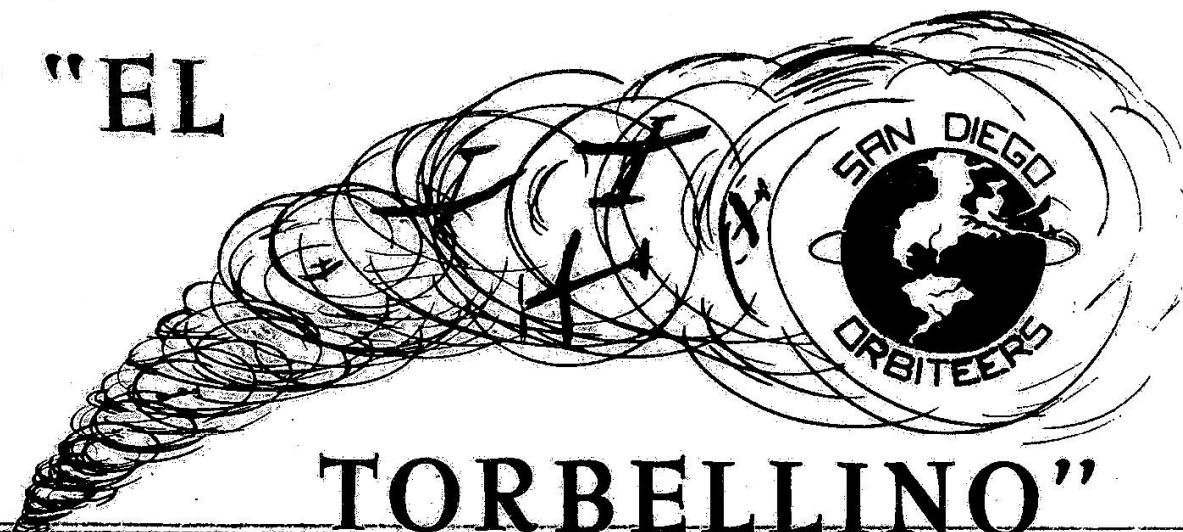


"EL



## TORBELLINO"

VOL. III No. 1

JANUARY, 1967

### Meeting Dates

- JAN. 13 - First Annual Dinner Showay Creek Inn  
See You & Your Family Law 7:00 PM —  
EAT !! (funs provided)
- FEB. 10<sup>th</sup> - "B-POLO" Contest No. Reservation  
Same Rules As Last Time Comd. CR.

### Contest Calendar

- JAN 14-15 - Orbiteer - Phoenix - Scot  
WAKEFIELD - Nordic  
TEAM CHALLENGE Yuma, Ariz.
- JAN 29 - CALIFAS - See Flyer FISINORE
- JAN 22 (DATE CHANGED FOR CALIFAS CONTEST) - Orbiteer Monthly! Paseo Mesa.
- FEB 10, 11 - SOUTHWESTERN AAA Buckeye, Arizona
- MARCH 19 - 3<sup>rd</sup> Annual Orbiteer JKA FAI FISINORE

REMINDER

→ THIS IS IT ←

~~13~~ DON'T MISS IT ~~13~~

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 bee-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 Al Nordic, one  $\frac{1}{2}$ A 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. Models dashed, one  $\frac{1}{2}$ A, 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 Orbiteers 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 kite 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 Soley, 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 postalas. One with a group in Rochester, N.Y., sparked by an ex - protoge of Clarence's. Another with the Washington D.C. Macexecutors, and, last, but not least, the Hampton Va., Brainbusters. A real active club according to KIMS. 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'Miver 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 Soley 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 fiberglass tube by itself, no balsa wrap-around; forgot whether it was 2 layers of light glas, or one with a generous seam. Used  $1\frac{1}{4}$  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 fiberglass 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 R.R. - R.R.

