature: Walt Mooney on Airfoils
and nomination of 1966 officers.

Note: The October date is the first Friday this time; PTA is having a big
dance at the center on our regular date.

CONTEST SCHEDULE

Sunday, September 19 - Orbiteers Monthly - Kearny Mesa, San Diego

Sunday, September 26 - San Valeers Monthly - Sepulveda Basin

Sunday, October 3 - Max Men Monthly - Lake Elsinore

Saturday & Sunday
October 9 & 10 - AAA Thunderbugs 15th Annual, Night Flying Saturday
(This is billed as "The
largest Free Flight Contest
in the West.") - Gardner Field near Fallbrook

Sunday, October 17 - S.C.A.T. Scramble Contest - Sepulveda Basin

Sunday, October 24 - International Postal Meet
(See comment later) - Worldwide
(Orbiteers at San Diego)

Sunday, October 31 - Orbiteers Annual
(Don't miss this one)
A-1, A-2, $\frac{1}{2}$ A, A, B-C,
& Unlimited Rubber - Lake Elsinore
"Home of the Record"

NOTICE - First Ever - San Diego Orbiteer Flying Scale Contests

Sunday, December 5 - See Rules in this issue - Kearny Mesa
Start Work NOW!

RESULTS - ORBITER SEMI-ANNUAL

A Gas

1st ~	Tom Ottiwell	=	?	=	14:58
2nd ~	Gene Larson	=	Flip	=	13:37
3rd ~	Bill Thompson	=	Starduster	=	12:24

A Gas

1st ~	Gene Larson	=	Flip	=	10:32
2nd ~	Bob Ferguson	=	?	=	10:21
3rd ~	Bill Thompson	=	Starduster	=	9:13

B-C Gas

1st ~	Dave McAllister	=	?	=	15:00
2nd ~	Bob Ferguson	=	Starduster	=	12:39
3rd ~	Wes Woodrey	=	?	=	1:19 !

A/1 - A/2 Glider

1st ~	Russ Seley ~ A/2 Gooney Bird	=			15:00
2nd ~	Harry Steinmetz ~ A/2 Bent Banana	=			13:58
3rd ~	Bob Petro ~ A/2 Thistle	=			13:05

Coupe D' Hiver

1st ~	Roger Taylor	=	French Coupe	=	5:44
2nd ~	Art Gannett	=	?	=	4:44
3rd ~	Fudo Takagi	=	?	=	4:03

RESULTS - SUMMER INTERNATIONAL POSTAL CONTEST
Three Man Teams - Coupe, A/1 & HLG

Coupe d' Hiver

1st ~	St. Albans M.A.C.	=	England	=	695 Sec.
2nd ~	Sc. Bristol M.A.C.	=	England	=	635 Sec.
3rd ~	San Diego Orbiteers	=	U. S. A.	=	625 Sec.

Hand Launch Glider

1st ~	San Diego Orbiteers	=	U. S. A.	=	886 Sec.
2nd ~	Utah State Aeromodelers	=	U. S. A.	=	534 Sec.
3rd ~	Ann Arbor Airfoilers	=	U. S. A.	=	256 Sec.

Nordic A/1 Glider

1st ~	San Diego Orbiteers	=	U. S. A.	=	1140 Sec.
2nd ~	Utah State Aeromodelers	=	U. S. A.	=	594 Sec.
3rd ~	St. Albans M.A.C.	=	England	=	497 Sec.

There were eleven clubs entered, three from England and eight from the U. S. It would appear that we did great - except that only five clubs flew! The rest got blown out or could not compete for other reasons.

This one was organized by Dick Black of the Ann Arbor Airfoilers and will be the start of a fine series. And now for:

THE AUTUMN INTERNATIONAL POSTAL MEET

Three man teams in Coupe d' Hiver and A/l Glider. This will be run by the St. Albans M.A.C. and our team manager will be Fudo Takagi. We'll fly our meet on Sunday, October 24th at Kearny Mesa. Teams will include at least three from England and eight from U. S. A., plus some others from Czechoslovakia, the Netherlands, and France. Let's all show up and fly.

SEEN & HEARD

Clarence Mather is making up a new club roster. Anyone knowing of changes that should be made to the old one should contact Clarence post-haste.

Two new additions that will be made on the roster are the additions to the fold of Gary Bradley, a Junior, and Lockton Park an old hand at rubber and hand-launch. Gary is flying an Ego A-l now. When you meet them, make them welcome, t-h-e-n, borrow something.

