

"EL TORBELLINO"

VOL. II, NO. 7 NOVEMBER, 1966
 Editors: Mather, Harvey, Harvey, Takagi, Thompson, Slevy, 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 Soley

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, alas, 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!

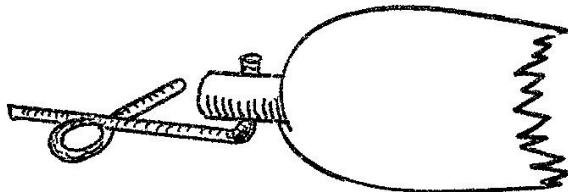
The "NA News" (For Northern Area Committee of the Society of Model Aero-nautical Engineers) out of Sheffield, Yorks, England is, perhaps, the finest newsletter published anywhere today. For the past two months, we have been exchanging with them - see the copies at the club meetings. Ron Firth is the 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:

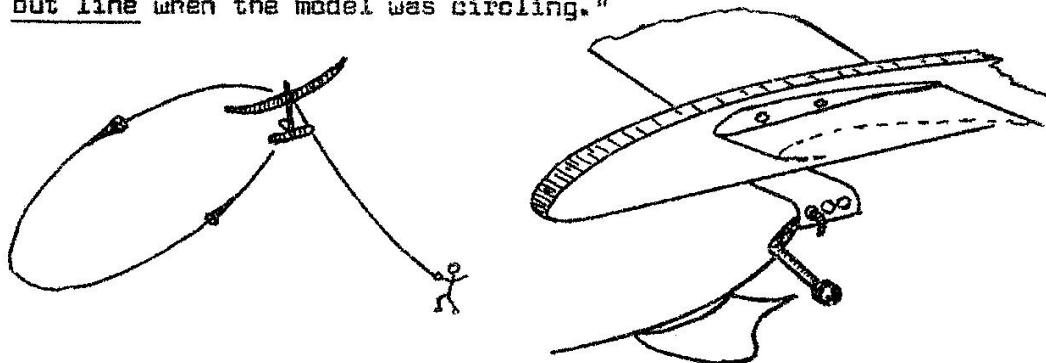
"For some reason they allowed 50 Gram motors in Wakefield, but many having arrived with models altered to suit 40 Gram, stuck to the smaller weight. The winner flew the first four rounds on 40 G. then changed to 50 Grams for the vital last flight! Thermal seeking with wound motors was much in evidence. 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 tailplains. 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."



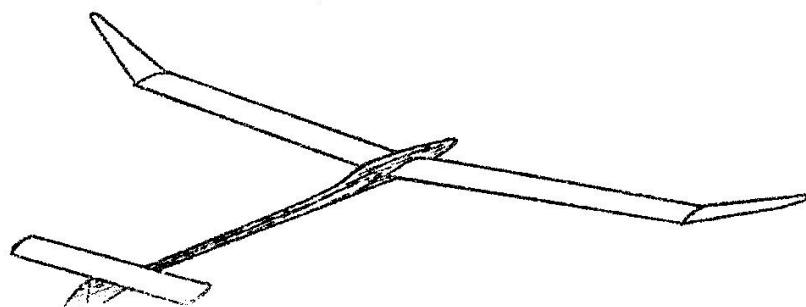
"Nitro was allowed in power.....!!! The winner, Guilletteau, flew a very simple design featuring a sliding fin A La Conover. Auto stab was used, but surprisingly no autorudder!"

The second meet was the Europe Cup at Saarbrücken, 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 - rocket - HLD). 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 disappointing 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 its very nature will probably become a regular part of the Orbiters Contests. So everyone Build Coupe - Rocket - H.L.G.

Results follow.

POOR QUALITY ORGINIAL

Lake Elsinore, OCT. 22nd, & 23rd,

1966.

submitted by Les
Hill, C. O.