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

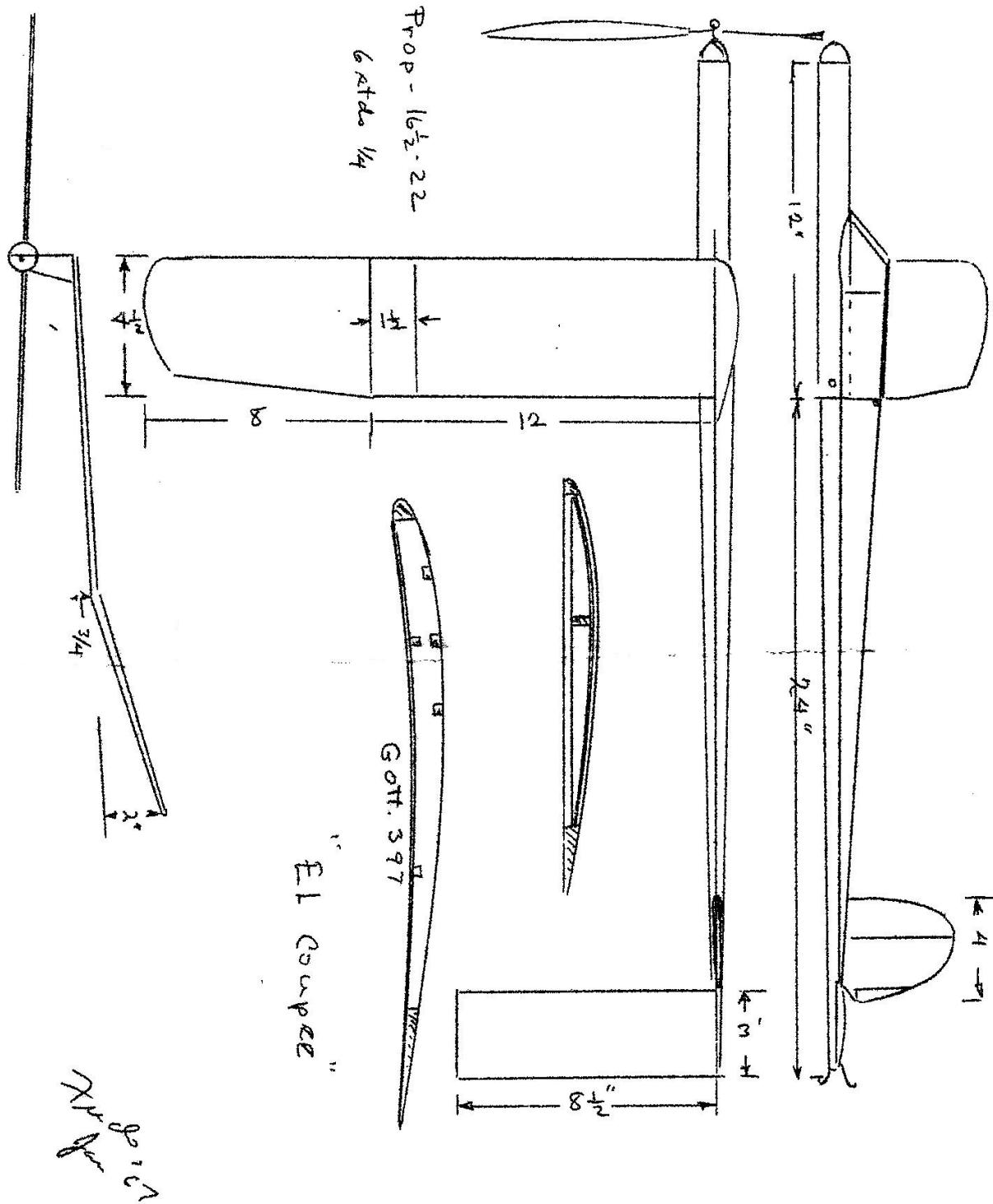
10 grams of rubber = 0.352 cns. 70 grams air frame = 2,464 628.  
Cross section 20 sq. cm. (3.1 sq. ins.), plus ROG., that's only limit.

## 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



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

POWER

1. Clarence Mather	9:00 + 3:50 = 12:50	1A Go Go Bird
2. Nat Antonioli	9:00 + 2:09 = 12:09	2A Orbitneer Mk. II
3. Ed Simpson	9:00 + 2:03 = 11:03	B Maxalot
4. Howard Harvey	9:00 + 1:41 = 10:41	1A Slowworm
5. George Howard	7:04 ----- = 7:04	2A Orbitneer Mk. I

NON POWER

1. Clarence Mather	13:23 Orig. Unlim. Rubber
2. Nat Antonioli	11:03 Orig. Nordic A/J 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 ORBITEER OF THE YEAR - POINT STANDINGS

