



NEWSLETTER

VOL. 1, No. 6

JUNE, 1965

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

MEETING DATES

Friday, June 11 - North Clarendon Community Center - 7:30 PM
Feature: Slide Showing: Antique Aircraft

CONTEST SCHEDULE

Sunday, June 13	- Thunderbogs Monthly	-	Lake Elsinore
Sunday, June 20	- F.A.I. Qualifications	-	Kearney Mesa Site San Diego
	San Diego Orbiteers Sponsored		
	So. California Aero Team	-	Sepulveda Basin
	Sponsored		
Fri. & Sunday	- California State Champs	-	Tulare, Calif.
June 26 & 27	AAA Meet		
Sunday, June 27	- Orbiteers Monthly	-	San Diego
	Final for 1965, Orbiteer of the		
	Year Points		
Sunday, July 11	- Orbiteers 2nd FAI Qualifications	-	San Diego
Sunday, July 18	- SCAT - 2nd FAI Qualifications	-	Sepulveda
	(we think)		
Sunday, July 25	- Orbiteers Semi-Annual	-	San Diego
Monday, July 26 to Sun. Aug. 1	- 1965 National Championships	-	U. S. Naval Air Station, Willow Grove, Penn.

S P E C I A L

Postal meet with Minneapolis Aeromodlers in connection with our FAI trials June 20.
For Nordic'A-2 only.

RESULTS - OREITERS MAY MEET

Power (1-5)

1st	Howard Harvey	$\frac{1}{2}A$ Modified Sniffer!	11:12
2nd	Bill Thompson	A Starduster	10:50
3rd	Russ Soley	$\frac{1}{2}A$ Maxalot	7:49

Non-Power (7-12)

1st	Les Hill	A/2 Suskin #2 & #4	21:16
2nd	Larry Simpson	A/2 Squire	13:46
3rd	Don Sloan	A/1 Modified Top Kick	12:54

Some Notes:

Last month we reported Art Gunnell winning 3rd with Nat Antonicli's A-1 Spartan! Shame on you Art - What about the "builder of the model" rule?

Larzy Simpson's 2nd above was good enough for a new senior record.

Don Sloan - just joined last month! He also took 2nd with the same model at the Max Men's Annual the very next week.

Finally - who ever heard of a $\frac{1}{2}A$ winning anything? Isn't this the same guy who flies that 10' Tch-up slope soarer? He's just making fun of us, I'm sure.

THE OLD TIMERS

By Bill Thompson

May was a good month for Old Timer contests, we will get right down to the reports. The first contest was the Bakersfield First Annual Old Timers Meet. This was a two day affair held on the 1st and 2nd of May. Although the weather was beautiful, the preceding week, Saturday found a strong, cool desert wind blowing. Entries were held down because of the wind and other contests in the Southern California area. Due to the wind, many entries were destroyed or badly damaged on the take-off boards. Also, many of us learned how difficult it is to find a model down in a wheat field. As can be seen below, some trophies actually had to go begging. On Saturday night, Chris Christensen had an open house for all the contestants and their families. Had a swell time and imagine a lot of the fellows were a little hoarse after all the ball sessions. The contest results looked like this:

IGNITION

Class A	1. Larry Boyer	Ranger	11:11
	2. Gerald Goodwin	American	5:00
	3. Bill Thompson	Runt	0:10
Class B	1. J. L. Swaney	Brooklyn Dodger	3:46
	2. Bruce Chandler	Demon	2:50
	3. Bill Thompson	Interceptor	1:50
Class C	1. Art Swift	Bombshell	4:12

GLOW

Class A	1. Bill Thompson 2. Lenny Curiel	Strato Streak Playboy Sr.	17:58 4:37
Class B	1. Dan Verrell 2. John Pond 3. Frank Gallo	Pacer Gas Champ Bombshell	12:34 9:32 7:35
Class C	1. Les Deline	New Ruler	2:26

HIGH TIME

Bill Thompson Strato Streak

BEAUTY

Bill Thompson Cavalier 60

The following weekend, Fresno held their First Annual Old Timers Meet. Your reporter missed this event, but San Diego was well represented by our own Larry Boyer. Larry brought back 2nd place in the ignition event with his fine flying Ranger. The weekend wasn't lost however, as we had an invitation from Bill Hawes to attend the Palomar Airport Antique Fly-In. Not only did we fly up in Bill's beautiful 1939 Porterfield, but later we both hitched a ride in a 1929 Lockheed Vega. Wow! As Hawes says, if we keep up this kind of foolishness will probably go back to flying scale. Now let's see, where did we put that Vega plan??