"A" GAS / FAI POINTS

1. Ralph Prev	14:32
2. Sandy Norton	13:53
3. Bob Johnson	13:27
4. Ed Simpson	13:04
5. Patchin	12:58

"B" GAS

1. Vic Cunnyngham	21:00
2. Dennis Peterson	20:26
3. Tom Hutchinson	18:13
4. John Warren	14:56
5. Art Marion Jr.	12:01

"1/2A" GAS

1. Gene Mallock	23:43
2. Nat Antonioli	14:52
3. Patchin	14:15
4. Sal Iaibi	14:03
5. Bob Ferguson	13:40

"1/2A" GAS

1. Bob Johnson	27:01
2. Dennis Matsuura	25:40
3. John Anderson	14:59
4. Joe 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	4:13
4. Harry Steinmetz	4:13
5. Fudo Takagi	3:59

A-3 NORDIC

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

UNLIMITED (URBAN) 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

EVENT	ENTRIES	OFFICIAL FIN.	% MAX.	\$ MAX.
1A	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	36	38	20	53%
B-Gas	15	42	15	36%
Totals:	148	503	116	

1. C. R. J. & L. P. - Dave Marion

POOR QUALITY ORGINIAL

PUBLIC MEET REPORT

by Clarence Mather

October 22nd, and 23rd, were days to make one proud to be an "Orbiteer". Neighbors 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, Miss 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; Tene and Jim Larson; and Howard and Bill Harvey. However, the greatest sacrifice were undoubtedly made by Brian and Jerry Donn, who cut their Hawaiian trip to a mere five weeks. Leaving those Hawaiian girls to care 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 Mudo Nakagi, and Harry Steinmetz, and distributed practically within minutes of the end of flying time! The new club duplicator made that news-column 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 Orbiters, and AMA. 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 solid free-flight fan with the best interests of AMA at heart.

ANNUAL REPORT

by Les Hill

Anyone who thought that Free-Flight interest was waning, should have been at the San Diego Orbiters 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-fliers will turn out when given the opportunity of attending a contest where they are welcome, and fairly timed, and receive trophies and merchandise typical of an A.M.A. meet.

ANNUAL CONTEST (cont.) by Lee 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 paraphanlia. 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 Orbiteers, 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 senior-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 ('wilhold' 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 $\frac{1}{2}$ to $\frac{2}{3}$ half span.

Flicker (cont. page 2)

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.A. 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 basis "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:

FUSLAGE:	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 .00G event - say 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).

10. OCT 2 1967 By Ned. (cont.)

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. & Rocket 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

