



NEWSLETTER

VOL. 1, NO. 7

JULY - AUGUST 1965

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This is the first of what will be two annual double issues - July-August and Dec.-Jan.

FLASH * FLASH * FLASH

First results 1965 World Free Flight Championships, Kauhava, Finland
July 8-11, 1965

Power: U. S. Team tied with Italy for First Place. Bob Cherny was highest placed team member, placing 8th in a flyoff. The flyoff apparently lasted only one round, and was won by an Italian. Time: 18:40

Wakefield: U. S. Team placed 3rd. Frank Parmenter was 7th in a flyoff lasting two rounds. Winner was a Dane. Time: 20:57

Nordic: U. S. Team finished seventeenth. Individual winner was brucher of Sweden. His time was 14:22. No other details.

This information came, with our thanks, from Bill Hartill (U. S. Team Manager) by cable to Bob Van Nest of the S.C.A.T. club, by phone to Mrs. Les Hill, by phone to Russ Soley, by scribbles to my secretary, Gloria Clark. Sure hope it came out as Hartill wrote it!

MEETING DATES

Friday, August 13 - North Clairmont Community Center ~ 7:30 PM
Feature: Design lecture by "The Ol Professor": Walt Mooney
Don't miss this one.

Friday, September 10 - Feature : "Easy B" Contest ~ 7:30 PM

CONTEST SCHEDULE

Sunday, July 25	-	Orbiteers Semi-Annual	-	Kearney Mesa San Diego
Monday, July 26 to Sunday, Aug. 1	-	1965 National Championships	-	U. S. Naval Air Station Willow Grove, Penna.
Sunday, Aug. 8	-	3rd. FAI qualifying trials Orbiteer Sponsored	-	San Diego
Sunday, Aug. 15th	-	3rd. FAI qualifying trials Scat Sponsored	-	Sepulveda Basin
Sat. & Sun Aug. 21 & 22	-	San Valeers Annual	-	Sepulveda Basin
Sunday, Aug. 29	-	Orbiteers Monthly	-	San Diego
Sat., Sun., & Mon. Sept. 4, 5 & 6	-	FAI Semi Finals	-	Turlock

RESULTS - ORBITEER JUNE MONTHLY CONTEST

POWER

1st - Les Hill	-	Original -A	11:02
2nd - Bill Thompson	-	Starduster - A	9:48
3rd - Bill Thompson	-	Starduster - $\frac{1}{2}$ A	8:30

NON-POWER

1st - Tom Ottewell	-	Vencidor - A/2	11:46
2nd - Don Sloan	-	Mod. Top Kick - A/1	13:37
3rd - Larry Simpson	-	Squire - A/2	12:29

*New Senior A/2 National Record - Retaken from Larry Simpson! Your move now, Larry.

RESULTS - 1ST FAI QUALIFYING TRIALS - QUALIFIERS

NORDIC A/2

Russ Seley	-	Goooneybird	-	13:37
Larry Simpson	-	Squire	-	12:11
Les Hill	-	Suskin #3 & #4	-	12:07
George Howard	-	Lucifer	-	12:02

WAKEFIELD

Fudo Tekagi	-	Original ?	-	13:49
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No one qualified in power.

RESULTS - 2ND QUALIFYING TRIALS - QUALIFIERS

NORDIC A/2

Tom Ottiwell - Ve midor - 12:55

WAKEFIELD

Brian Donn - Aurora - 14:24

POWER

Bob Ferguson - Original ? - 12:57*

*Qualified by percentage - But only 3 Seconds short.

Note of interest - while our club is not the sponsor, Nat Antonioli has agreed to contest direct qualifying trials for F.A.I. Speed and Team Race. These qualifications will take place at the Cubic Corporations parking lot July 18th, August 1st, and August 15th. Our own Jerry Simpson and Bruce Cronkhite will be trying hard in Team Race. These qualifications are said to be backed by the "S.D.D.F.-G.S.D.C.M.S.T." Freely translated, this comes out something like "San Diego Drink Fast Go Slow Don't Cheat Much Speed Team."

Since we haven't received the results of the two postal meets held during June, we'll just have to sit back and wait for our Midwest friends to act.

Clarence Mather qualified for the FAI Indoor Flyoff at Lakehurst, N.J. These finals will take place during the "Nats", and unfortunately for Clarence, he's buried in his studies this summer at Purdue, and had to forgo the chance to make the U. S. Team. Finishing just behind C.M. was Art Gunnet and since C.M. couldn't go, this placed Art in the finals. You guessed it, Art also had to pass!