A new product on the market is called "Epoxybond". It is an "adhesive putty" and should find plenty of uses in model building. It differs from anything we've seen to date in that it comes in a two-part stick form. To use, you just cut off equal size pieces and mix by rolling between your hands! It can be molded, drilled, sawed, filed, sanded, tapped and painted. It won't sag, run or drip. Sounds good anyway.

Last month, we mentioned we'd open the press for "Classified Ads." We're charging \$.25/month/Ad. You'll find two takers this time, both running for four issues! By the way, Les Hill hasn't paid the \$.25 for his three minute Nordic Ad.

Since a report of the FAI Semi-Finals was given at the last meeting, we won't recap it further. Considering our results, the less said the better anyway. However, lets make this point again: Don't miss the next one. It is competition at it's very best, with men who are truly dedicated to the sport. It is worth the trip just to watch, to learn, and to talk with some of the best people in our game. It was truly an experience.

In a letter to several people in the U. S. Dick Black wants opinions on a proposal to establish (within the framework of AMA) a National Free Flight Society. Some of the objectives would be:

1. A monthly newsletter or magazine on Free Flight.
2. A program to SELL Free Flight.
3. FF Flying site development.
4. A sounding board for FF rules and proposals.
5. Develop novice and small field events.

There are many other things which could be accomplished with such a society, and as an Editorial opinion, we're for it. Dick wants all opinions he can get, so write him: Dick Black, 1717 Covington, Ann Arbor, Michigan, 48103

A "Naming" contest to find a suitable name for our Newsletter was voted for at our last meeting. The prize for the winning name will be a "Zippo" lighter with the club medallion mounted on it. (If you don't smoke, you do light fuses.) The rules are simple: Submit as many names as you want. Provide any art work you may feel applicable. (It doesn't have to be a master work - we'll have it re-done if necessary.) Bring them to the October meeting. Judging will be by the officers and your editor.

Another "Hot" AMA number is flying with our group. This time it's Harry Steinmetz gliding around with a big 7777 on his wings. Ask him how come.

The San Valeers have challenged the Orbiteers to a rather unusual team contest: Three San Valeers flying "Modern" free flight gas jobs VS three Orbiteers flying Oldtimers! Look at Bill Thompson's Old Timer articual and check out the times. Ferguson's only problem is D T-ing. If the San Valeers don't chicken out, we think this would make a great side event at our first annual Old Timers contest. How about it?

Speaking of the San Valeers, we were chided by them for not having a single Orbiteer at their BIG two day annual, August 21 and 22. Nothing can be said in our defence, this is a large and always well-run event.

All of those who competed in the FAI Semi-finals want to thank Nat Antonioli for his great help. Nat not only was the C-D for the Qualifications, but he then spent three days at Turlock helping the rest of us. Your work has been greatly appreciated, Nat.



THE WORLD CHAMPIONSHIPS

The following is made up of the writings of two Canadian team members, Mike Segrave and Brian Eggleston. Their memories are published in the "Internationalist" and "The Airfoil". For those who are mainly FAI orientated, I would heartily recommend to your literature file, a subscription to the "Internationalist". Price is \$2.00 for 12 issues from Mike Segrave, 395 Cote Vertu 30B, Montreal, Prov. of Quebec, Canada.

Some other comments are our own memories of a three hour "bull" session with John Lenderman, U. S. A. Wakefield team member. The three-views are also from the "Internationalist."

It's been a long, hot summer for the FAI flyers, and perhaps we've devoted too much space to this branch of the sport. However, we feel most will find these comments of interest. There is much to be learned that is applicable to all branches of free flight. And, without question, international competition is the highest order of achievement that men can strive for in this sport. Enough of that - the comments follow and the three-views are to be found some place in this issue.

A "green" summer in Finland produced a contest spotted every day with showers almost every hour. This produced thermals that were broad based, of moderate intensity, and unlike the flying weather we are used to.

The general impression of this classic was one of a tremendous standard, a much greater jump in performance from '63 to '65 than '61 to '63. All three USSR teams were well prepared and experienced. They came to win everything. Had it not been for the great jump in performance, they undoubtedly would have swept the board! As it was, they totaled 7776 out of a maximum possible 8100. This was enough to give them the total team championship, beating out second place Great Britain by 87 seconds.

The U. S. team was exceptionally well handled under the guidance of Bill Hartill. Our teams spirit & cooperation was of the highest order, and we all can be proud of the way our members handled themselves before the world.