The Cal Western Meet, held the 22nd and 23rd of May, saw some nice weather and fine flying in all classes. The Old Timers were out in force on Saturday and the competition was pretty sharp. Glow and ignition were combined this year. Engine runs were 12 and 15 seconds respectively with 3 minute maxes. At 6:00 PM on Saturday the top 3 cards read as follows:

1. Bob Ferguson	Strato Streak (Glow)	8:30 (Flip of coin)
2. Art Swift	Bombshell (Ignition)	
3. Bill Thompson	Strato Streak (Glow)	7:32

Cal Western notes. The contest was a huge success from both a fun and a financial point of view. Also, it was announced that the Cal Western is now the second largest model plane contest held in the United States. Only the Nats are number one. In the Old Timer event, San Diego did very well, taking 2 of the 3 trophies. This was Bob Ferguson's first Old Timer contest and we're sure that from now on he'll be the man to beat. Art Swift's Bombshell is the hottest one that this writer has ever seen. Bombshell fans should really see this one!

The next Old Timer contest in this area will be the Thunderbugs Annual. Scheduled for Sepulveda on the 11th of July, this meet will have ignition, glow and beauty classes. See you all there!

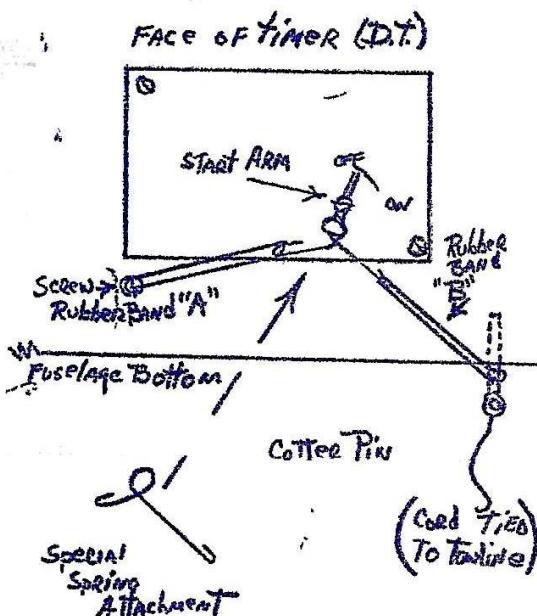
P. S. Resolve now to build again one of your first successful free flights. It's guaranteed to make you feel years younger!

SEEN & HEARD

The run for "Orbiteer of the Year" is going right down to the wire-. The June contest, the final for this year's points, will decide it all. Going into the May event, Bill Thompson held a 2 point lead over Les Hill. Coming out, he leads by 4 points! Hardly worth talking about. A "blown" Max, and look out! Wonder how you settle something that takes a year to settle if it ends up totally unsettled?

Tom Ottiwell has been starting the D. T. Timer on his Nordics with 2 rubber bands, a bent wire and a pull pin. To be more explicit, here are Tom's instructions:

1. Put spring on timer starting arm by gripping it at base of large loop and gently squeezing it, slipping loop over knob.
2. Drill small hole in bottom of the fuselage for the pull pin.
3. Locate a screw about $1 \frac{1}{8}$ " to the left and just below the timer.
4. Hook up as shown in drawing!
5. Use proper size bands so the arm stays "off" while the pin is in, and yet really swings on hard when the pin pulls.



Putting out a monthly (as a rough schedule) newsletter takes a great deal of time and effort. It's hardly journalism, mostly opinionated and dabbles in lots of generally nothing. It is for these reasons that we like the Masthead of "Playboy Platter", edited by Bob Stalick:

"Published around every month or so in the interest of better this 'n that, as the somewhat official organ of the Willamette Modeler's Club, Inc."

Anyone having business with Clarence Mather better get it over in a hurry, or wait for a while. Clarence will be leaving June 18th for Purdue University, and won't return until the 20th (or thereabouts) of August. We'll all miss Clarence, but wish him well in his continuing studies in Physics & Math. After you have a Masters in one field, why not try Physics & Math, 'eh, Clarence?

There is talk around L. A. of a charter flight to the Nationals. Several of us have thought this a good idea. However, it would seem this years plans are a little too late. The plan has real merit for the 1966 Nats in Chicago. With 12 FAI finalists out of the west alone, plus the normal contingent, it should be entirely possible to get up 100 or more for a nominal cost charter trip. How about it? Let's talk it up.