ORBITERS OF THE YEAR

Open Les Hill

Junior-Senior Larry Simpson

Larry ran away with the Jr-Sr. award, getting off to such a fast start the others didn't give much of a final push to try to upset him. Congratulations to Larry - a fine effort.

The run for the Open award was of course, another story. The last two monthly contests produced an all out battle between Les & Bill Thompson. The May contest saw Hill increase his lead by 2 points - going into the final contest he therefore lead by 4 points.

June 27 was a windy day to say the least. Seven models being lost! Between the two, Bill was the first to lose one, his $\frac{1}{2}$ A Duster. It was then Hill's turn with his $\frac{1}{2}$ A job. Bill wasn't about to be outdone, however, as he then proceeded to lose his "A" Duster.

Hill switched to Nordic, after he put up enough time to win Power with the .051 powered version of his unnamed Gasser. Since the wind was very high by this time, Bill, pooped and discouraged from searching for models that went out of sight in 3 minutes, conceded victory to Les.

Les, flying the three minute route of FAI events, could easily keep going. Bill still had his Strato-Streak to fly, but, after losing two, trying for five minute maxes, who could blame him? Besides, Les had his FAI power job in reserve - just in case.

When the dust settled, Les had run up 14 points more than Bill and his 242 total did it.

Congratulations President Hill our 1964-65 Kingpin. Congratulations, too to Bill Thompson, our 1963-64 champ. But then, that's the way it should be - the Old-Timers being upset by the kids.

Again, congratulations to Larry Simpson, too.

Final point standings and the scoring system is presented later in this issue. Let's all make a good try to become the 1965-66 champs.

COMMENTARY ON CLEAR & COLORED DOPES, NITRATE & BUTYRATE - By: Nat Antonioli

In recent years, free flight model structures, particularly in the international classes, have been becoming increasingly more sophisticated in construction techniques and certainly lighter in weight, as increased efficiency of a model is sought by the individual competition modeler.

The following outline commentary was researched and prepared, in an effort to bring to light certain facts and observations on Nitrate and Butyrate dopes, both clear and colored. Method of application is considered to be, brush for clear and spray for colored. No attempt is made to discuss actual application techniques as it is assumed that the individual modeler basically follows directions as printed on the labeled can. Needless to say, temperature and humidity may be an important part on the final outcome of any finish, not to mention types of covering materials (tissue, silkspan, silk & sheet balsa skin).

Furthermore, no attempt is made to include the newer epoxy finishes, as not enough experience has been had collectively, to discuss in detail.

Weights

- A. No difference between Nitrate & Butyrate.
 - B. Colored dopes weigh over 3 times as much as clear!
 - C. Examples -
 1. Weight of colored dope (thinned 50%)
Equals 1 Oz./Sq. Yd./ Single Coat.
 2. Clear Dope (thinned 50%) equals
.3 Oz./Sq. Yd./Single Coat. (1 to 2 Mils thick)
(1 Mil = .001 in.) (Sq. Yd. = 1296 Sq. In.)
 3. Weight of one coat on typical $\frac{1}{2}$ A Gas Model:
Clear = .2 Oz.; Color = .6 Oz.
- Note: Total surface area of typical $\frac{1}{2}$ A Gas Model calculated to be a conservative 950 Sq. In. (Model of 300 Sq. In. wing area)

Coverage

- A. Butyrate
 1. 20 Sq. Yds./coat/gal. (thinned 50%)

B. Nitrate

1. 12 Sq. Yds./coat/Gal. (thinned 50%)

Advantages - Disadvantages

A. Nitrate

1. Advantages

- a. Less expensive than Butyrate.
- b. Less likely to blush.
- c. Does not shrink as much as Butyrate.
- *d. Cures faster and can be exposed to direct sunlight faster without risk of warpage of lightweight structures.

2. Disadvantages

- a. Not fire or chemical (hot fuel) resistant.
- b. Less coverage per qty. than Butyrate.
- c. Becomes more brittle with age than Butyrate.

B. Butyrate

1. Advantages

- a. Fire & Chemical (hot fuel) resistant.
- b. More coverage per qty. than nitrate.
- c. Does not become as brittle with age & exposure to the elements.

2. Disadvantages

- a. Higher cost than Nitrate.
- b. Has greater tendency to blush.
- c. High rate of shrinkage will cause warpage of lightweight structures.
- *d. Cures slower & cannot be exposed to direct sunlight as soon as Nitrate, risking further warpage.
- e. Additional retarder must be added to prevent conditions c. & d. from occurring.
- f. Colored Butyrate has a tendency to split on acute convex and pull away from concave surfaces. (This condition can be reduced by adding a retarder.)