Now to the specific events: This is presented in the "Stream of thought" pattern - a collection of random quotations ..

NORDIC

"Canadian & U. S. Nordics seemed to drop out of weaker patches of lift and seemed to fly as if on rails. They lacked the "bounce" and slower flying characteristics of the high place finishers."

The organizers defined an area 100 x 50 metres from which all models were to be launched and this decision assisted the mass use of tactical flying which in turn provided the largest fly-off in the history of A/2's. The extensive use of "tactical flying", which was favoured by the set-up used for launching is a worthless development in glider flying. It makes an individual ability to detect and use lift a minor asset and reduces the need for development of high performance models. Some effective means must be found for minimizing it's use or interest in A/2 glider must surely decline!

To be a good A/2 flier, one must be able to tow without looking at the model.

Netherlands team were flying well, and have obviously had lengthy experience with thermal detectors as they used them extensively in all three events to advantage. Canadians had very light fluff which was released consistently until an upward trend was noticed. Others, notably the Danes, used soap bubbles to good advantage. Tow techniques were varied from the medium speed tow into lift to the frantic get it up and off under a thermaling model to the unique Russian system of bullet tows, wings highly flexed with the model coming overhead well banked and towline singing. Release brought a climbing turn with fuselage coming up to level with the wings, giving smooth recovery to improved altitude at glide speed. All USSR models were derivations of the old master who was flying his latest version with anti-vortex wing tips and minor fuselage modifications. USSR tow technique does not allow a prolonged search for lift. English models were not extreme or highly finished. O'Donnell's ship had a very slow glide. Disappointment were the potent US team, all three ending up in the lower half of the results. Maybe too much cam in the 'foils? Both Ingersoll & Langevin used the B-7457 d which is 7% thick and 7% camber. Cana

The North American models flew heavily, as though they weighed about 20 ozs. compared to the European style which flew lightly although still smooth in flight, and looking as though they weighed about 8 ozs. Both North American teams were not continually alert of changing conditions and on the tips of their toes to take advantage, like the Europeans.

POWER

Plenty of models were climbing higher than Fryges did in 1963. Many used 'auto stabs' in addition to 'auto rudders' and claims were made for improved glide stability and simplicity of trimming. Models at times were levelling off at cloud base which was said to be around 700 feet with occasional lowering to 500.

A majority of fliers used the ST. 15 although, as usual, the Czechs used M.V.V.S. and the Hungarians, Moki's. The Russians had S.T.G.20's and a second hand tale was that they had bought 200, to select the best for their team. According to my tuned ears, many engines were revving well beyond 20,000 rpm on the ground and to reach these figures, prop diameters were generally $7\frac{1}{2}$ " or less!

Hajek had an intriguing model with surfaces of practically solid sheet, only areas at LE & TE being tissue covered. His pattern was almost straight climb at very high speed, the model continuing on up after the motor was heard to cut. Auto-stab & rudder kicked in as the ship slowed down to give a tight floating glide. Thin airfoils were much in use, 7-8% being common, although some were even thinner than this. Practically everyone was using the ST. 15 and about 45-55% nitro. Notable exceptions were the Hungarian team with the Moki 5-3 and Czeeks with MVVS. Props were either hand carved or were of the thin wood variety of about $7\frac{1}{2}$ " diameter. The Czechs can obtain props to any given diameter, pitch and shape by ordering from a man who turns out small batches for the individuals. Cool managers Hartill, Ermakov & Barthel ran their well-prepared teams like clockwork and provided an example which others would be wise to emulate. Most models looked as though they were capable of over 5 mins., best ones maybe 6. Autorudder and autostab features, comment being that they hold the nose steady in the windy conditions encountered around Britain. It is not known whether USSR team used these two adjustments but if not, have discovered a new method of recovery from high speed vertical climbs. Italian models were complex as usual. Frigyes absence was much commented upon, Czismarik taking his place with his Hurrian, looking much like EM-70. Meczner & Simon were both flying Mediums, a design

seeing its 5th Championship. Sixteen fliers made the fly-off, including the whole U.S.A. and Italian teams and two of the Russians. Only one fly-off was needed to find the winner as Dalli' Oglio (Italy) was the only one to make the four minute maximum. As in 1960, the models were easily capable of max time, and a rule change is probably in the offing.