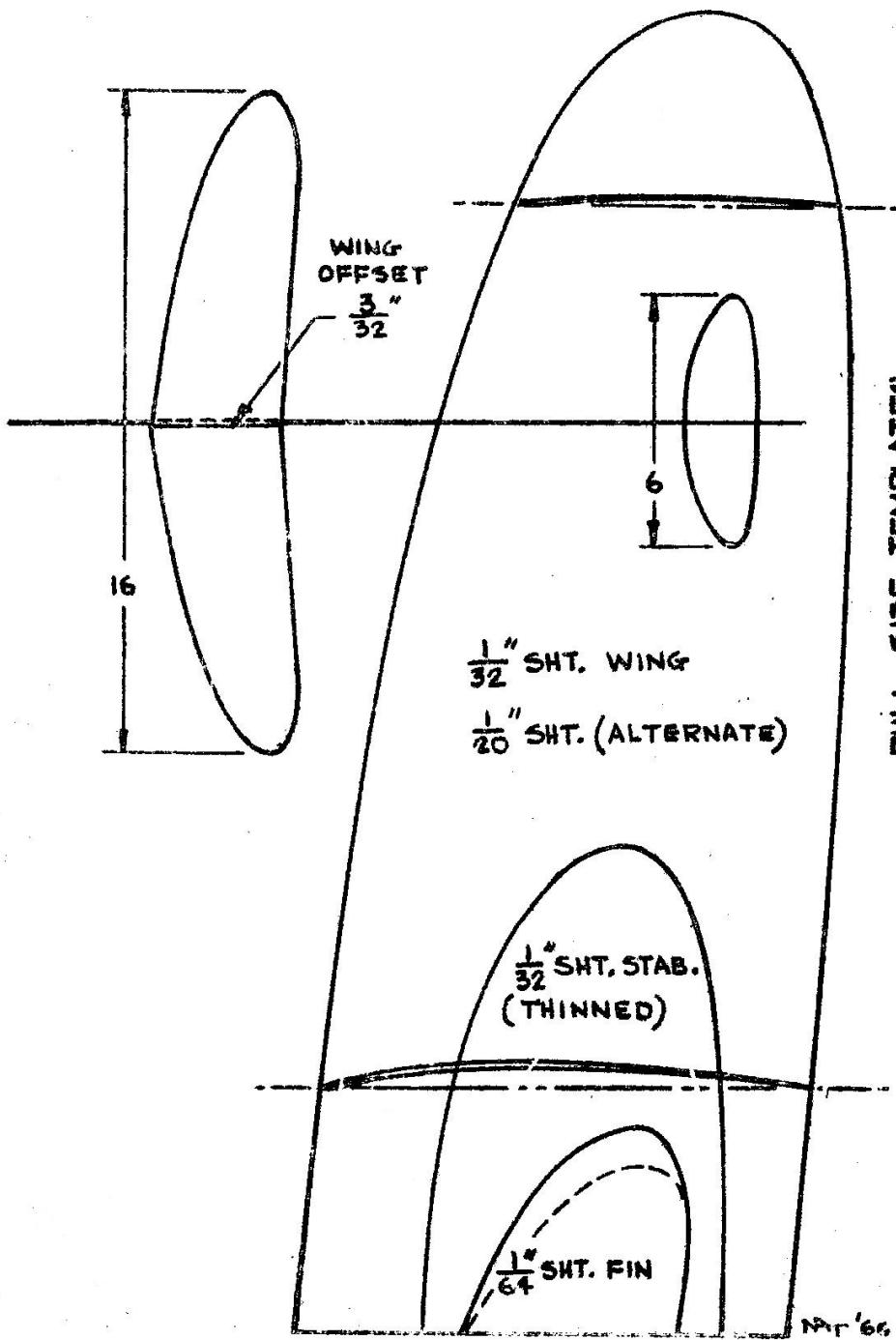
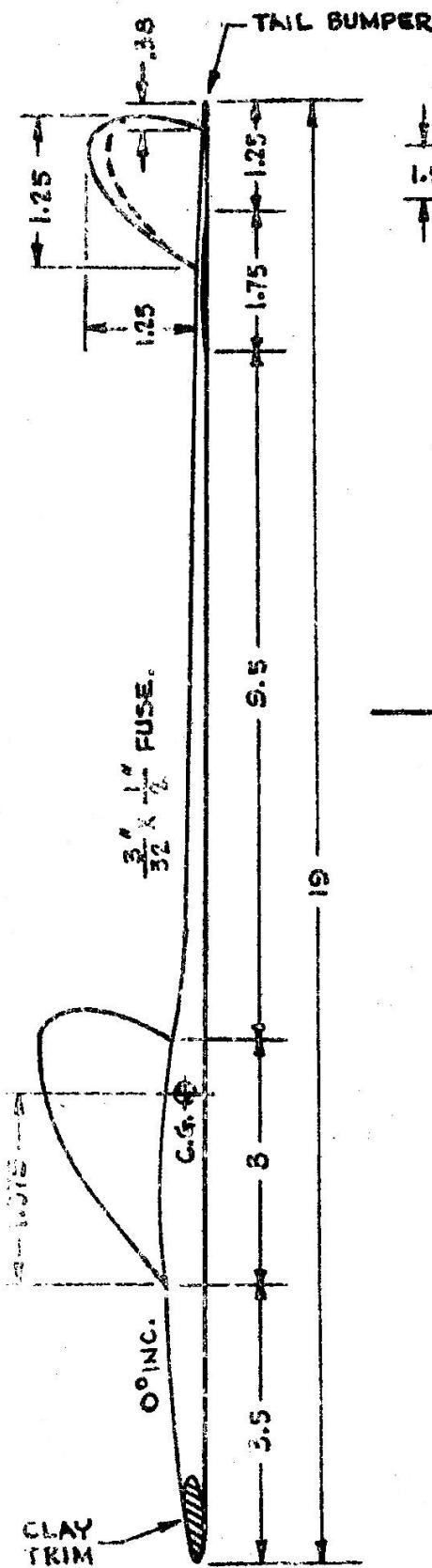
Five Orbiteers flew in this contest that did not feature Lake Elsinore; usual good weather. When we arrived the sky was overcast and there were light breezes. Soon the sky became very dark and strong breezes blew towards town. Models that did not remain above the mountain skyline often disappeared from times 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:
Toku Takagi - 2nd place Coupe d'Hiver, H. Harvey 3rd Coupe d'Hiver
Larry Simpson - 3rd A.1 + A.2 Nordic, C. Mather 3rd 1/2 A Gas