SENIOR - OPEN

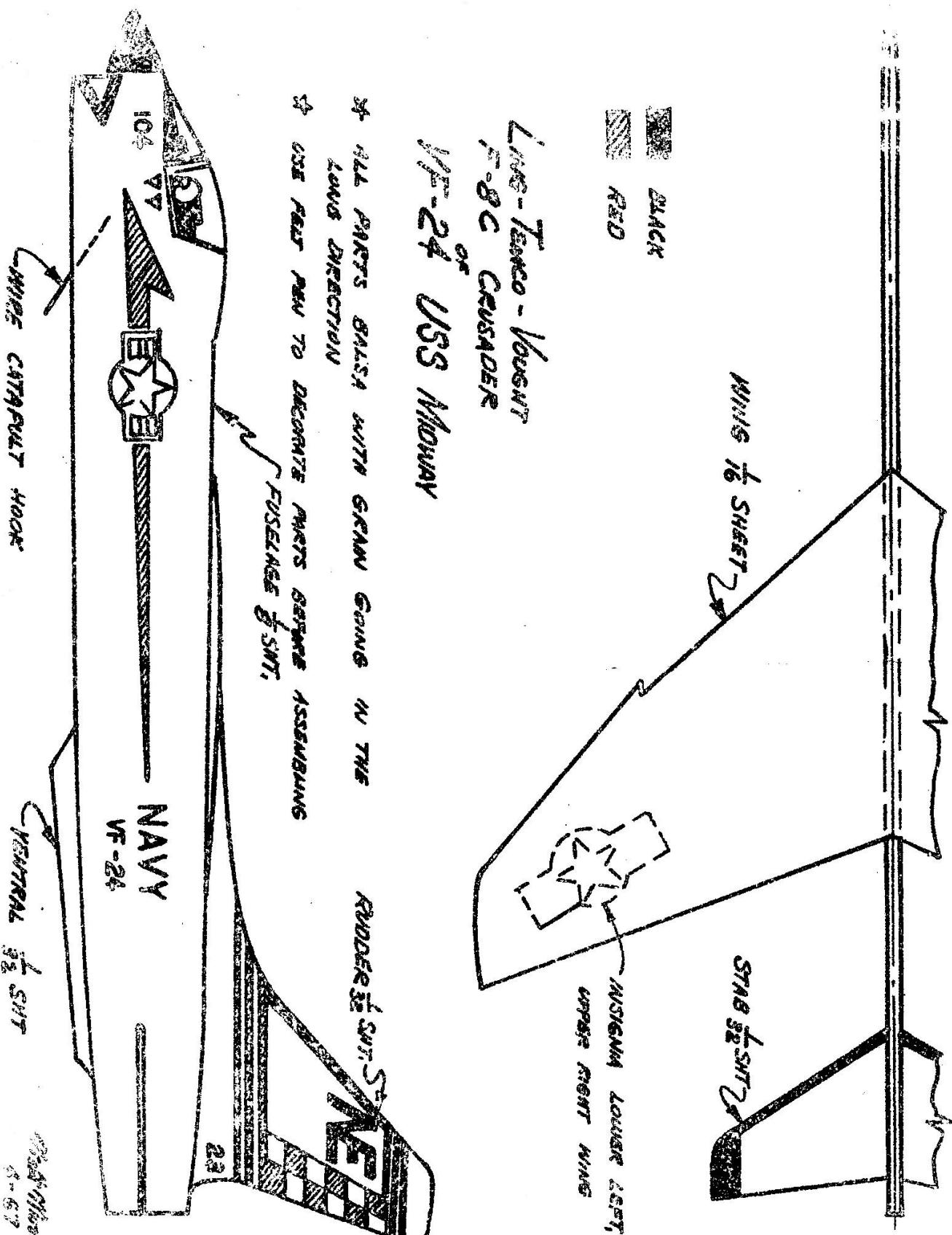
1. Clarence Mather	50 Points
2. George Howard	37
3. Howard Harvey	32
4. Nat Antonioli	28
5. Dave Lambert	23
6. Ed. Simpson	18
7. Bob Ferguson	16
8. Roger Jensen	10) Tie
Harry Steinmetz	10)
9. Fudo Takagi	9
10. Walt Mooney	8) Tie
Larry Simpson (Sr.)	8)

JUNIOR

1. Curtiss Mooney	10 Points
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Note: No other Junior Contestant has points as of this date.

submitted by: Nat Antonioli.



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~~7~~ CALIFAS CLUB \*

'AH' FREE FLIGHT CONVENTION

\*JANUARY 29, 1967\*

Elsinore Calif.

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Events (J.S.O.) combined

8 A.M. to 2 P.M.

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

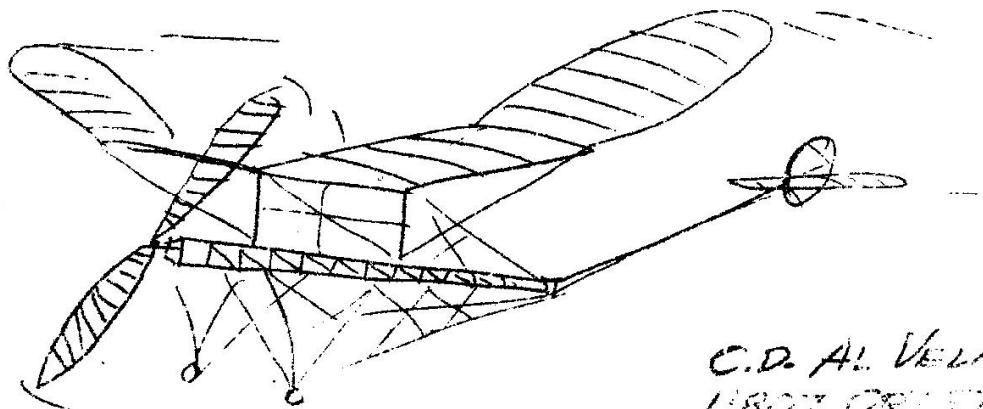
F.A.I. Power

1st round ends 10 A.M.

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• TROPHIES THRU THIRD •

AMA SANCTIONED



\*ENTRY FEE 1.25

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CHINO, CALIF.  
PHONE: 6.284600

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