WAKEFIELD

More emphasis on climb seemed due to rubber with some 45 second vertical climbs giving about 300 or so at a guess. The organizers had difficulty keeping the many spectators who had arrived out of the way of the flyers. Techniques of 1/2 prevailed in Wake except for Swedish team who were picking their own 15 thermals. Lift was marked by windstill and warming but it was difficult to tell when the thermal was rising as there appeared to be no clearly defined edges. Europeans can tell from cloud formation what ground conditions are like, i.e. which part is attracting all the bubbles of air. Flyers would wait, winder hooked up, for someone to go up, then crank like mad and throw the ship hard in their haste. This spoiled some patterns and made for some early aerobatics. But the modern Wake can take this and more, and they all climbed away to record maxes. You have to get 5 maxes to be in the real contest, and anyone not doing so is just not good enough.

Twelve models made the fly-off and this proved to be the most dramatic of all the competition, with four fly-offs needed to find an individual winner. After the second (5 Min. Maximum) fly-off only three competitors maxed out and all had disappeared out of sight high against the clouds! The Russian Matweev and the Swede Johansson returned without models and flew their reserves to score a 360 sec. max. and 196 secs., respectively. After a long wait, with only a few minutes left in the round, the Dane, Koster, came hurtling back in a retrieving car with his No. 1 model intact after a flight of several kilometers. Motors were quickly changed and whilst rapidly winding a strand broke, only to be ignored and the model was finally launched about a minute before the end of the round! The model hit lift and maxed (360), so yet another fly-off was needed! The final fly-off was made in slight lift and the Dane had an edge which made him the winner of the Wakefield Cup.

IN CONCLUSION

As a final statement to all this, everyone seems to have nothing but the highest praise for the manner in which Finland hosted the world. Everything was well planned, and executed. From the planes provided and flown by the Finnish Air Force to spot lost models, to the accomodations on the field and in the barracks, to the efficiency of the timers, and to the crowd control. Everything was done in a manner befitting such a classic.

WANTED-Will pay highest cash prices
for your old ignition engines, parts
and accessories. Phone 278-4203
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AERO BIOGRAPHY

By: Brian Donn

You have probably heard the expression, "mad dogs and Englishmen go out in the noon-day sun." The statement is true but incomplete. For Englishmen also build streamlined Wakefields, which is madness in it's most sublime form.

My earliest recollection of flying models was in Nottingham, England. I guess I was about 6 years old at the time, and all I can remember was that one man held and one man wound. I thought the planes were enormous, and one of them "flew backwards." It looked like fun.

Also, being in England during the wartime made me aware of the planes in the sky - friendly planes and not-so-friendly planes. I could identify many of them on sight.

I did a little model building when I was about 9 or 10 years old, because an older cousin happened to live nearby and he was pretty good at building scale models, although I never saw any of them fly. I didn't really believe that model planes would fly - not very well, at least. In 1948, when I was 12, we moved to Toronto, Canada. I built a couple of so-called flying scale models, but just displayed them in the living room. It seems that just about that time, plastic models were starting to catch on and almost overnight, the small local hobby shop carried only plastic models. It just seemed that balsa and tissue models were a thing of the past. This, plus the fact that I was busy with studies and part-time jobs seemed to end my model aeroplane hobby, and nothing further developed until I moved to San Diego in 1961.

It happened that one day in April, my job took me to the El Cajon Municipal Court. On my lunch hour, I decided to walk a little, and I suddenly found myself gazing into the window of Mike's Model Shop. There they were. There was no mistake. Balsa and tissue airplanes. Red ones and yellow ones and one with a checker-board fin.

"And how much is that one?" I found myself asking the small dark-haired lady behind the counter. I bought two kits and the first copy of Model Airplane News, I had ever owned. You know the rest of the story. The first few unsuccessful models. The chance meeting with some fellows who knew the secrets. The first successful model and now an ever-increasing interest (and hopefully, knowledge) in our wonderful hobby, that last stronghold of genuine sportsmanship and enthusiasm.

THE OLD TIMERS

By Bill Thompson

Well, here we are again! The 1965 Nats are history and Summer and vacations will soon come to a screeching halt. However, the Old Timers are still going strong and we have much to report in this issue. Below we will have coverage of 2 local contests along with the results of the Nats Old Timer Events.