When it comes to tugging at Dacron (Nylon is becoming passe') it appears our group is getting hard to beat. Not only did the Orbiteers win the 1965 SCAT Team Challenge Trophy for A/2, but look at this line-up of National Records currently held:

- * Nordic A/2 - Junior - Jim Larson
- Nordic A/2 - Senior - Larry Simpson
- Nordic A/1 - Open - Howard Harvey
- * Nordic A/2 - Senior - Previous Holder: Tom Ottiwell

Les Hill, gave the Open A/2 record a good run at our last monthly with his 21:16. He was, however, caught in the grip of the noon jet-stream that zooms in over our Kearney Mesa site.

Any way you look at it, the Orbiteers currently hold one half of all the towline records! Now if those red hot Juniors & Seniors would only work at their A-1's a little, maybe we could make it a clean sweep -- could be!

While passing out kudos, let's not forget Fudo Takagi. His open Wakefield record was set March 21 at our All FAI contest.

Speaking of team championships, how about one for Old Timers? I'd like to see the team that could stay with Larry Boyer, Bill Thompson & Bob Ferguson!

And to put an end to this - - - - -

One of our "power" boys was complaining recently that he was having a great deal of trouble adjusting for transition. Seems his model keeps going out of sight during the 15 second engine run!

At the last monthly contest we all found this fellow's secret: He looks up!

AERO BIOGRAPHY

By Larry Simpson

Being the son of a 30 year modeler, it seems I had no choice but to build model airplanes. I never was interested in models, as a matter of fact, I was at one time afraid of the sound of an engine. It wasn't until we moved to California about 9 years ago that I became really interested in modeling. Up until that time, I had never even used glue before. (even for sniffing) After watching my Dad fly, I expressed a desire to try my hand at these "toys."

My first model was a Jasco Paymaster. It flew surprisingly well for a first effort. This furthered my interests and I wanted more models. My Dad was flying radio control at the time and so, naturally, I tagged along. I flew radio for about 2 years and got pretty good for an eleven year old. Soon after, when I was about 13 years old, the U. S. Navy shipped the "ole instructor" off to Japan for a pleasure cruise. This created a 6 month lay-off for models. Up until this time, I had never flown free-flight in competition. After the "head man" returned, we both took up free-flight as a regular event. My first "hot" competition model was one of the old versions of the Maxalot. It performed well, but not well enough for this kid. I had to learn the hard way. I tried weird designs (weird for me, anyway) without full knowledge of how to adjust. I wasted many hours and many dollars.

I continued anyway. By late 1961, I had won my first trophy with a Navalot, naturally. I really got the bug, then. It was build, build, build, for several months. I felt I was really getting the hang of modeling by this time. 1962 proved to be a reasonable year as I collected a few more awards and gained more experience, both from my Dad, and other Orbiteer club members. The highlight of 1963 was the trip to the 1963 Nationals. It was a great thrill for me to win a Fifth in Indoor hand launch glider and a 2nd in A-1 Glider and Second in R.O.W.

Gaining more experience, I later that year set a 36:21 Min. record in Junior $\frac{1}{2}$ A gas. 1964 was not so eventful. I was wrapped up in more school activities that year and had little time for models. I did, however, collect a first in $\frac{1}{2}$ A gas at the Cal-Western. I also won the "63-64" Orbiteer Junior award. 1965 I haven't done much of anything but I did manage a first in $\frac{1}{2}$ A gas at the Phoenix contest, and recently broke the Senior A-2 record. (Sorry about that, Tom)

As far as my future goes in modeling, I do plan to continue flying and my modeling ambition is to win a place on the FAI Power team or the A-2 team. As far as my future plans, I will enter Southwestern Junior College next fall to work for an Associate Science Degree in Surveying. I would like to say that flying with the Orbiteers has been fun and helpful and I do hope that this friendship will continue for a long time.

PLAN OF THE MONTH

"FLAP JACK" WAKEFIELD

By: Clarence Mather

A competitive free-flight model needs a maximum altitude climb and a minimum sink-rate glide. It seems unlikely that the airfoils and decelage should be the same for both requirements. However, many contemporary models do well with fixed surfaces. But some excellent power models utilize variable incidence stabs and Henry Cole flew a flapped wing gas job of high performance.

A rubber powered model has great torque at launch and expends much of its stored energy during the first part of the prop run. That fact, together with the "javelin" launches now used, suggested that a Wakefield model should have very low drag during the power burst and then assume a high lift profile for the rest of the flight.

Flap Jack was built to apply that principle. At launch, the flaps are up, giving the wing a flat-bottom, five-percent airfoil, set parallel to the fuselage. The stab has a minus two degrees incidence which is enough to keep the nose up. As the torque decreases, the model would slow down and stop climbing, but the pre-set timer lowers the flaps giving a higher lift airfoil and more decelage. Thus, hopefully, the model continues climbing steeply and then glides well.