Sources of Information

1. W. P. Fuller & Co. "Aircraft Finishes" catalog.
2. Government specifications

Note: *Indicates personal experiences and observations coupled with experiences of other model builders.

SPACE FOR RENT - .25¢

THE OLD TIMERS

By: Bill Thompson

A new aviation magazine made it's appearance during the month of June. Since it will be primarily of interest to the Old Timer fan, a brief review will be given. The name is "Aviation Collector's News" and it is published bi-monthly by Lee Magazines, P. O. Box 5036, Harrisburg, Pa. The format of the first issue looked like this;

1. An air adventure fiction story.
2. An aviation "Believe it or Not" story called "The Incredible Truth."
3. Antique airplane three view drawings and specifications.
4. Stories and pictures of W.W.I aviation.
5. Biographies of famous aviators.
6. And for the Old Time modeler, a column called "Gas Lines of Old." Very nice plans of the Aero Champ are included, which can be scaled up.

So, you already receive the Engine Collector's Journal, Model Airplane News, Aero Modeler, Air Classics, Model Aviation, Light Plane Guide, American Modeler, Flying, Flying Models and Air Progress, send in your \$3.50 right now. This one is a must for the Old Timer. And while you're at it, send your \$5 for the 64-65 Zaic Year Book. Enough said!

One Old Timer contest was held during June, but the announcement arrived too late to make the last Newsletter. The third Chapter Old Timer Meet was held on June 27 at Sepulveda Basin. The Classes were Class I (.00 to .25) and Class II (.26 to .65) ignition only. The engine runs were 15 seconds ROG with a 3 minute max. The results follow:

CLASS I

1. Boyer	7:45	Ranger	Arden	.199
2. Drouillard	4:54	Thermal Thumber	Arden	.199
3. Osenga	3:47	Spook 48	Bantam	.19
CLASS II				
1. Swift	7:59	Bombshell	Super Cyclone	
2. Lowe	7:04	Brigadier	Forster 29	
3. Cover	6:33	Bombshell	Super Cyclone	

Contest Notes: The above contest information was supplied by "Champ" Larry Boyer. Thanks Larry and keep up the winning ways. This writer did not attend this meet since the Orbiteers had a club contest, and the last chance for "Orbiteer of the Year" points, scheduled for the same day. Since our editor will probably have some comment and final results of the "Orbiteer of the Year" race, there is no need to go into details on how we made out at this contest. Anyway, from the above times, it can be seen that Art Swift's Bombshell is still going great guns. However, he'll have to go some to catch Larry Boyer whose Ranger has been doing rather well for the last 3 years now! During this Old Timer meet, Sal Taibi was seen checking out his Forster .99 powered Hornet. You Old Timers can probably picture the Hornet. If not, I can't help right now. It would take the rest of this Newsletter.

Latest news department, No. 1. Les Deline will represent San Diego in the Nationals' Old Timer event. Les, and his wife, Patsy, will combine a vacation back East with a little Old Timer flying. No. 2, word has it that Mike Taibi is building an Old Timer model. Which one did he choose????? The Strato-Streak, a design by Louis Garami.

Don't forget the Thunderbugs Old Timer Meet. The date is July 11th and the place is Sepulveda Basin. Results next time. See you all there!!!

LETTER TO THE EDITOR

History has proven to us that the satisfaction from any activity is in direct proportion to the output of effort. This message is simply and humbly an application of this well-known formula.

We all agree that it is impossible to separate organizational accomplishments of a model club from it's competition success, for they are intertwined, one into the other. Our club's rise in number as well as in stature has been largely dependent on the individual success of each member. Even our members who never compete are anxious to hear results of the efforts of those who do. Competition is a yardstick which lends pride and purpose to our most worthwhile endeavor. If we transmit this individual interest into group effort, we will double the club's morale, as well as increase our chances at competition. Psychological support and physical assistance in flying is immeasurably valuable. A ride back after a long down-wind chase, or a third hand in a hurried field repair is not just helpful, but - "the very essence of our sport!"

Every successful effort must have a direction. Our club should not be without ambition. Our goal is not unique among Southern California Aero Clubs, to place at least one member on the 1966 United States FAI Free Flight Team.

The second round of the United States FAI Free Flight Team qualifications is Sunday, July 11th, on Kearny Mesa. "The longest journey starts with the first step." See you there!! ----- Les Hill

Editor's Note: As you can see, this letter was written with the thought the Newsletter would be printed on time. Change the dates to the 3rd. trials & don't forget the regionals in September. Remember at least one team member. It's entirely obtainable. RS

SEEN & HEARD

Gene Wright tells us that he was able to secure the old 13013 AMA number of Jim Saftig. Anyone wanting one of these unusual numbers should find out from Gene just how it is done. However, better luck to Gene with this number than Saftig had.