On July 11, 1965, the Thunderbugs held their Annual Old Timers Contest. The weather was beautiful, but the thermals were hard to find in the warm, dry, calm morning air. Also, the corn is high around Sepulveda Basin this time of the year and most modelers know what that means. Engine runs were 20 seconds with 5 minute maxes. The results follow:

Ignition

1. Hal Cover	Bombshell (High Time)	13:36
2. Art Swift	Bombshell	11:02
3. John Drouillard	Playboy Jr.	9:18

Glow

1. Les Deline	Ranger	11:34
2. Carl Willis	Vedgy	11:07
3. Bill Thompson	Strato Streak	10:28

Beauty

Bill Thompson Cavalier 60

Contest notes: Seems like those "Bombshells" are really coming into their own. It's beginning to look like a fellow will have to fly one to beat one. About all you need is brute power to put one up - they'll do the rest. Les Deline, from San Diego, really worked for that first place win. All three flights went in the tall corn and during the day he spent ½ hour flying and about 5 ½ hours looking. His last flight was made just before the end of the contest. He has wife Patsy to thank for finding flight number one after a 2 hour hunt. Also, I'll have to thank my wife for finding one for me.

From John Pond comes word that the Nats Old Timer Events were a resounding success. Enthusiasm ran high, and many spectators lined the take off areas, "just like the good old days". The crowds weren't disappointed, as the 50 contestants put on quite a show. Bull sessions were common all during the week, and Pond lost his voice on the 3rd day. On a sad note, Henry Struck crashed his 25 year old New Ruler on the first official flight. Engine runs were 30 seconds for Class I models and 20 seconds for Class II models with 3 minute maxes for all classes. The results looked like this:

Class I Ignition (Pre-'39)

1. Tim Daniels	Valkyrie	Super Cyke	6:11
2. Bob Larsh	Twin Cyclone	Arden 19	3:34

Class IIIA Ignition (Pre-'43)

1. Carl Hatrak	Aerobo	Ohlsson 19	7:23
2. Gerald Comp	Interceptor	Ohlsson 23	6:45
3. Vollmer-Roberge	Playboy Sr.	K & B 29	5:28

Class IIB Glow (Pre-'43)

1. Max Ripken	Original	Torp 23	14:53
2. Merl Shanno	Zipper	Oliver Tiger	11:38
3. Vollmer-Roberge	Playboy Sr.	Veco 29	8:17

Beauty

Sal Taibi Hornet (Original) Forster .99 (not .099)

The SCAMPS (Southern California Antique Model Plane Society), a club devoted solely to Old Timer flying, held their first contest on August 29th. Most of the SCAMPS' members were formerly of the SHOC club. However, since they had more fun flying Old Timers, a split developed in the group. The scamps propose to stage Old Timer contests at Mile Square, Orange County, once every 3 months. The first one was a real blast, and at the end, the following lined up to receive the beautiful trophies:

Class I (Pre-'39) Ignition (30 seconds run)

1. J. Pond	Scram	8:11	Super Cyke
2. Bill Thompson	Cavalier 60	3:10	O & R 23
3. Bud McNorgan	Thrush Miss	1:50	Arden .099

Class IIIA (Pre-'43) Glow (20 seconds run)

1. Bob Ferguson	Strato Break	15:00	TD.049
2. Forrest Allen	Veddy	14:32	"
3. Bud McNorgan	Interceptor	14:08	"

Class II (Pre-'43) Ignition (20 seconds run)

1. Sal Taibi	Brooklyn Dodger	13:36	Forster .29 (Flip of Coin)
2. Hal Cover	Bombshell	13:36	Super Cyke
3. Bruce Chandler	Demon	12:33	Forster .29

Beauty

Johnny Johnson Peerless Panther

All makes were 5 minutes. It's no joke about those beautiful trophies. This writer has seen AAA meets where the trophies weren't any better. For their next contest, rubber events are being planned. As of now, there's no excuse for you Old Time rubber modelers not to start a crash building program. Let's all hope there will be a big turn-out in rubber. Not many clubs will continue an event if they don't have enough entries to buy at least one or two trophies. How about San Diego's own Bob Ferguson???? For two Old Timer contests entered, he has two first place trophies to show for it.

Flash!! The Orbiteers may hold an Old Timer contest in early 1966. The place would be Lake Elsinore. Rubber events will probably be included. Get those Kordas ready!

WANTED-Old ignition engines, parts or accessories. Forster 99 exhaust pipe (early), Elfs, any twins, Morton Challenger, Ace, Brown "B", Baby Cyclone Bat, Betsloff, Tlush, Megow, Hassad.

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San Diego
277-6680