Now, however, more variables have been introduced to the trimming process. In addition to the usual center of gravity, decelage and thrust adjustments, there is right glide fly angle, left power flap angle, time of flap lowering, etc. Such a machine can tax the capabilities of a computer! But the only computer available, is the one affixed to the top of my neck, so the model operates with a severe handicap. However, the ship was trimmed without a great deal of trouble and gave good performance although it was not certain that it had an advantage over conventional models. Neither is it certain that the best flap angle or prop pitch have been found. Originally, rubber purchased a number of years ago was used, and the flaps were lowered about ten seconds after launch. The climb was steep throughout the prop run.

Recently, rubber from a newer batch was used with a great reduction in climb. The new rubber is thinner and also seems to lack torque. The model still does fairly well on the power burst, but climbs little or none thereafter. A smaller diameter higher pitch prop is being tried in the thought that more forward speed is necessary for a continued climb. It is also planned to lower the flaps farther since the airfoil is still quite thin even with the flaps down.

R. C. balsa is used for the wing construction and seems to give it adequate strength. A previous wing had solid ribs and surface stringers. It developed a warp and finally was destroyed by a car. Another wing was wrecked when I caught a tip with my right hand during a windy-weather launch at a Chicagoland contest. Once the flaps were lowered too early and the model looped over and broke off both prop blades. Another time, the flap timer was not released and the model cruised around about level, then glided in a shallow dive - much less severe than expected!

**OFFICIAL RESULTS OF THE 1965 CAL-WESTERN
RESULTS**

$\frac{1}{2}A$ (Jr.--10 Entries)

1.	D. Elliott	9:00
2.	S. Harte	8:01
3.	D. Matsuda	7:27

$\frac{1}{2}A$ (Sr.--6 Entries)

1.	J. Morris	10:21
2.	T. Ottiwell	9:27
3.	S. Houlihan	8:16

$\frac{1}{2}A$ (Open--29 Entries)

1.	T. Matsuda	20:38
2.	C. Hatrak	12:29
3.	G. Johnson	12:16

A (Jr-Sr--12 Entries)

1.	J. Morris	8:05
2.	M. Taibi	7:59
3.	S. Houlihan	7:52

A (Open--36 Entries)

1.	A. Marion	14:38
2.	D. Cummings	11:30
3.	T. Matsuda	11:22

B (Jr-Sr--7 Entries)

1.	T. Tommolilo	9:00
2.	M. Taibi	8:40
3.	J. Davis	7:30

B (Open--26 Entries)

1.	D. Neugebauer	15:28
2.	D. Cummings	12:14
3.	P. Kellas	11:21

C (Jr-Sr--6 Entries)

1.	T. Batiuk	8:32
2.	D. Elliot	7:31
3.	T. Tommolilo	6:41

C (Open--20 Entries)

1.	D. Neugebauer	24:00
2.	D. McNamee	20:32
3.	J. Spellman	9:00

Old Timers (23 Entries)

1.	R. Ferguson	8:30
2.	A. Swift	8:30
3.	W. Thompson	7:32

NEW (10 Entries)

1.	T. Matsuda	7:37
2.	L. Matsuda	7:19
3.	R. Vinson	4:47

FAI (22 Entries)

* 1.	Schnakenburg	30:00
* 2.	Don McNamee	24:00
* 3.	C. Broadhurst	19:00
* 4.	Doug Galbreath	16:52

*** 4 WAY FLY-OFF.**

HIG (Jr.--6 Entries)

- | | | |
|----|-----------|------|
| 1. | D. Elliot | 8:21 |
| 2. | T. Batink | 6:18 |
| 3. | S. Harte | 3:26 |

HIG (Sr. 5 Entries)

- | | | |
|----|-------------|------|
| 1. | J. Downard | 4:00 |
| 2. | D. Maystead | 3:48 |
| 3. | T. Ottiwell | 2:53 |

HIG (Open--15 Entries)

- | | | |
|----|----------------|-------|
| 1. | J. Scarborough | 10:50 |
| 2. | N. Antonioli | 10:32 |
| 3. | K. Happerset | 9:04 |

A/1 (24 Entries)

- | | | |
|----|-----------|-------|
| 1. | A. Mason | 10:40 |
| 2. | W. Boyce | 10:23 |
| 3. | H. Warner | 10:13 |

A/2 (32 Entries)

- | | | |
|----|---------------|-------|
| 1. | R. Van Nest | 15:00 |
| 2. | T. Hutchinson | 13:53 |
| 3. | A. Mason | 13:43 |

Unlimited Rubber (15 Entries)