We have three new members flying with us. Since they're not listed in your club directory, here are the names and addresses, etc. (Suggest you all give them a call to find out what they have you can borrow. Sorta make 'em feel at home) Welcome aboard fellows.

Rodger Jensen
956 Wilber Ave.
San Diego, 92109

Barry Rockwell
4776 West Point Loma Blvd.
San Diego, 92107
222-3339

Don Sloan
4534 Castelton Way
San Diego, 92117
279-1513

While we're about names and addresses - make these changes:

Larry Boyer - 4129 45th St., San Diego
Jerry Simpson - 4451 Paviol, San Diego

Anyone else not receiving your Newsletter? If so, your address is not doubt wrong. Let me know. (But how are you going to know if you don't get this rag? Your problem)

As most of you know, Frank Zaic has been at it again. But to bring everyone up to date, here's quotes from a recent phone conversation we had:

"Hello, Frank?"
"Yess" - "who's diss?"
"Russ Seley" - (long pause)
"Who?"
"Russ Seley - from San Diego." - (longer pause)
"Oh - dot Orbiteer news guy?"
"Ya - dot's rite Frank. Now about the New Year Book, Frank - what's...."
"I'm waiting for some more plans from England und Germany - und some more dollars - und then vee print."
"How soon will that be Fra...?"
"About three weeks if vee get enough money to guarantee the printers."
"Need more advanced orders eh?"
"Yz, vee got about 161 now und only need a few more. Think I better send out another ad mailing."
"Frank, could you make this an annual publication now? How many would you have to sell to make this possible?"
"Well - if vee could sell 2,000 at \$5.00 I'll put it out every year." It takes me six month full time to put it together."
"Send me about 75 of the ads Frank, and I'll attach them to our Newsletter mailing. How about it?"
"Dot's a goot idea, I'll mail them tomorrow. Say, Sonny, dis is your nickle isn't it?"

Right you are Frank! There is nothing in this sport of ours to equal the great series of Yearbooks as edited by Frank Zaic. Every Orbiteer should rip off the attached ad and shoot in your check before you fly again. Someday, this 1965 issue will be as valuable as his first issue. Unless you go through it so many times you wear it out. We'll bet you do just that. And - Frank - forgive the bad attempt at quoting your German accent.

Speaking of Ads, I mentioned to a few Orbiteers that maybe we should run a "Classified Ad" Section. Anything you wanted to sell or buy - advertised for a quarter. Les Hill thought this might be a good idea and said to put him down as follows:

Wanted: At any price, a 3 minute Nordic

Gene Larson: Collect two bitts from Les.
If for nothing else, for daydreaming.

Last month, we failed to thank Tom Hutchinson of the San Valeers for providing us with all the Free Flight results from the Cal-Western. Late, but never forgotten, Tom. Our thanks is whole-hearted.

Last month, Larry Simpson suggested that we should run a regular column about club members' club members' work on various projects. Thought it over for several days and then found the perfect solution in incorporating such series: Have it written by our Juniors and Seniors! Sheer genius on my part. Besides, just that much load off my back. (That's the genious part) Larry has agreed to "spearhead" this venture if the other Jr's and Sr's will cooperate. From experience, we know this won't be a problem. So, if you're asked a question by one, help 'em out. "Candid Column" will be listening to you. P.S. - I doubt they'll call it that!

Have you seen that hot power man Gene Bach, flying his rubber powered Sparkie? Wound it backwards the first time!

Brian Donn's new unlimited looks great. Made 2 out of 3 Maxes while test gliding!

Russ Merrill has a new Pethermalizer that looks like an R/C antenna-----what's with these rubber types?

On the boards and building department:

Nat Antonioli - a 3½ Minute Nordic (Still air)

Bob Ferguson - a 150 MPH FAI Power job (going down?)

Dennie Davis - Also FAI power - with an abstract paint job yet.

Harry Stinmetz - A banana that looks like a Nordic.

Norm Davison - An indoor scale rocket - needs to break his lease.

Larry Simpson - A chip glass towline - You're not going to take another record away, Tom.

Larry Boyer & Bill Thompson - An oldtime Starduster, with ignition of course.

Fudo Takagi & Shimazo Maruto - A scratch built - Scale model - Honda chace cycle (rubber powered, of course)

Howard Harvey - An .01 powered FAI job - complete with built-in automatic camera. (When it gets lost all "Harrv" figures he'll have to do is develop the picture to find the model)

Walt Mooney - A scale A/2 Nordic - And that may be no joke!