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

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



FULL SIZE TEMPLATES

"SAN DIEGO ORBITTERS"

Wright, Gene 2114 Westinghouse S.D. 277-6680	Howard, George 2801 Arroyo Dr. S.D. 299-0239	Schnepp, Paul 946 Broadway Chula Vista (none)
Antonioli, Nat 3559 Chasewood Dr. S.D. 277-8997	Jensen, Rodger 6403 Mt. Ackerman S.D. 278-6142	Seley, Russ 3821 Paducah Dr. S.D. 274-5014
Bach, Gene 314 Desert Cancile Ridgecrest	Johnson, Bob 1023 Nacion Ave. Chula Vista	Simpson, Ed Simpson, Larry (Sr.) 4237 Dakota Dr. S.D. 276-0851
Beecroft, Bob (Sr.) 4480 Mt. Lindsey S.D. 278-5141	Richard Kent 3223 James St. S.D.	Simpson, Jerry 4451 Pavlov S.D. 453-0731
Boyer, Larry 4129 - 45th St. S.D. 284-7742	Larson, Gene Larson, Jim (Jr.) 4802 Mt. Casas Dr.	Sloan, Don 4534 Castleton Way S.D. 279-1513
Bradley, Gary (Sr.) 4985 Academy S.D. 273-9582	Mather, Clarence 3880 ecochee Ave. S.D. 273-1981	Steinmetz, Harry 4425 Samoset Ct. S.D. 273-7683
Cronkhite, Bruce 2441 Cardinal S.D. 279-0545	Merrill, Russell 3703 Tomahawk S.D. 273-8862	Taft, James 5345 Northridge Ave. S.D. (none)
Steve Davis 2142 Emerald St. S.D.	Meyer, Walt L. #1 Vista Dr. Chula Vista	Takagi, Fudo 2168 Newton S.D. 234-0074
Davison, Norman 3111 Chicago St. S.D. 276-1452	Mills, Herb 5311 Wellesley LaMesa 465-9580	Taylor, Rodger RMC C.P.O. Mess Uss Valley Forge LPH-8 F.P.O., San Francisco, Ca.
Diven, Danny (Jr.) 2818 Passy Ave. S.D. 453-3730	Mooney, Walt Mooney, Curtiss (Jr.) Mooney, Douglas (Jr.) 2912 Cabrillo Mesa S.D. 279-3787	Thomas, Jack 1709 Friedrick Dr. S.D. 239-2567
Donn, Brian 3364 Boundary St. S.D. (none)	Ottiwell, Tom (Sr.) 4594 Felton S.D. 284-0116	Thompson, Bill 7268 Tait S.D. 278-4203
Ferguson, Robert Ferguson, Paul (Jr.) 3751 Leland S.D. 284-2252	Park, Lockton 1012 Lincoln Ave. S.D. 297-3452	Vargo, Lou Vargo, Louis, Mr. P. O. Box 68 Encondido
Gunnet, Art 1042 Golden Rd. Encinitas PL3-7888	Petro, Bob 6150 Blain Pl. LaMesa 465-9767	Woodrey, Wes 10007 Sierra Bonita Spring Valley, 465-0704
Harvey, Howard Harvey, Billy (Jr.) 1734 Collingwood Dr. S.D. 273-9592	Robkwell, Barry 5102 Voltaire S.D. 224-8131	Zollars, Lt. Alan M. (Jr.) Uss Kittyhawk (CVA63) F.P.O. S.F.
Hill, Les 1878 Titus S.D. 295-1719	Sandford, Paul 4225 Arizona St. S.D. 295-6070	