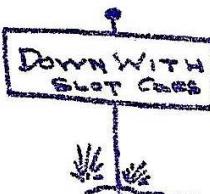
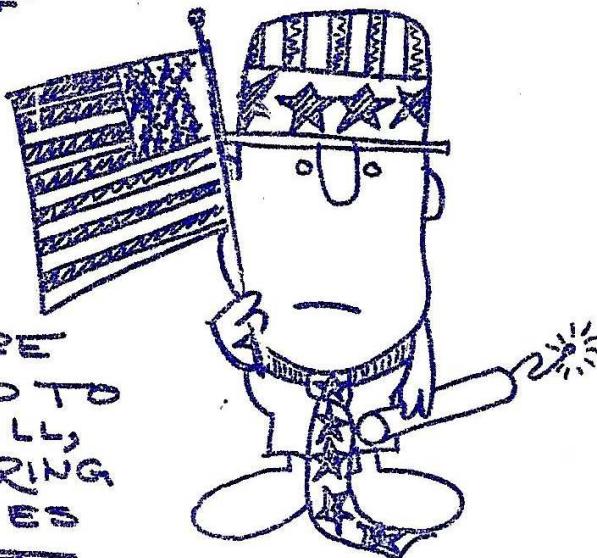
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|----|-------------|-------|
| 1. | J. McGrew | 13:32 |
| 2. | W. Williams | 13:00 |
| 3. | F. Newquist | 12:50 |

Wakefield (15 Entries)

- | | |
|----|-------------|
| 1. | H. Timlin |
| 2. | R. Van Nest |
| 3. | E. Orndorff |

CONGRATULATIONS TO OUR A/2 TEAM OF
BOB PETRO, LES HILL & TOM OTTIWELL.
THEIR 2290 SECONDS BROUGHT THE SOUTHERN
CALIFORNIA AERO TEAM CHALLENGE TROPHY
TO THE ORBIETERS FOR 1965.

A TIMELY
REMINDER OF
YOUR AMERICAN
HERITAGE....
YOUR SHARE OF
THE NATIONAL
DEBT IS NOW:
\$269,437.42!
IF YOU
FIND YOU'RE
TOO STRAPPED TO
PAY THIS BILL,
AT LEAST BRING
YOUR CLUB DUES
UP TO DATE.





3 3/4" DIHEDRAL AT EACH TIP

1/8 SHEET FLAPS

BALANCE 2 3/4" FROM L.E. (462)

PROP

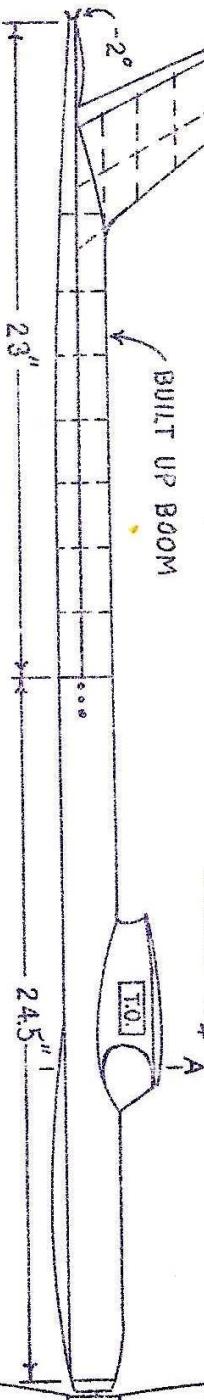
24x24"

OR

26x28"

2° R. + 2° D.

SPAN 51" AREA 244 in² FLAT



POWER 14 STRANDS PIRELLI 21"-23"

RIGHT - RIGHT PATTERN

STAB CARVED FROM VERY LIGHT
3/16 SHEET 3/2 UNDERCAMBER

1/16"

23"

24.5"

1 7/8 MAX
WIDTH AT
8 STATION

FLAP HINGES BENT FROM PINS

FLAPS UP FOR
POWER BURST

FLAP ACTUATING SPRING

HOOK

STOP SCREW

"TICK OFF"

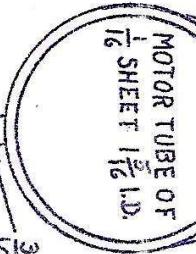
WING RUBBER HOOK

TIMER ARM
ENGAGES CAM ACTUATOR

LOCK STOP

CAN TRAVEL
1/16 WIRE CAM ACTUATOR

FUSALAGE SECTION & FLAP MECHANISM ARE FULL SIZE THE REST IS 1/6"



Flap Jack

WAKEFIELD BY CLARENCE MATHER

6-5-65