In conclusion - if you sometimes wonder about the value of belonging to a club, consider the past two contests (the June monthly & the Second FAI Trials). No less than 9 models were lost! However, because at least 15 members spent several hours of searching, all were recovered!

AERO BIOGRAPHY

By: Bob Ferguson

As I reflect back, model building and flying has been more than a hobby. It has been a way of life. Visualize a 4 foot boy getting a 7 foot gas job to a model contest (in one piece) using the New York subway and trolley car. We flew in parks surrounded by skyscrapers. If you think chasing is bad here, try following a thermal flight through downtown Manhatten. (We hadn't invented D/T yet.) The "Heros" to us kids were "Shulman", "Tabi", and the "Hot-Shot Club" was the Sky-scrappers.

The war found me in the engineering branch of the Navy. My pre-war flying companion Harold Schmidt, was lost in the Normandy invasion. I think that this contributed to my flying inactivity after the war. I joined Convair when I was discharged from the Navy. I directed the flight controls design group for a while. I found my modeling experience to be a great asset. I am now a design specialist.

I drove by Kearny Mesa several years ago and noticed several fellows flying strange looking models. Like an alcoholic passing a brewery, I knew that I should have kept going, but I didn't. Watching the Orbiteers fly sent me back to the workbench.

The fellows in the club have been bringing me up to date on the latest flying techniques. I would like to thank them at this time. Everyone in the club has helped me at one time or another.

Recently, I have been attending many contests, and I am having a ball. The sportsmanship and comradship in this hobby is unsurpassed.

"XYLOBIRD" A Model Looking for a Builder

Sometime late last fall, a group of us were "Bench-flying" at Oscars after a club meeting. Someone suggested it would be a great idea to create a good A/2 as a club design.

After hours of kicking around theories and setting standards, we all went home with glazed eyes and figuring we'd heard the last of it. Not so - . About six weeks later, Nat popped up with the layout and with details yet.

The ship has never been built, and it's a shame. Les Hill and Nat Antonioli, who produced the design are highly competent in A-2 design. It should be a very easy model to build and should be an ideal plane. For our site and general flying conditions.

To build, it requires a wing form. Les has it and we'll bet he'd be happy to lend it to anyone wanting to tackle the project. Anyone making their first attempt in FAI couldn't go wrong with the "Xylobird" - besides, they'd get all the help they wanted in building and trimming it out.

Now - step right up, first one in the air gets his name etched in Orbiteer history. By the way, "Xylobird" means 'wooden bird'.

PLAN OF THE MONTH

EASY B CANARD By: Walt Mooney

The Easy B Canard is an attempt to get an efficient tissue covered model for use under low ceilings and in confined spaces. Because no tail boom is required the model is shorter than most and can still have a longer than average motor base.

The advantages of the initial model appear to be as follows: It is capable of circling in a very small diameter circle, added power (bigger motors) moves the center of gravity forward and keeps the model from stalling, and the aft mounted propeller makes the model less prone to hanging up.

Except for a small amount of clay on the extreme nose for balance with small motors the original model required no trim for flight. It is quite apparent that as the model slows down, the turn tightens up. If the center of gravity is moved aft, the circle will get smaller. Because the motor stick will bow under the tension of the larger motors, the initial power burst is usually quite flat and the model goes about where you point it for a couple of seconds

and then commences to turn in very tightening circles. This tends to keep the model in the center of the room and I don't believe I have had it hit a wall yet. Under a low ceiling, you can launch it in a down direction and the power burst will be spent before it starts to climb.

Try to get a smooth covering job. Wrinkles are probably the biggest decreaser of aerodynamic efficiency on this model. Keep the propeller light, it's way behind the center of gravity. Cover the wing pylon, in the case of this canard, it's known as a fin.

I tried a 1/32 square stick mounted pointing up and aft from the nose as a ceiling bumper, hoping to make ceiling bumping a pleasurable pastime. Mine was about 6 inches long and I have had mixed results. (it also makes a good hanging hook. Maybe a longer one would work better.)

FLASH

Just learned that Clarence Mather qualified in Wakefield with his "Flapjack." His time was 13:28. Apparently, he drove from Purdue University to Bong Field for their trials. He said also that there were 9 or 10 other Wake's and someone would have maxed out, but short fused his last flight so as to not lose the model. Reported 4 or 5 qualified here.



X YLOBIRD - CONSTRUCTION NOTES

PG. 2

WING DETAILS



